



**TRIUMPH SPORTS CAR CLUB
OF SOUTH AFRICA**



JOHANNESBURG CENTRE

P.O.BOX 1102, SOUTHDALE, 2135



MARCH & APRIL 2012 AND REPORT ON NATIONAL GATHERING

Issue No. 02 /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

Interested in Advertising in the newsletter? Please contact the editor

EDITORIAL

The results of the Plett Nationals are in this newsletter.
AND please note the following:

Elaine,

Herewith all the Nationals results. – see elsewhere in this

I think what is remarkable is that four out of the top five d'etat cars were from Johannesburg, and two out of the top three d'elegance cars were from Johannesburg!!

Also, the Jo'burg Centre was the most represented centre, with 19 members plus spouses, partners etc.

So - we've got quality AND quantity!!

Gino Casieri

WOW!!! WAY TO GO JHB

We are waiting for DVDs/CDs from Port Elizabeth and these will be shown to you probably at the next noggin – Mike? Also I hope to add a few more stories from those who attended the Nationals in the next issue of the newsletter. How about it Cliff, Gary, Harry, Rob please e-mail your stories to me.

CHAIRMAN'S REPORT

On behalf of all members of the Triumph Sports Car Club, may I welcome new members:

Lisa Dobbins who owns a Capri 1600GT

Phillip and Brigit Lategan who own a TR3A

Gert and Coleen Botes and son Vaughn. They also drive a TR3A.

I hope you all enjoy the camaraderie associated with the club as a whole.

Well, what a good motoring year so far!

Judging by the number of cars that made their appearance at Angela's picnic on April 1st, I was right when I guessed that the money collected for charity would exceed the previous year. A total of R28 140 was collected – excellent. Within our club we had a very good turnout together with our friends from Pretoria Centre. I counted twenty two Triumphs, there were perhaps more with the coming and goings throughout the day, but checking my photos I can vouch for twenty two, including the lovely Chicane of Leon Hoffman parked in the centre of the grounds. We were also honoured with cars from other marques, including the Capri belonging to Lisa, Mark's Panhard and two lovely Austin Healeys. My personal two favourites from the other clubs were the '60s silver Maserati 3500GTI and a silver Alfa Romeo 2600 Spyder as shown in the accompanying photos. I'm quite surprised that that the Alfa had such huge drum brakes all round, dominating much of the spoked wheel. I'm not sure of the timeline with regards to the advent of Dunlop Disc Brakes, but surely Jaguar had a great advantage equipping their cars with this new invention. There lies another story.....



Alfa Romeo 2600 Spyder – Angela's Picnic



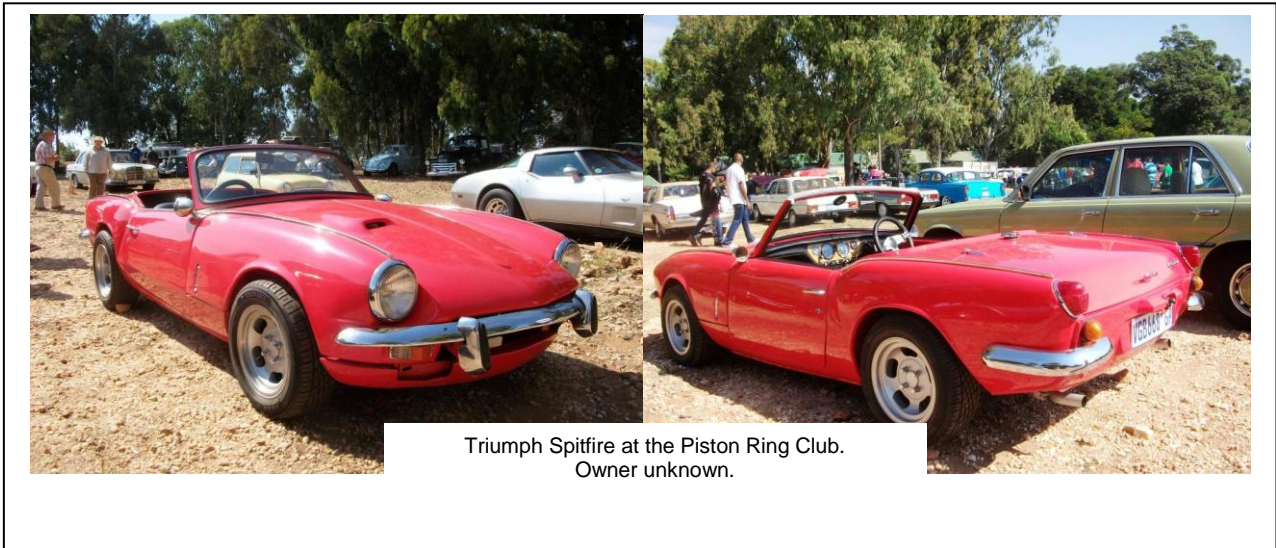
Maserati 3500GTI – Angela's Picnic

From all the reports coming in from those who attended the National Gathering in Plettenburg Bay, the consensus is that it was a resounding success! Feedback also revealed how pleasant and relaxed they all felt, with superb accommodation, friendly atmosphere, good weather and some great drives. Well done to the organisers. I think what is remarkable is that four out of the top five d'état cars were from Johannesburg, and two out of the top three d'elegance cars were also from Johannesburg!! Did you know that the Johannesburg Centre was the most represented centre, with nineteen members plus spouses, partners? As with every Gathering, the bar was raised once again and endorses one of the principal edicts in the constitution, thus: establish and promote the preservation of Triumph cars, the sport, interest and pastime of motoring and of the Triumph marque, and to encourage social activity between members engaged in club activities. I personally look forward to the next national gathering on the KZN South Coast where surely, I can attend in my own car.

My thanks to Gary and Cliff for representing the Johannesburg Centre in the meetings. Congratulation to Rene for being awarded the Ian Evans Trophy.

A week before the Nationals, I visited the Piston Ring Club where the spotlight was on the Ford Motor Company. The range of cars was quite remarkable. Should you visit any of the meetings in your Triumph, you can be guaranteed of a nice shady parking in the southern section of the premises, perfect for a picnic. Harry and Elaine, John, Mike and Chris have managed to secure a permanent allocation there complete with a Triumph parking sign. Sprinkled elsewhere in the visitors parking I found two white Chicanes, the maroon Herald 13/30 convertible and three

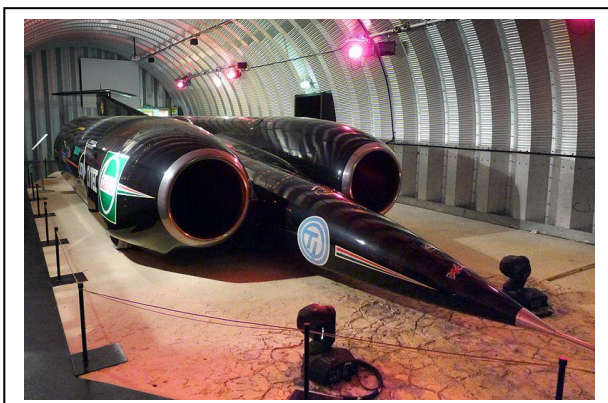
Spitfires. Hopefully word will get around so that these fine cars can find their way to the abovementioned Triumph parking in future events.



I was invited to an MG Noggin earlier this month. Very interesting to witness how they run their affairs, with a late start of 8pm and an attendance of approximately fifty members including ten or twelve spouses. The club meetings are held at Old Edwardians in Houghton in pleasant surrounds but they don't have the luxury of a hot dinner. They have used the premises for years since moving from Huddle Park when I was a member there. Star attraction on this visit was a very interesting presentation of the planned British attempt at a new land speed record of 1610km/h exceeding their previous record of 1200km/h and driven by none other than Andy Green. The whole engineering project would only commence once they had found a suitable site for the attempt and after much investigation worldwide, found the site right here in the Northern Cape. The design of the vehicle weighing in at 7000kg and named Bloodhound SSC is now complete and the run will take place sometime within eighteen months.

