



**TRIUMPH SPORTS CAR CLUB  
OF SOUTH AFRICA**



**JOHANNESBURG CENTRE  
P.O.BOX 1102, SOUTHDALE, 2135**



**SEPTEMBER, OCTOBER & NOVEMBER 2012**

**Issue No. 05 /2012**

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## EDITORIAL

Please note that the first noggin on **15<sup>th</sup> January 2013** will be held in Midrand. Directions to the venue appear elsewhere in this newsletter.

Diarise the **13<sup>th</sup> of January, 2013** for a trip to the Vaal River area as part of not only an official activity, but as part of the annual SAMCA run, mixing with a multitude of other marques. There are two venues in the area; The Sylviavale Motor Museum for an hour or two and then lunch at Stonehaven on the banks of the Vaal River.

**20<sup>th</sup> January 2013** is British Car Day and it will be nice to see a large contingent of Triumphs attend.

## CHAIRMAN'S REPORT

Greetings All, December 2012



A very busy few months here at H.Q. Quite a challenge for yours truly, with a steep learning curve dealing with the run-up to the AGM. We had a feisty committee meeting beforehand on the evening of the 10<sup>th</sup> October at the Cedar Lodge in Woodmead. This paved the way for a smooth, if lengthy AGM at the Noggin evening of the 16<sup>th</sup>; the outcome of which found myself elected as Chairman and some new office bearers who, I'm grateful to say, agreed to stand. May I thank all

the other committee members who agreed to stay on the team for the coming year and those who supported me last year whilst holding the position of Vice-Chairman.

I cannot claim to be a well-travelled individual, but I have to say that our family trip to Washington DC and New York impressed me immensely. I can't think of anything that disappointed; from my first encounter of an immigration official, services from restaurant waitresses, courteousness by other road users to the New York Policemen (who were more than willing to be photographed with the girls), they were all friendly and helpful. Our principal reason for the trip was a family garden wedding. It all went well, including the weather despite ominous clouds on the horizon and I was so impressed with the way the organisers made it all come together like clockwork. My first introduction to driving on the wrong side of the road was behind the wheel of a 5.7 litre Dodge Ram. I even rode a hired Harley-Davidson Soft Tail. This huge bike was a cinch to ride and remarkably comfortable. Of course as expected, they are a dime a dozen there but I was quite surprised to see how few BMW 1200GS bikes were on the road. I saw a total of three Triumphs, one of which drove alongside our car and I was able to have a brief chat with the driver after waving my Triumph Cap to identify myself. He was driving a perfectly restored TR3B, that's the car with the bigger 2100cc motor. Naturally I proudly passed on good wishes from the Johannesburg Centre.



Whilst I was away, I unfortunately missed the Inter-Club Quiz held at the Pretoria Centre Clubhouse. As ever well organised by Nols and his team. Well done to Pretoria A Team! The results are tabled below. It was a four way contest between Johannesburg, Pretoria (two teams) and the MG Car Club Northern Centre. The quiz consisted of two parts. The first round focussed on motoring matters and counted 25 points. Round 2 dealt with general knowledge questions also counting a maximum of 25, resulting in the total score to count out of 50.

TEAM	MOTORING MATTERS 25	GENERAL KNOWLEDGE 25	TOTAL SCORE 100	PERCENT
Pretoria A	18,5	15,5	34	68
Pretoria B	12	16	28	56
Johannesburg	11,5	15	26,5	53
MG Car Club	11	15	26	52

I can see that the aerial photos bears witness to the well supported 50<sup>th</sup> Anniversary of the Triumph Spitfire. There were no less than seventy cars in attendance, twenty five of which were Spitfires to form the number five zero for the photography. This time the weather held out and for everyone to enjoy themselves. I think it was also a fitting tribute to one of Nols' last well organised



events before stepping down and of course to the committee. Great work chaps. To obtain aerial photos, contact Garth at [garthcalitz@mweb.co.za](mailto:garthcalitz@mweb.co.za) or on cell no. 082-617-1247.