Education Programme Director, Dave Rowley gave a really interesting presentation. A team has set themselves up in Kimberley with the intention of, besides achieving their main objective, generating a renewed interest worldwide in science and engineering across all age groups but especially the youth in both boys and girls. Dave has agreed to do a similar presentation in the coming months if a visit to Johannesburg and a Noggin night coincide. So, if this can be arranged, I would encourage you to invite guests, especially your youngsters – anyone eight years and above. Watch this space.

Our next Noggin on the 15th will include a photographic presentation of the National Gathering. I invite you to a great evening of good food, drink, entertainment and camaraderie.





TOP LEFT: Thrust SSC 1227km/h
Wing Commander Andy Green
Black Rock Desert USA. 1997
LEFT: Typhoon Eurofighter 1470km/h @ sea level
TOP RIGHT: Proposed Bloodhound SSC
Design speed 1610km/h
Wing Commander Andy Green
Project Director Richard Noble
Haksteen Pan, Northern Cape



Our next Sunday run on the 27th will take us to the East Rand for a pleasant breakfast organised by Gary and Joan. More details to follow.

Lastly, our deepest sympathy goes to John Craig who lost his brother shortly before the Nationals. Regards, 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 tacks 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.

March

- 01 Clare Turnbull
- 03 John Craig
- 05 David Blair
- 07 Margarita Coppens
- 21 Gert Botes
- 23 Andrew Shackleton
- 28 Lisa- Dobbins
- 30 David Ball

April

- 05 Coral Turnbull
- 10 Harry Fairley
- 15 Italo Moranduzzo
- 28 Rodney Keyzer

May – No birthdays on record

DOOR PRIZES AT NOGGINS

The door prizes for March & April were won by:

March:	1 st prize	DVD Player.....	Gary Booyens
	2 nd prize	Microfibre Valet ...	Rodney Keyzer
April:	1 st prize	Framed Pictures of Spitfire	Malcolm Black
	2 nd prize	Microfibre Valet ...	Mike Gilchrist

WELCOME NEW MEMBER(S)

Mike has welcomed the new members in the Chairman’s report.

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

TRIUMPH SPORTS CAR CLUB - JOHANNESBURG

PROGRAMME OF EVENTS

DATE	TIME	EVENT	EVENT DETAILS	DEPARTURE POINT	ORGANISED BY
Thursday - Monday 26.04.12-01.05.12	-	Nationals	Nationals Plettenberg Bay	Various departure points	Eastern Cape and Border
Sunday 13.05.12	-	Event	British Car Day, Pretoria Old Motor Club - Silverton	-	PMOC
Tuesday 15.05.12	19.30	Noggin	Noggin at Fairmount Bowling Club	-	-
Friday 18.05.12	07.00	Durban Dash	Scenic route to Pietermaritzburg Cars in the Park (Sunday)	Heidleburg Total Petroport N3 07.00	Centenary Car Club West Rand
Saturday 19.05.12	08.00	Historic racing	Historic racing at Kyalami	-	-
Sunday 20.05.12	10.00	Gymkhana	Gymkhana/Driving Test Combined with JHB/Pretoria/MG Club at Rafters Pub parking lot.	-	Pretoria Centre/MG
Sunday 20.05.12	08.00	Pmb Cars in the Park	Pietermaritzburg cars in the Park	-	KZN
Sunday 20.05.12		Rand Airport Air Show			
Sunday 27.05.12	09.00	Run	Run to East Rand. Meet at Grey Restaurant. Details to be announced later	Various departure points	Johannesburg Gary Booyens

TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA

No. 2 – March & April 2012

Page 7 of 32

Tuesday 19.06.12	19.30	Noggin	Noggin at Fairmount Bowling Club	-	-
Sunday 24.06.12	-	Run	Swop /Boot sale and braai - Pretoria or Stone Cradle ???	To be announced.	Johannesburg
Saturday 07.07.12	09.00	Zwartkops Airforce museum	Special air show - 80th anniversary of the first helicopter flight. Invitation from MG/Jaguar Clubs.	-	Mike 072-798 6976
Tuesday 17.07.12	19.30	Noggin	Noggin at Fairmount Bowling Club	-	-
Saturday 21.07.12	08.00	Historic racing	Historic racing at Zwartkops	08.00	Zwartkops
Sunday 22.07.12	-	Run	Tswaneng Crater visit	To be announced.	Eddie Steele
Sunday 05.08.12	08.00	Event	Pretoria Cars in the Park	-	POMC
Sunday 12.08.12	09.00	Event	Icicle Rally	To be announced.	MG Club Jhb Centre
Tuesday 21.08.12	19.30	Noggin	Noggin at Fairmount Bowling Club	-	-
Sunday 26.08.12	-	Run	Visit Dawie Gouws' car and bike collection and other memorabilia - Benoni	Various departure points	Harry Fairley
Sunday 16.09.12	08.00	Event	Piston Ring Swop Meeting	-	Piston Ring
Tuesday 18.09.12	19.30	Noggin	Noggin at Fairmount Bowling Club	-	-
Sunday 23.09.12	-	Run	50th Anniversary of the Triumph Spitfire. Combined event with Pretoria centre	To be announced.	Pretoria Centre
Saturday 29.09.12	08.00	Historic racing	Historic racing at Zwartkops	08.00	Zwartkops
Tuesday 16.10.12	19.30	Noggin	Noggin at Fairmount Bowling Club	-	-
Sunday 28.10.12	-	Run	Jacaranda Run	To be announced.	MG Club Pretoria
Tuesday 20.11.12	19.30	Noggin and AGM	Noggin and AGM at Fairmount Bowling Club	-	-
Sunday 02.12.12	TBN	Christmas Lunch	Christmas Lunch - venue to be announced. Combined event with Pretoria Centre	Drive Direct	Johannesburg and Pretoria

Piston Ring Calendar of Events

Sunday 17th June 2012 -	Motor Cycles and American Cars
Sunday 15th July 2012 -	Club Meet and Toyota show
Sunday 19th August 2012 -	AGM – Hot Rods in Arena
Sunday 16th September 2012 -	Swop Meet
Sunday 21st October 2012 -	Motoring Memories Show
Sunday 18th November 2012 -	Continental Cars
Sunday 16th December 2012 -	Open Day

EVENTS ATTENDED IN MARCH & APRIL 2012**March Event combined with Angela's Picnic on 1st April 2012**

This year Angela's picnic was combined with the monthly Jo'burg run and we had really good support from the Jo'burg Triumphers with 26 members attending and 19 TRs on show and only 3 plastics – good going Jo'burgers. Our spot is probably one of the best situated at Delta Park where we are best able to observe the traffic flow of fine classic cars arriving at the gate. The general turnout of classics was again excellent and once again paid tribute to Angela Heinz.

WANTED and FOR SALE CORNER**WANTED:**

A gentleman approached us at the Piston Ring and asked if we could please publish his request in his endeavour to find a TR4, TR5 or TR6. Any offers - please contact him - Andre du Toit on cellphone no: 082-336-2240 or via e-mail: propprojects@vodamail.co.za

FOR SALE

Malcolm Black's TR3A: - Included is a few photographs of my car which is presently on the market – asking for R150 000. The car is a white 1958 TR3A, rebuilt in 1990, still in excellent condition. On entering the Johannesburg Triumph Sports Car Club concours (d'Etat), it generally scored very well.

Recently replaced (with new) items include: tyres, brakes, battery and generator.
If you are interested, you may contact me at: Tel: 011 680-7461 / or 082 404-7790





THIS 'N' THAT

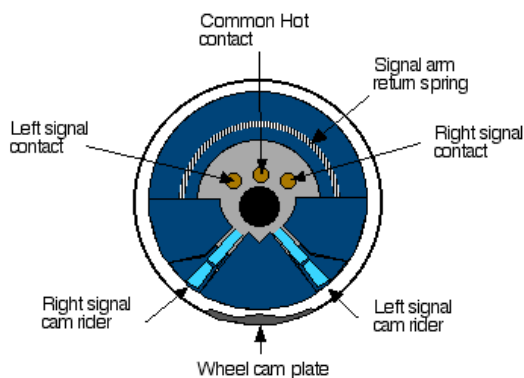
TR3A Control Head Turn Signal Mechanism

Craig Landrum

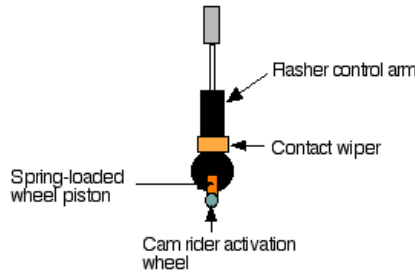
Jan 4, 2009

While correcting a horn problem, I had the occasion to disassemble and rebuild a TR3A control head. In the process I learned how the turn signal mechanism works – in particular the method by which the turn signal is turned off after the turn has been completed. I'll endeavour to explain the basics of this mechanism in this document. My terminology will likely differ from any professional manuals that detail the subject but I hope to convey the basics.

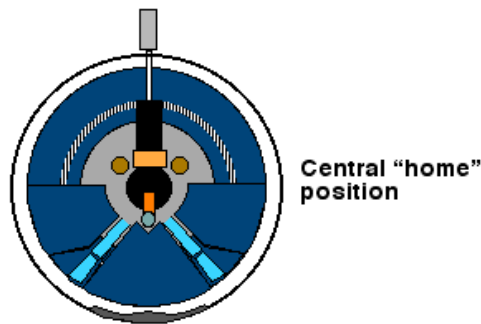
Leaving out the rather simplistic horn contacts and horn button, the control head turn signal mechanism consists of three main components – the control head contact plate, the turn signal arm, and the wheel cam ring and plate. The control head plate and signal arm are attached to the stator tube and remain stationary, while the wheel ring and cam plate rotate with the steering wheel. The wheel cam plate is normally located at the 6 o'clock position when the steering wheel is in the straight ahead position.



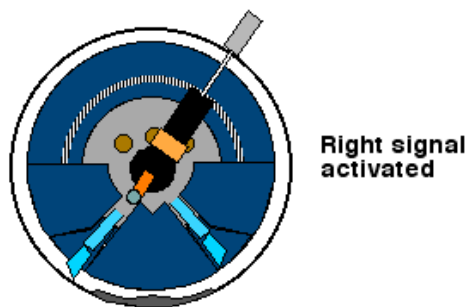
The control head contact plate is black plastic or Bakelite and has three contact points – a common hot wire, the right turn signal contact, and the left turn signal contact. The central hot contact is connected to either the right or left turn signal contact by a spring loaded wiper plate located on the signal arm. In addition, there are two "cam riders" which have spring-loaded joints, allowing these riders to bend at the middle. The wheel cam ring and plate make contact with these cam riders to return the signal arm to the home position after completion of a turn.



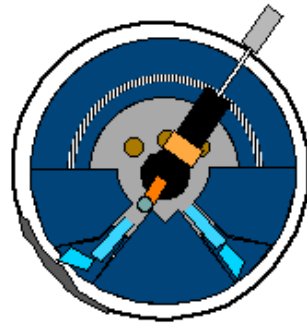
The signal or flasher control arm is equipped with a small spring-loaded square piston on its bottom edge. At the end of this piston is a small metal wheel which provide for smooth operation of the arm and also presses against the inner ends of the cam riders when either the left or right signal is activated. When no signal is activated, this wheel rests in a “V” shaped area between the cam riders.



To illustrate how all this works, assume we elect to activate the right turn signal. The spring-loaded piston/wheel at the bottom of the signal arm moves clockwise and presses down on the top of the right turn cam rider. This forces the right signal cam rider outwards and also pushes the piston/wheel into the cam rider slot, holding the arm in the rightmost position. Note that this also compresses right side of the signal arm return spring.

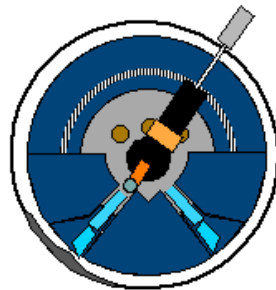


As the steering wheel is moved clockwise during the right turn, the wheel ring and cam plate move past the right cam rider that is being pressed outwards. Note that the left cam rider is loose in its slot and has no effect. Also note how the shape of the control plate cam rider slot allows the spring-loaded cam rider to bend in the middle. This allows the cam rider to “ride past” the cam when the wheel is moving right or clockwise.



Right turn in progress

When the turn has been completed, the wheel cam ring and plate move anti-clockwise. However, when the plate again contacts the right cam rider, the shape of the slot will not allow the cam rider to bend. In this case, the rider is pushed upwards by the central raised area of the cam plate, compressing the spring-loaded piston/wheel.



Right turn recovery

As the cam rider presses upwards and pushes against the piston/wheel, the previously compressed signal arm return spring forces the signal arm back to the home position, allowing the wheel to come to rest in its central “V” shape rest area.

Problems associated with this mechanism

The most common problem associated with the turn signal mechanism is probably the inability of the signal arm to recover to the home position after a turn. As can be readily seen from the illustrations, the likely problem areas to examine are:

1. Spring-loaded square piston/wheel at the bottom of the signal arm. Is the spring broken or weak or missing or incorrect? There are two loose springs in the turn signal area of the control head – a small short spring the fits behind the wiper plate and ensures that the plate makes good contact with the common/left/right contact points; and a longer, more substantial spring the fits inside the signal arm and piston and supplies the pressure that forces the cam riders downward. Note that this is a substantial pressure – not light or “wimpy” – and it must push the piston/wheel out far enough into the cam rider slot to hold the arm in position during a turn.
2. Are the cam riders in the correct position and bending as they should? One end of each of the cam riders is sloped. This slope should point towards the bottom of the control head. In other words, the sloped side is what rides up the cam hump during the recovery stage of the turn. The flat side is what hits the hump during the turn and causes the cam rider to bend in the middle.

3. Are both signal arm return springs present and in position and intact? These two springs (one on each side of the signal arm) are threaded onto a half-circle of thick steel wire and supply the tension that forces the arm to return on its home position once the cam-rider has forced the piston/wheel upwards a sufficient amount to clear the top of the cam-rider slot. There are two small washers threaded onto this steel wire also – they rest against the side of the signal arm and the springs rest against the washers.

4. Is the wheel ring and cam plate present and intact? There should be a small gradual hump on the inside of the cam plate. It is this hump that forces the cam rider upwards during the recovery phase of the operation. If this hump is worn down, it will not push the cam rider upwards a sufficient amount to push the piston/wheel above the top of the cam rider slot. In this case it may be possible to correct the problem by adding additional metal to the hump (silver solder perhaps?) or by slightly bending the cam plate inwards a bit.

If all of the springs, cams, and mechanisms appear in good working order, the problem is likely to be lubrication. Some light grease or oil on the top of the cam riders and the piston/wheel can help, as well as a drop of oil on the pivot point where the signal arm is joined to the control head contact plate.