*50<sup>th</sup> Anniversary: Triumph Spitfire*

Some Japanese tourists (or were they Chinese?) got an unexpected treat for their memoirs whilst snapping shots of the Union Building in Pretoria. No less than thirty sports cars, mostly Triumph and MGs assembled at the departure point for the Jacaranda Run. After an hour's drive through the tree-line avenues and streets, (yours truly having no idea where we were) we suddenly made a rendezvous at the MG Clubhouse for a quick beer before a much reduced contingent set off to a farm on the outskirts of Benoni to visit Dawie Gouws' motor collection. I had to spare a sympathetic thought for the two Ferrari drivers who had to negotiate farm roads on the last stretch to the farm; there were man-made humps that tickled the belly of my Mazda 6, imagine what the Ferraris had endure? Didn't stop them though! What a sight for sore eyes on our arrival. A whole parking-lot of Triumphs from the Johannesburg centre had arrived earlier, their owners well settled in having a braai. Our arrival must have swelled the parking lot to thirty five cars – impressive! The accompanying photos show a mix of members' cars and the collection. On the day of the visit, David was not able to receive his guests, having been admitted to hospital. I understand that he has recovered well after his operation. We wish him well.



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Ferrari 400 and 250GTE



Ferrari F355 Berlinetta and

I had mixed feelings before the darts evening for the November Noggin, organised by Jean Coppens. I could visualised an enraged club manager crying over great big rusty nails hammered into the trophy walls for the dart boards, and holes all over the show from mis-judged flying darts. Well Jean had it all sorted out. The evening turned out to be most enjoyable. Perhaps we should do this twice a year; it's good to have competition – and a good belly-laugh. Great to see Chris Ferreira at the noggin too, welcome back.



The visit to Peter and Dawn Manellis' car collection in Alberton for the November Run was really quite an experience in as much as the quantity and quality of cars on display. Numerous Alfas, Lancias, Ferraris, right down to a number of Fiat Topolinos ('36 – '55). One such Topolino wagon had a supercharger almost the size of the diminutive four cylinder motor itself. This little car, 'il

Topolino' or 'little mouse' as it was known, had a top speed marginally faster than a racing cyclist; I wonder if the supercharger could double the speed? Probably not. There was also a good dose of Americana in the basement of the shopping centre; namely Cadillacs, Oldsmobiles, Buicks, five Grahams, two of which were kitted with superchargers and a lone odd-looking Chrysler Airflow. The only other Airflow I've seen is in a private museum in Komatipoort. Now there is a collection worthy of a long weekend visit! To Peter and Dawn Manellis, thank you for welcoming us into your home.



New member, Vuyani Sondlo surrounded by two Ferraris, and an Alfa Romeo 1600 Veloce



Peter Manellis stands beside a Maserati 3500 GT

Well, most recently, our Christmas Lunch at Kloofzicht Lodge in the Muldersdrift area has come and gone. I hope you all enjoyed the venue and the lunch. It would have been nice if we had clear and warmer conditions to be able to sit on the verandah for drinks afterwards.

Congratulations must go to Eddie and Elaine for the Victor and Victrix Ladorum Trophies.

To Gino for being involved organising no less than three great venues, for which I nominated the Chairman's Trophy. To Gary Booyens for the Ambassador's trophy, involving himself with venues and club activities that makes our club a success. Independently, I used my platform to give thanks Beverley Moranduzzo who under difficult personal circumstances this year and for the help in previous years, managed to keep our finances in good shape. Thank you.

During this time, I on behalf of all our members, wish Chris Ferreira and Alistair Kennedy continued progress back to good health and to Rodney Keyser who, whilst enjoying the trip down a ladder, the landing was not what he would like to remember - speedy recovery Rod!

Great times ahead everybody! We shall submit the programme of events for next year soon, but now is the time to diarise the 13<sup>th</sup> of January, 2013 for a trip to the Vaal River area as part of not only an official activity, but as part of the annual SAMCA run, mixing with a multitude of other marques. There are two venues in the area; The Sylviavale Motor Museum for an hour or two and then lunch at Stonehaven on the banks of the Vaal River.

The organising committee would be grateful for any ideas for future venues, for which we can research and slot into the calendar. Remember too, this year's Concourse Event hosted by ourselves and then a weekend away!

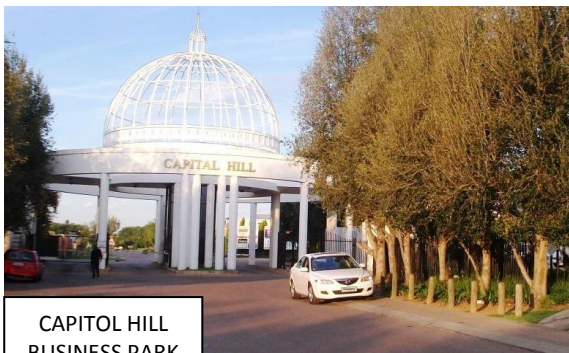
I wish you all a blessed Christmas and the New Year ahead.