Courtesy: Gary Booyens

A Triumph-ant return?

Rumours much-loved car brand is to be resurrected as BMW registers famous laurel wreath badge

By [TOM GARDNER](#)

UPDATED: 20:09 GMT, 3 March 2012



Returning?: The Triumph laurel badge could be set to return in some format after BMW registered it as a European trademark

It has stood for almost two decades as a sad testament to the demise of the once great British motor industry.

But now the Triumph sports car marque looks set for spectacular revival. Or at least the laurel wreath badge is.

BMW has applied to register the badge as a European trademark.

It was last seen on the Acclaim saloon which disappeared in 1984 to be replaced by the Rover 200.

But anyone hoping to see a Triumph return to the road may be disappointed.

The German manufacturer - which bought the Rover Group from British Aerospace in 1994 and inherited a number of 'heritage brands', including Austin, Morris, Wolseley, Riley and Triumph – is able to use the iconic wreath badge on a wide range of goods as well as cars.

The application covers jewellery, watches, books, leather goods, luggage, cleaning materials, textiles and even Christmas tree decorations as well as cars.



Iconic: The 3.0l V8 Triumph Stag was styled by the Italian designer Giovanni Michelotti and quickly became a classic BMW could be considering cashing in on the world-famous marque through a range of clothing or other products.

Other motor manufactures, including Ferrari make tens of millions of pounds a year through merchandising.

Triumph's TR-series of cars sold in the U.S. market in bigger numbers than MG, and BMW bosses are said to have had more confidence in Triumph as a global brand than they did in MG.

There were strong rumours around the turn of this century that either the Triumph or Austin-Healey brand was due to be revived, initially as a cheaper, four-cylinder version of the Z4 roadster. Autocar magazine has confirmed that such a car was indeed engineered.



Last of the marque?: The Acclaim, the last one of which came off the production line in 1984, was the last car bearing the laurel wreath badge

In the middle of the previous decade, more rumours developed that BMW's California-based Designworks studios had proposed that the future Roadster version of the Mini should be styled and sold as a Triumph roadster.

It is understood Mini dealers vetoed the proposal because they did not want to have to deal with another revived brand name.

This new trademark application shows that the idea of a Triumph brand revival — including the production of a full suite of branded accessories — has not been ruled out by BMW, according to Autocar.



A range of Mini-based roadsters still seems to be the most likely outcome of any Triumph revival in the medium term.

Classic: Triumph produced some iconic cars during the years. From front to back, MG MGB, Sunbeam Alpine, sits along side a Triumph TR4 IRS, Alfa Romeo Guilietta, Datsun 1600

Courtesy: John Crowther

AC Ace and Aceca

The Ace roadster and companion Aceca were AC's first proper cars. Although tiny AC of Thames Ditton (near London) had built up a fine reputation by the early Fifties, it had developed a very staid image. Reason: its products were hopelessly behind the times. For example, its existing 2.0-litre car retained old-fashioned beam-axle front suspension, and the firm's light-alloy six-cylinder engine dated back to 1919. AC owners Charles and Derek Hurlock were desperately looking for inspiration and a new model. Fortunately for us, they found both in the AC Ace and Aceca.

The result was AC's sudden transformation into a successful sports-car builder, though it happened almost by chance. On a "friend of a friend" basis, the hand-built Tojeiro, a British racing sports car, was demonstrated to the Hurlocks, who promptly bought up the production rights and began making a road car of it. In fact, they tried two Tojeiros, one with a race-tuned Lea-Francis engine, the other with a 2.0-litre Bristol unit.



The styling of the AC Ace roadster, especially the nose, drew heavily from Touring's early Ferrari Barchettas.

The basis of the Tojeiro design was a simple ladder-style chassis built up of large diameter tubes and with wishbone and transverse-leaf-spring independent suspension front and rear. The race cars were graced with sleek two-seat "barchetta" bodies unashamedly modelled on those of the most recent racing Ferraris. What attracted the Hurlocks to the Tojeiro design was that little investment would be needed to tool up for chassis production, while the body could easily be produced at AC's own coachbuilding facility.

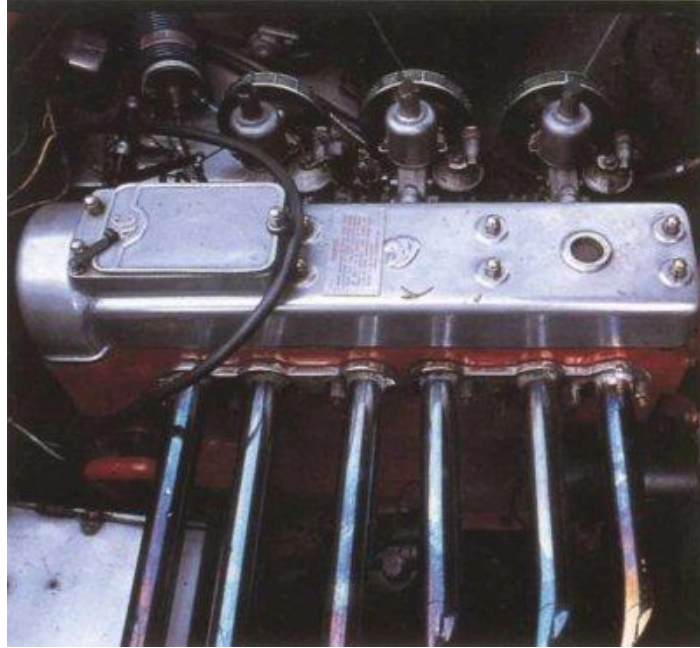
By using an evolution of the ancient 2.0-litre six and a Moss gearbox, the Hurlocks were able to transform the racing Tojeiro into a relatively civilized roadgoing sports car. The project came together with astonishing speed.

The deal wasn't hatched until the summer of 1953, yet the prototype, called AC Ace, was displayed at the London Motor Show in October and deliveries began the following year. The only real changes made in that frenzied development period were raising the original headlamp position (to meet international regulations for minimum height) and abandoning rack-and-pinion steering for a cam-gear system.

AC's light-alloy overhead-cam engine, which had a mere 40 horsepower at 3000 rpm when introduced, was persuaded to produce 85 bhp at 4500 rpm for the AC Ace, enough to give the graceful new car a top speed of 103 mph. In the next few years, this remarkable old soldier would be tuned even more, to 90 bhp in 1955, and finally to 102 bhp in 1958.

With the open two-seater in production (later to become even more famous as the basis of the Shelby Cobra), AC decided to produce a fastback coupe version. This was the AC Aceca, its name, like Ace, revived from a famous AC of the Thirties. Revealed in late 1954 and in production by mid-1955, the AC Aceca, naturally enough, looked rather like Ferrari's contemporary 166 and 212 models, a happy coincidence.

Once the AC Ace and AC Aceca were established, AC was up to building five cars a week. The chassis soon had such a good reputation that there were persistent demands for more power. With the AC engine near the end of its development life, alternative power had to be found, and AC eventually "bought in" the ex-BMW Bristol engine (see Ace- and Aceca-Bristol).



The AC Ace's 2.0-litre six gave it respectable go, and made it AC's first true sports car.

Nevertheless, and in spite of in-house competition from other derivatives, the AC-engined Ace and Aceca sold steadily until the Autumn of 1963, by which time Thames Ditton was preoccupied with building engineless Cobras for Carroll Shelby in California.

Both models improved along the way. Front disc brakes were fitted from 1956-57, at which time an electrically actuated overdrive became optional. Later, the old Moss gearbox was dropped in favor of Triumph TR3A gears inside a case of AC's own design. As a halfway measure between the two body types, a detachable hardtop was also made available for the AC Ace.



The styling of the AC Aceca resembled that of the Ferrari 166 and 212 models.

JOHN CROWTHER

PLETTENBERG NATIONALS – 26.04.12 – 01.05.12

CONCOURS RESULTS announced at Prize Giving

d'ÉTAT:

POS	NO.	NAME	NAME	CENTRE	CLASS	POINTS	%	MEDAL
1	3	Grant	Alan	JHB	TR3	988.5	98.9	GOLD
2	47	Pienaar	Nols	PTA	TR7	975	98	GOLD
3	18	Steele	Eddie	JHB	TR4A	961	96	GOLD
4	10	Habig	Gerald	JHB	TR3A	956	96	GOLD
5	21	Casieri	Gino	JHB	TR6	951	95	GOLD
6	8	Cook	Dennis	CPT	TR3A	947.5	95	GOLD
7	45	Hughes	Eddie	CPT	TR7	941	94	GOLD
8	28	Waring	Gordon	CPT	TR6	941	94	GOLD
9	20	Rudd	Derek	KZN	TR3	929.5	93	GOLD
10	17	Buckley	Chris	KZN	TR4A	912	91	SILVER
11	37	Blair	David Jr.	KZN	Spitfire MK4	882	88	SILVER
12	35	Lambiris	Shirley	KZN	Spitfire MK2	868.5	87	SILVER
13	42	Pretorius	Bob	PE	Spitfire MK4	852	85	SILVER
14	52	Coppens	Jean	JHB	Stag	842	84	BRONZE
15	57	Dreher	Frank	CPT	Chicane	828	83	BRONZE

d'ELEGANCE:

POS	NO.	SURNAME	NAME	CENTRE	CLASS	POINTS	%	MEDAL
1	26	Turner	Stuart	BDR	TR6	409.5	98.7	GOLD
2	34	Booyens	Gary	JHB	Spitfire	408	98.3	GOLD
3	5	Roets	John	JHB	TR3	403.5	97	GOLD
4	12	Vermaak	Beyers	PE	TR3A	402	97	GOLD
5	53	Murphy	Terry	PTA	TR7 V8	397.5	96	GOLD
6	23	Downes	Barry	CPT	TR6	397	96	GOLD
7	40	Fourie	Eleanor	BFN	Spitfire MK4	397	96	GOLD
8	51	Williams	John	BDR	TR7	396	95	GOLD
9	15	De Kock	Deon	PE	TR4	394	95	GOLD
10	19	Turner	Gavin	BDR	TR5	390.5	94	GOLD
11	43	Van Vuuren	Zane	KZN	Spitfire MK1	385.5	93	GOLD
12	24	Hart	Jamie	CPT	TR6	385	93	GOLD
13	16	Newell	Terry	KZN	TR4	383	92	SILVER
14	22	Dougan	Tom	CPT	TR6	381	92	SILVER
15	39	Marais	Johan	PE	Spitfire MK3	380.5	92	SILVER
16	14	Barkhuizen	Daniel	CPT	TR3A	380	92	SILVER
17	49	Sanderson	Ronan	CPT	TR7	379.5	91	SILVER
18	46	Murphy	Brenda	KZN	TR7	376	91	SILVER
19	13	Robeck	Roger	CPT	TR2	374.5	90	SILVER
20	7	Worth	Martin	JHB	TR3	374	90	SILVER

21	9	De Vos	Albert F.	PTA	TR3A	364.5	88	SILVER
22	41	Greeff	Louis	BDR	Spitfire MK4	364.5	88	SILVER
23	6	Joubert	Nick	CPT	TR3	358.5	86	SILVER
24	58	Hurter	Darry J.	KZN	Chicane	345	83	BRONZE
25	56	Hansell	Brian	KZN	Stag	344	83	BRONZE
26	36	Roostee	Peter G.	KZN	Spitfire MK2	340.5	82	BRONZE
27	2	Crawley	Tim	CPT	TR3	334.5	81	BRONZE
28	31	Gerricke	Godfrey G.	PE	GT6	332	80	BRONZE

Best Triumph d’Elegance – Stuart Turner (Border)

Best Triumph d’État – Alan Grant (Johannesburg)

Best Unrestored Triumph – John Williams (Border)

Most Desirable Car of the Day – Geoff Kriel (Border)

Best Triumph on Concours – Alan Grant (Johannesburg)

BEST COMBINED – CONCOURS & DRIVING TEST:

CLASS 1 – TR2 + TR3 + TR3A – Beyers Vermaak – TR3A

CLASS 2 – TR4 + TR4A + TR5 + TR6 – Deon de Kock – TR4

CLASS 3 – TR7 + TR7 V8 + TR8 – Nols Pienaar – TR7 & Terry Murphy – TR7 V8

CLASS 4 – SPITFIRES + GT6 – Eleanor Fourie – Spitfire MK4

CLASS 5 – STAGS + SEDANS + VINTAGE – Frank Dreher – Chicane

PRESIDENT’S CUP TROPHY:

<u>CENTRE</u>	<u>TOTAL OUT OF 21</u>
BORDER	19
BLOEMFONTEIN	15
PRETORIA	14
PORT ELIZABETH	13
JOHANNESBURG	12
CAPE TOWN	9
KWAZULU NATAL	3

INDIVIDUAL AWARDS:

TR Register Friendship Trophy – Port Elizabeth/ Border

Ian Evans Trophy Good Fellowship – Rene de Villiers (Johannesburg)

Greatest Distance Travelled – Chris Buckley & Sandi Webb (Malawi)

Graham Cheetham Memorial Trophy (Golden TR) - Gavin Turner (Border)

Knysna Run Quiz – John Williams (Border)

MIDAS RAFFLE

Bill Sales (Pretoria)

DRIVING TEST – LADIES

POSITION	SURNAME	NAME	CENTRE	CLASS	FINAL TIME
1	Vorster	Suzette	CPT	TR7	41.6
2	Fourie	Eleanor	BFN	Spitfire MK4	41.8
3	Sanderson	Charmaine	CPT	TR7	48.5
4	Vermaak	Milé	PE	TR3A	48.9
5	Van Wyk	Monique	CPT	Spitfire 1500	53.6
6	Lambiris	Shirley	KZN	Spitfire MK2	61.2
7	De Kock	Yvonne	PE	TR4	72

DRIVING TEST – GENTLEMEN

POSITION	SURNAME	NAME	CENTRE	CLASS	FINAL TIME
1	Illenberger	Karl	PE	GT6 MK 2	33.6
2	Van Wyk	Wynand	CPT	Spitfire 1500	35.7
3	De Kock	Deon	PE	TR4	36.2
4	Murphy	Terry	PTA	TR7 V8	37.1
5	Blair	David Jr.	KZN	Spitfire MK4	37.7
6	Butlion	Carl	PE	Spitfire 1500	38.2
7	Vorster	Gerhard	CPT	TR7	38.7
8	Sanderson	Ronan	CPT	TR7	39.5
9	Pretorius	Bob	PE	Spitfire MK4	39.7
10	Turner	Gavin	BDR	TR5	40.1
11	Marais	Johan	PE	Spitfire MK3	40.6
12	Buckley	Chris	KZN	TR4A	40.88
13	Dreher	Frank	CPT	Chicane	41.8
14	Flynn	Bill	PTA	TR3	42.6
15	Downes	Barrie	CPT	TR6	44.6
16	Vermaak	Beyers	PE	TR3A	45.1
17	Hart	Jamie	CPT	TR6	46.2
18	Crawley	Tim	CPT	TR3	46.3
19	Pienaar	Nols	PTA	TR7	46.8
20	Casieri	Gino	JHB	TR6	47.4
21	Hughes	Eddie	CPT	TR7	49.6
22	Sales	Bill	PTA	TR7 V8	49.9
23	Steele	Eddie	JHB	TR4A	51.9
24	Barkhuizen	Danie	CPT	TR3A	52.6
25	Hurter	Darryl J.	KZN	Chicane	53.5
26	Cook	Dennis	CPT	TR3A	57.6
27	Waring	Gordon	CPT	TR6	59.1
28	Hansell	Brian	KZN	Stag	62.2