Regards, Mike



During the early part of the year, several members requested that the committee investigate why the number of attendees at noggins is dropping and more specifically why some of our spouses would rather stay at home. It was determined that the present premises were rather dull and uninspiring. The prospect of finding a new venue, I knew would take time and I visited no less than eight venues. Three venues were possibilities and a number of committee members gave their input. All had various pros and cons in one form or another. Top of the list according to three members voted The Morningside Country Club on Rivonia Road, in the vicinity of the Boulevard.

More recently however, a very promising venue was brought to my attention here at H.Q. It is a Bistro named **Route 101 Bistro** that forms part of The Classic Car Centre in Midrand. See photos below and map. There are many possibilities and the host, Thys Venter could, if we move there permanently, reserve space for Triumph Memorabilia. Amongst other things, he offers car restoration, display of classics and storage facilities. For a reasonable storage fee, the car can be kept clean, battery charged and if required, serviced. Motor Books are moving in January onto the premises from Jan Smuts Avenue. Sufficient safe parking under shade netting lends itself to Concours events for all clubs. Breakfast, lunch and dinners available seven days a week. I have arranged that our first noggin of the year will take place there on the 15<sup>th</sup> January, 2013 from 7.00 for 7.30pm. Next year I will send out a second flyer to remind you of the venue change.



CAPITOL HILL  
BUSINESS PARK



SIGN BOARD: K101  
BUSINESS PARK.  
Route 101 Bistro.



The centre and Bistro faces the R101 and Mosque.



Bistro, inside. Pub on the left.  
Classics on display beyond the  
seating area.



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

**Johannesburg Club** noggins are held at the Fairmount Bowls Club in Sandringham on the 3<sup>rd</sup> Tuesday of every month and Club runs take place every 4<sup>th</sup> Sunday of the month. Supper will be served at a cost of R30.00 per head and a cash bar is available.

**Pretoria Club** Noggins are held on the 3<sup>rd</sup> 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.

**GPS Coordinates :** GPS S26.148044, E28.101461

**BIRTHDAY GREETINGS:**

We are sure that you will join us in congratulating the following members who, during September, October, November & December 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.

**SEPTEMBER**

Jean Coppens 13<sup>th</sup>

**NOVEMBER**

Mike Haydon 6<sup>th</sup>

Joan Booyens 14<sup>th</sup>

**OCTOBER**

John Roets 17<sup>th</sup>

**DECEMBER**

John Fletterman 9<sup>th</sup>

Graeme Sandeman 21<sup>st</sup>

Gerald Habig 25<sup>th</sup>

**DOOR PRIZES WON AT NOGGINS**

The door prizes for September & October were won by:

**September:** 1<sup>st</sup> prize ..... Set of car speakers Rodney Kaizer  
2<sup>nd</sup> prize ..... Refill canister of grease for a grease gun Jon Lewis

**October:** 1<sup>st</sup> prize ..... Refill canister of grease for a grease gun Cliff Turnbull  
2<sup>nd</sup> prize ..... Box of Chocolates. Vuyani Sondlo

November: Only 1 prize. Framed picture of Jody Scheckter Italo Moranduzzo

**WELCOME NEW MEMBER(S)**

Mike welcomed new members in his 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	
For organising a run	20