This newsletter from Cape Town was submitted by Rene de Villiers

TRIUMPH SPORTS CAR CLUB NEWSLETTER

Chairman's Chat

I want to thank Roger Robeck for his generous sponsorship towards the team that represented the Cape Town centre at the Triumph Sports Car Club's 18th national gathering at Plettenberg Bay. We really appreciate it and it went a long way towards the success of the event. Also a huge thanks to all the members that went to the national gathering, ladies and gentleman, we really appreciate your support, assistance and camaraderie during the event. I trust that you also enjoyed the event and we are looking forward to seeing you at the next event as well. Having said that, the Cape Town team really did extremely well in the events that they participated in, such as the concourse and driving tests. All the cars that were entered in the concourse won prizes and Suzette won the overall ladies driving competition in her TR7. All the results will be published in the next edition of the newsletter. It was overall a great event and enjoyed by all and especially the first time participants found the event fresh and truly in the spirit of the Triumph marquee and sports car driving. The next event will be hosted by Kwazulu Natal and you can expect to visit the South Coast for this event. Please start saving now as it will be a long drive. There were also suggestions for the club to do some fund raising events to support those that would like to participate in the national gatherings and I am all for it. The costs keep escalating and we do not know where the fuel price will be in two years time. Let's have your views on how we could make it easier for more people to attend as it is after all a fantastic experience to drive with your beloved Triumph for a couple of days and through some of the most beautiful parts of our country. It is also with sadness in our hearts that we heard of the passing of Des Rudolph during the week. Des was a devoted member of the TSCC and also the chairman for a couple of years. Our sincere sympathy goes to his family and friends and we are thinking of you in this time of mourning. The rest of the year for our club will be quite busy and the next big event will be the 40th anniversary of our centre which we will be holding on 3 November 2012. We are expecting all of you to participate and please lend a hand when requested to do so. We would also like to have at least 40 Triumphs at this event, so please keep them going and on the road ready for this BIG anniversary in Stellenbosch. That's it for now and enjoy your Triumph while the weather is still as good as it is currently!!

Triumphant Regards - Gerhard Vorster

Editor's desk

Plenty to report this month so I have held over a few articles until next month, plus some more photographs of nationals and the Sports Car tour. From my side, Jenny and I had a wonderful time and I would like to thank Bob Pretorius and his team for the excellent organisation, many thanks indeed. I certainly enjoyed the time spent in Plett and not having to rush from one event to the next, also the standard of accommodation at River club was spot on!

Editor: Jamie Hart

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NEWSLETTER – May 2012**TRIUMPH SPORTS CAR CLUB NEWSLETTER**

I think there are a few areas of the National club that need looking at, it is just a pity that these were not brought up at the BGM due to administrative technicalities, the only problem is that these will now only be dealt with in 2 years time in KZN and some seem to need a more immediate solution. I really hope you will enjoy this May edition, as usual please send as many articles and items for inclusion in future editions, I can assure you they will be published!

Letters to the Editor

After not having been able to attend a National Gathering since Hermanus in 2006, I was bound and determined to attend the recent National in Plett as it was almost on my doorstep. I began preparing my TR6 and then took it to a trusted mechanic in Riversdale who looks after my farm bakkies, Merc and Jaguar. The mechanic went over everything and then rang me to advise that my front suspension bushes were badly worn and should be replaced prior to my departure for Plett. Now what am I to do with only a few days before our planned leaving? Well I started with a telephone call to my old friend (or really everyone's friend) Ashley Ellis. Ashley told me to contact Roger Wood at Specialised Mouldings which I did. I sent Roger the details of the front suspension bushes and within 48 hours the bushes were made from their moulds and couriered to my mechanic in Riversdale who installed them for me. We often complain about the lack of service here in South Africa but this was a very pleasant experience. If anyone in the Triumph Club requires any type of mouldings they should contact **Roger Wood at Specialised Mouldings Cape on Tel No: 021 703 7310 in Ottery. Their quality and service are first class.**

Happy Motoring from The Klein Karoo! - Gordon Waring

(On a similar note, I managed to break my front suspension in Plett. Barrie Downes put me on to Ron Hollis (of Bodge Engineering) and he sent me to **De Graaf Undercar in Knysna** run by Johan Loots who did a first class repair job on both sides of the suspension and had the car back on the road asap.

Ed)

Dear Editor

The Devin and the Frigate

I enjoyed the picture of the Devin alongside what was once the pride of the SA Navy. It was indeed a "President" class Frigate. The pennant number, F150, identifies it as SAS President Kruger. The others in the class, Type 12 Frigates, were President Steyn and President Pretorius. These frigates were refitted, modernised and handed by the RN to the SAN as part of the Simonstown agreement.

During 1969 she was extensively refitted and modernised locally and fitted with a helicopter deck, carrying a Westland Wasp helicopter. I served as Supply Officer and Flight deck officer in President Kruger from 1969 to 1971, during which time we sailed up the African and European coasts showing the flag and entertaining while en route to escort the first of our Navy's French built submarine back to Simonstown in 1971.

President Kruger was not only engaged in cross border hostility operations, but participated in the International Naval review in New York in 1976, becoming the first SA Naval ship to visit the USA. In 1982 SAS President Kruger sank some 78 nautical miles off Cape Point, after colliding with the replenishment ship SAS Tafelberg during tricky anti-submarine manoeuvres, with the loss of 16 lives. Many lives were fortunately saved by the ship's helicopter. In February this year, special

services were held in Simonstown to mark the 30th anniversary of the sinking, which was a great blow to the Navy.

Dennis Cook

National Gathering, Plettenberg Bay 26th April to 1st May

A personal perspective by Jamie Hart

Well, nationals have come and gone, what an event! The organisation was superb, the location ideal and the weather behaved itself apart from when it didn't matter. Right up front I would like to thank Roger Roebeck and Project Freight for his wonderful sponsorship towards both travelling costs and items of regalia. Cape Town branch both looked the part and later talked the talk, thank you Roger!

We ended up with 16 cars making the trip up to Plett. Some arrived on trailers for a variety of reasons but the loose convoy system seemed to work well. The Overbergers and the Somerset West contingent met up in Stormsvlei for coffee where Nick Joubert's son buzzed the restaurant in his airplane. The rest of the journey was fine, we added Gordon to the convoy and had few problems with the stop goes near Riversdale. We met the other convoy near Mossel Bay for lunch before going on to Sedgefield where the ladies did their shopping and the guys scooted over Sedgefield classics for any bargains. Only a few Triumphs, but lots of Morris Minors and other BMC varieties.