## POINTS SCHEDULE AS AT END OF NOVEMBER 2012

GUYS					
Steele	Eddie	360	Black	Malcolm	30
Dobbins	John	310	Grondel	Ed	30
Fairley	Harry	300	Keyzer	Rodney	30
Booyens	Gary	260	Pearce	Alan	30
McLeod	Robert	230	Botes	Vaughn	20
Casieri	Gino	230	Donker	Dickie	20
Steele	Eric	220	McDonald	Donald	20
Lewis	Jonathon	220	Botes	Vincent	10
Crowther	John	220	Collins	Rhys	10
Habig	Gerald	210	Donaldson	Ian	10
Worth	Martin	200	Shackleton	Andrew	10
Turnbull	Cliff	200	GALS		
Craig	John	190			
Gilchrist	Mike	180	Castlemaine	Elaine	300
Haydon	Mike	180	Coppens	Margarita	140
Grant	Alan	180	Booyens	Joan	100
Coppens	Jean	170	Roets	Marion	110
Flettermann	John	150	Leiboff	Ada	110
Hirst	Mark	150	Grant	Jenny	100
Bull	Norman	140	Habig	Jeanne	100
Moranduzzo	Italo	140	Hay	Wendy	90
Kelly	Keith	130	Turnbull	Coral	90
Roets	John	110	McLeod	Jackie	90
Ferreira	Chris	100	Moranduzzo	Beverly	80
De Villiers	Rene	90	Worth	Cheryl	80
Kennedy	Alastair	40	Malan	Linda	40
Ball	Dave	40	Ball	Pattie	40
Botes	Gert	40	Dobbins	Lisa	40
Conradie	Koos	40	Craig	Colleen	30
Gamble	Nick	40	Bull	Hannelize	20
Sawyer	Dave	40	Dobbins	Liz	20
Sondlo	Vuyani	40	Gilchrist	Glenda	20

**FORTHCOMING NOGGINS AND EVENTS FOR 2013** – will be published early in the New Year.

BUT in the meantime please diarise the **13<sup>th</sup> of January, 2013** for a trip to the Vaal River area as part of not only an official activity, but as part of the annual SAMCA run, mixing with a multitude of other marques. There are two venues in the area; The Sylviavale Heritage Trust Motor Museum, Vaal Old Wheels Clubhouse, for an hour or two and then lunch at Stonehaven on the banks of the Vaal River.



The organising committee would be grateful for any ideas for future venues, for which we can research and slot into the calendar. Remember too, this year's Concourse Event hosted by ourselves and then a weekend away!

**Piston Ring** - Calendar of Events will be published early in the New Year – remember that the Piston Ring is always held on the 3<sup>rd</sup> Sunday of every month.

**NOTE:** British Car Day at the Piston Ring will be held on **20<sup>th</sup> January 2013** and it will be nice to see a large contingent of Triumphs attend.

## EVENTS ATTENDED IN SEPTEMBER, OCTOBER, NOVEMBER 2012

### 6<sup>TH</sup> OCTOBER 2012 – SPITFIRE 50<sup>TH</sup> ANNIVERSARY AT SWARTKOPS – A 'SPIT' PARTY TO REMEMBER -

*COURTESY: NOLS PIENAAR*

I am of course referring to the 50<sup>th</sup> birthday celebration party we gave our Spitfires recently. To be more precise, it is the Triumph Spitfire golden anniversary (October 1962 - October 2012) celebration we organised and hosted on Saturday, 6<sup>th</sup> October, at the SAAF Museum, AFB Swartkops in Valhalla, Pretoria.

After months of planning, consultation, invitations, and trips to the venue, things were well on track with 70 cars promised for the big event to take place on Saturday, 8 September at the air base mentioned above. On Friday morning, 7 September, the unexpected phone call came telling us to postpone the event because of forecasted heavy rain. After frantic phone calls and urgent emails by our committee members and volunteers, informing prospective participants to stay away, I really felt deflated if not the *moer* in! To crown it all, not a single drop of rain fell, least of all at the air base where I was sitting on the Saturday morning in order to send home any participants who may not have received the unwelcome news.

Well, after we were given a new date by the command of the air base, we had to start all over again but the sad part is that many people had already made other arrangements for the new date of 6 October. The good part is that it gave other people who could not attend in September, the opportunity to be at the second attempt. And what an attempt it was! We eventually had 77 cars promised and October was perhaps historically more appropriate a date than September too.

We needed 24 Spitfires to form the figure 50 for the aerial photo and 46 other cars to form the laurel wreath around them according to the scale plan I devised for the commemorative photograph. With 29 Spitties entered I felt very confident, yet 25 of them pitched. Two Spitfires did not make it due to mechanical problems along the way while two more went awol. The remaining 45 cars consisted of 37 other Triumphs (mainly TR's, a few GT6's, Stags as well as a lone Herald and a Roadster), 4 MG's, a Lynx, Austin Healy and a Panhard. What on earth was the Messerschmitt (bubble car), complete with machine gun, doing at the show? The answer is simple: the TR's appeared rather insecure by the extraordinary large number of Spitties. Not being used to nearly being matched in numbers at a gathering of Triumphs in SA, they organised the proverbial Messerschmitt to keep all the Spitfires in check!