PARTICIPANTS AT 2012 NATIONAL GATHERING

Medals

Danie Barkhuisen TR3 Silver d'Elegance

Dennis and Jo Cook TR3A Gold d'Etat

Tim and Prue Crawley TR3 Bronze d'Elegance

Tom and Anne Dougan TR6 Silver d'Elegance

Barry and M Downes TR6 Gold d'Elegance

Frank Dreyer and Sonja Chicane Bronze d'Etat

Winner of combined concours and driving test for saloons

Jamie and Jenny Hart TR6 Gold d'Elegance

Eddie and Lynne Hughes TR7 Gold d'Etat

Nick and Denise Joubert TR3 Silver d'Elegance

Brian and Sheila Maggs Plastic

Fred and Caryl Phillips TR3 On Show

Roger Roebeck TR2 Silver d'Elegance

Ronan & Charmaine Sanderson TR7 Silver d'Etat

And Keegan Wynand and Monique van Wyk Spitfire 1500 On Show

And Juan Gerhard and Suzette Vorster TR7 On Show Suzette won Ladies Driving T

Bernadette V and Miem Booysen Plastic

Gordon and Denise Waring TR6 Gold d'Etat

Hinke Nixon Plastic



After settling into our accommodation, doing registration and changing for the welcoming braai, we found that the organisers had laid on buses for everyone so we could all enjoy the excellent hospitality at the Angling club. We had plenty of opportunity to catch up with other club friends and hear what the next few days had to offer.



The day before concours is traditionally car cleaning day! We had a leisurely morning and took ourselves off to the Lookout restaurant for a light lunch before getting down the “serious” business of cleaning. Tom Dougan had been busy getting covered accommodation – neighbours garages for all our clean cars so that our hard work would not be wasted. I have to admit that I was really taken by the display of ultra clean cars outside our house, as were all the neighbours! Gerhard and Suzette hosted a wonderful braai for the entire Cape Town contingent at their house; every one had a wonderful time with typical *CT gees*. Talking to a couple of members from other centres, they all admired the “spirit de corps” of our centre.



Concours was the next day, we all met in front of the Municipal hall and formed a very loose convoy to the concours site at Old Nick's restaurant on the N2. Due to the heavy rain the day before there had to be some hasty re arrangement of parking positions as some cars had been stuck in the mud and had to be towed out and had a hasty trip to the car wash! I was asked to do the interiors of TR7's Stags and saloons along with Gino Casieri from Jo'burg so it was an interesting experience to see how another group goes about judging. Overall the day seemed well planned although the restaurant seemed pretty stretched in terms of service most of the time in spite of a lot of warning. There were some really first class cars out there and I got some good tips for finishing my TR4, the bar seems to go ever higher. The day finished off with the BGM, nothing major to report here other than most decisions were delayed for another 2 years.

Congrats to Gerhard for standing again as National chairman.

Sunday morning brought an interesting tour of the Plett area organised by Jon Rademan. There were some wonderful sights to be had and we drove out for coffee to Keurbooms strand only to find the restaurant closed! We did manage to find the noise that was coming from Barry Downes' TR6, the front offside wheel nut had not been tightened after Barry took the wheel off to clean it, the noise disappeared after they were tightened – moral is don't take your wheel off to clean it! Our car started to make clonking noises on the run back and particularly going round left hand corners on the way to lunch at the Lookout again. Nothing seemed to be loose and we duly arrived at the driving test. It was actually a good course and after our main hope, Tim Crawley went ballistic in his TR3 and was disqualified for going out of the course, I had my arm twisted to do the test which I actually enjoyed. Only problem was that after finishing Dave Blair asked me why my left front wheel was skew, the clonking noises had been the top of the suspension turret breaking allowing the wheel infinite camber!



the clonking noises had been the top of the suspension turret breaking allowing the wheel infinite camber!

Fortunately, although a problem, it could not have happened at a better time or place. Lots of help was at hand to assist and Frank Dreher after his impressive run in the Chicane went back to collect Louis Greef's trailer from Border and we loaded the car and took it back to base at River club. The evening at Ghillies wasn't the best, but a very big thank you to Ronan for allowing us the use of his TR7 to get home. Jenny drove back but finding the lights and gears in the dark was interesting on a strange car, our joint effort seemed to find all the right gears at the right time, our grateful thanks Ronan. The next morning we hitched up the car again, although not before Ronan had taken pictures of it surrounded by the complex's rubbish bags and took it through to Norman Hollis at Knysna as part of the tour de Knysna that was on the programme anyway, they must have known!



Side screens at the Knysna Waterfront

Whilst every one else went to the Heads and other sights, we unloaded the car at a nearby workshop to be repaired and headed for the Quay area where the cars were put on show over lunch time. This was a master move by the organisers and really showed the public what wonderful cars we drive, I was just sad mine was on the operating table! We collected every one after lunch and drove back to drop the trailer off and get into our best for the dinner dance.

Frank Dreher in full swing!



This was held at the nearby Municipal hall, what a transformation the organisers had made. What could only be described as a utilitarian building had been transformed into the centre of an ice cave by the clever use of drapes and fairy lights. Events started with the various awards starting with concours d'etat. I was thrilled for Gordon Waring to get a gold medal as his car is very original and it was also a pleasure to see Eddie Hughes and Dennis Cook coming in with their gold awards. Then they started on the d'elegance section, I think Tim Crawley was a bit hard done by but we must wait until his score sheets come back. Not too many surprises in the silver medals, I was really pleased when Tom Dougan got his silver then absolutely blown away when Gerhard announced my TR6 as the first gold. I could have only shaded Tom by a few percentage points as we have been vying for position in the last few events but it was a most pleasant surprise!!! Also great to see

Barrie Downe's car get a gold, he has worked really hard on raising the standard over the last few months. I was absolutely delighted when Frank Dreher won the trophy for the best concours and driving test for saloons, he really deserved it and we are all proud of Suzette Vorster for her driving Test. Our bid for the President's cup was in vain, however, as we thought KZN were the competition whereas it really was Border, well done to them!!

A 3 course meal followed, washed down with lots of wine for celebration! Great music followed and we all staggered home somewhere near midnight. We were staying over an extra day to allow the holiday traffic to get out of the way, particularly in the stop go section near Riversdale. In the event we stayed for an extra day to get our car fixed and many thanks to Bill Flynn from Pretoria for giving me a lift to Knysna in his TR3 to collect my car on Wednesday night. The drive home was uneventful, including the stop go section but the rain after Swellendam to home proved that my roof repairs are 99% better than before, just one annoying little leak to find!

All in all, a wonderful nationals and a very big thank you to the guys from PE and Border. It was the right length and made for a very enjoyable few days in Plett, this will be a tough act to follow.

National Gathering 2012- one for all and all for one by Dennis Cook.

The recent national gathering held at Plettenberg Bay, has to be considered an unqualified success. It was a success, not just for the organisers and the participants, but a resounding success for the Cape Town centre. We fielded 15 Triumphs, most of which had been beautifully prepared, and we returned home triumphant with 5 gold medals, 5 silver medals and 2 bronze awarded at Concours; and , so that the ladies were not outdone, Suzette showed the large crowd the way to skilfully drive a TR7 round a precision driving course and walked off convincingly with the medal for the fastest lady driver. I have no doubt that the fact that our centre did not win the President's Trophy, which was awarded to border centre , was only because of the small number of members that the Border Centre has, most of whom participated in the gathering and most of whom have beautifully prepared cars.



Cape Town prize winners

There were other successes for the Cape Town centre; a large number of first-time attendees of the gathering including Eddie, Barrie, Danie, Frank, Tom and Wynand. From the discussion and comment made during the weekend most of them are keen to participate in gatherings in the future. Eddie and Lynne said that it had been a wonderful experience for them not only because they had been able to see the standard of other cars presented but that they enjoyed the wonderful immediate sense of friendship and camaraderie that was apparent from the time that they arrived. This was not just noted at the functions, but even outside of the events, when they



they walked into the popular look out deck restaurant with Eddie wearing his Cape Town 2012 cap (kindly sponsored by Project freight) he was immediately asked by someone whom he did not know whether he would like to join them at the table. This was old stalwart Harry Fairley, who went on to entertain everybody at the table with his jokes and stories. I am sure that others will have similar stories to tell.

Travelling a long distance in these old cars can be fraught with difficulties. In fact my wife says that she finds it strange and amusing that we Europeans who can afford to drive a decent motorcar spend a whole lot of money on these old cars and then drive long distances worrying whether we will arrive safely. There were a number of us who experienced some sort of mechanical problem but the wonderful thing about these national gatherings is that there is always one or more willing to lend a hand to resolve the problem and see that the car gets home safely. Although my TR3A made the trip without any difficulty, I had not started the car until the morning of the Concours when I found that it was running on three cylinders. I had no choice but to drive to the venue where Frank diagnosed a faulty plug. Immediate help was on hand from one of the members of the Johannesburg centre who had a new set of plugs in his toolbox and who gave me one refusing to take any payment. When the problem persisted Frank found that the plug gap was far too small and the lesson was learnt that one should always gap new plugs before you fit them.

Barrie, troubled by a knocking noise under his car, found on the scenic drive that he was about to



lose a wheel and had no shortage of hands to helping lift the car and correct the problem. Jamie bravely participated in the driving test but found that there were troublesome sounds coming from the left-hand front suspension. Once again, willing hands were there to help lift the car and remove the wheel to find that the control arms were busy tearing out of the mounting on the chassis. While the first thought was to drive the car to Knysna on the following morning where we had an open house at Bodge

engineering, Louis Greef, of the Border centre nearly gave Jamie and others heart failure when he walked up to the left front wheel and tugged it until it stood at an angle of about 25. by way of proving that the car was unsafe to drive. Louis then immediately offered a flatbed trailer which Frank hitched up to his chicane, again with no shortage of helpers, and the car was trailered next day for the repairs to be effected.

Knysna Waterfront



Travelling in convoy whether with a group big or small does provide reassuring support. Although we had left to return home prior to most of the group on the Tuesday morning, Danie accompanied us intending to leave the highway at Hartenbos. Just outside Kynsna the overwhelming smell of petrol caused me to stop where I found that the needle in seat in the float chamber of the front carb had worked its way loose causing the flooding. Thankfully Danie had a big shifter with which to undo the banjo bolts

as I did not have one in my toolbox, and we were able to continue our journey.

Cakes at the Knysna Protea Hotel**The support crew**

The 5 day event was fortunately not all about problems or even only about cars. Plett and Knysna offer some of the most spectacular scenery and being able to enjoy it while driving an open TR together with about 80 other cars, is really a great pleasure. It was about having fun, meeting old friends and catching up, about making new friends, having too much to eat and drink, and too soon it was all over.

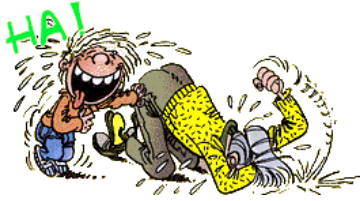
Heard around Town

As Gerhard has said in his report, it was very sad to learn of the passing of Des Rudolph. There will be an article next month. I did not get to know him very well as I was only a new member but I published a very interesting couple of articles on his TR4 restoration about 18 months ago and even when I last saw the car in Durban some years ago, it still looked very good. I also remember his gold TR7 being driven to the Port Edward nationals by the Napoli's as well as giving all of us a use for our old tooth brushes for concours!! I meant to say this last month but it was really great to see Gideon Snyman and Theo Brand at the Engen before the start of the Sports car tour. Gideon looked really well and seems well on the road to recovery. It was a second pleasure to see Theo turn up at the concours at the Nationals in Plett, seems he was staying down the road in Mossel Bay.

TRIUMPH CLUB POSTAL ADDRESS. PO Box 12197, N1 City, 7463

WEBSITE www.capetriumph.za.org

LAUGHS / SMILES / SMIRKS



THIS IS MIKE'S VERSION OF A BUCKET SEAT

Disclaimer:

All articles in this newsletter are published as received from donors.

In other words bad grammar and spelling mistakes have not been corrected by the editor.

AND CROSSWORDS ARE BACK

CROSSWORD NO. 1

1		2		3		4			5	6		7
								8				
9						10						
	11						A	R	M	A	D	A
A	12											
M	13						14			15		
C						C	16	B				
	17		18			A		A				
						T		R				19
	20					E		R	21			
						R		I				
	22					23	A		S			

Remember, this is American Based.
So, help is at hand: 16D, a clue for 11A, a clue for 8D & a clue for 12D

ANSWERS WILL BE PUBLISHED IN THE NEXT EDITION

Across

- 1 Driver
- 5 Winter traction reducer.
- 9 Temporary traffic delay (3,2).
- 10 Name of Gone in Sixty Seconds car star.
- 11 A full size 2007 SUV (6,6).
- 13 Body filler finder.
- 14 Recall notice cause.
- 17 Dealership job title (5,7).
- 20 Bucket seats separator, sometimes.
- 21 New Beetle design description.
- 22 Prominent feature of junkyard cars.
- 23 The C in SOHC or DOHC engine.

Down

- 1 Carpet covers
- 2 Nickname for NASCAR's Richard Petty (3,4).
- 3 Result of a car-loan default
- 4 Compact Fiat sedan.
- 6 Kawasaki motorcycle model.
- 7 Car maker's written guarantee.
- 8 Noted Hollywood car customiser (6,6).
- 12 Radical chopped USA compact (1,1,1,5)
- 15 59 - '90 Buick model.
- 16 "The caddy that zigs"
- 18 Sealing device on pistons.
- 19 Mitsubishi-made '71 - '94 Dodge

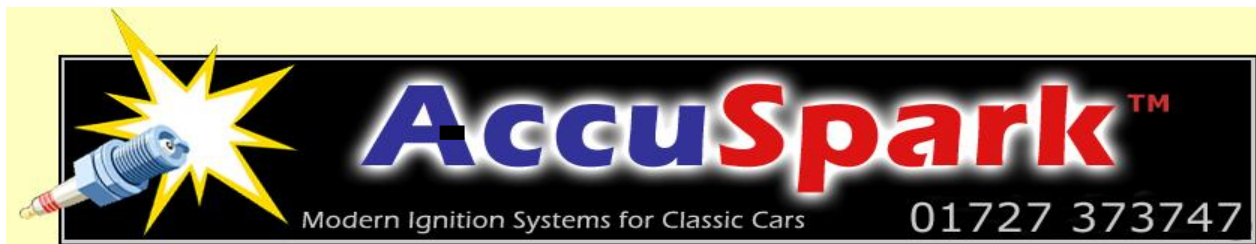
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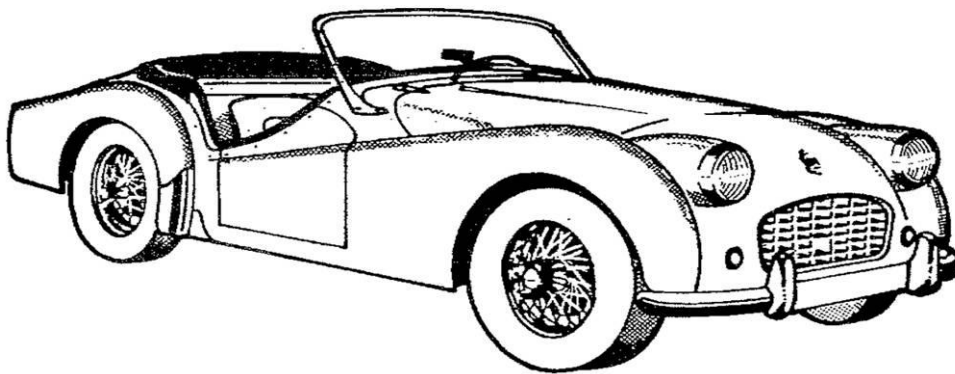


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