The event was really a very good combined effort between the Pretoria and Johannesburg TSCC members as well as a relatively large number of Spitfire owners who are not club members at present but who were enthusiastic enough to bring their cars to the historic once-off party. We are also very happy that some of our friends in the MG Car Club, Northern Centre (Pretoria) joined us.

CENTRE / CLUB	ALL CARS	SPITFIRES
Pretoria	34	15
Johannesburg	21	1
Non-club	11	9
MG Car Club	4	-
<b>TOTAL</b>	<b>70</b>	<b>25</b>

The official air force photographer used a helicopter for the aerial shot of the 70 cars presented in



front of the control tower. Participants also had the opportunity to photograph their Triumphs with either the P51 Mustang or the Vampire jet made available for us from the hangars of the air force Museum. This is quite significant in that the Mustang was the very last propeller driven fighter aircraft used by the SA Air Force, while the Vampire fighter jet was the first to be used in that role.

Saturday, 6<sup>th</sup> October was a beautiful if not very hot sunny day that was also a 'Wings and Wheels Day' at the Air Force Museum. Being

the first Saturday of the month the Museum invites classic car clubs to bring their cars along while some of the Museum's aircraft are being flown. Accordingly the Morris Minor Club as well as the Alfa Romeo Club had car gatherings but they did not come near to being as spectacular in numbers and display as ours. It was so good to see and hear the Harvards taking off and landing while that peculiar propeller noise brought back some very nostalgic memories of yesteryear.

We concluded the day with a 'bring and braai' at Bokkie Park, the lapa at the air base. It was also very pleasing that quite a number of club members' whose cars are not on the road came along to give us some moral support. However, a big thank you is owed to Terry Murphy, Bill Sales, Mike Billson, and Fanie du Plessis who prepared the parking for the photo presentation of the cars on Friday, 5<sup>th</sup> October. The result of their hard work is clearly evidenced by the fantastic aerial photo. Thank you too to Cathy Pienaar who took care of the regalia sales as well as the hat we sent around to collect donations for the Air Force Museum. A word of appreciation and thanks is expressed to all who made contributions. The most important thank you goes to all our participants who persevered despite the postponement and who supported our effort in such good numbers that we can look back at a 'Spit Party' that will be remembered for a long time. Nols.



**21<sup>ST</sup> OCTOBER 2012 – COMBINED JACARANDA RUN AND VISIT TO DAWIE GOUWS**

Some of our younger members will remember Dawie by the great days of the fabulous mielie runs on his farm just outside of Springs. Days of air antics – things like being water bombed by a certain crop sprayer, namely Nick Joubert, boerewors braais and mielies were the order of the day back



then. Unfortunately all in the past now – all good things you know....Some of you might even remember Dawie from our fun filled track days when we raced our cars in the Fine Car, Marque Car Series. Alan Grant in the TR3A, Tony Castleman in a TR2 and myself in the TR2 our regular Triumph contingent. Dawie raced a funny little green single-seater. Dawie would like all to think he was always quicker in his little green car than the TRs on the track but the truth of the matter was Dawie was a devious gentleman and used to

box below the belt. Dawie used to don the most humongous ugly pair of black goggles which he always wore when racing. He would look like the devil himself.

Alan Grant's job was to ride rear gunner and keep these guys off our tail which did not always work and you don't know how frightening and intimidating it was to look in your mirror and see the devil himself charging down on you. The reaction was to immediately turn off the motor, pull over and wave him through. The truth is out!! That's how Dawie always beat us. Those of you who attended the run to Dawie's that day would have seen the little green car, goggles and all amongst the other exotica in his lovely garage.



Such a pity Dawie couldn't be there on the day. I spoke to him when he came out of hospital and he expressed his regret at not being there to share the day with us. Maybe we can arrange another day so Dawie can start all the various motors and let us enjoy a "more better" day. A big thanks to Dawie and his wife for letting us share his collection with us.

**25<sup>TH</sup> NOVEMBER 2012 – VISIT TO PETER MANELLIS CAR COLLECTION, ALBERTON**

November saw the Club out at another great collection of classic cars, that of Peter Manellis' large collection of mainly Italian cars consisting of Maseratis, Alfa Romeos and of course Ferraris – no scrap here! All beautifully restored, all of which are road worth, licensed and ready to run anytime. After a lengthy walk around ogling all the fine machinery at Peter's house, we then went off to Glenvista Shopping Centre to view his other of mainly American cars housed in the basement of the shopping centre. Once again, we were treated to a collection of pristine cars like Cadillacs, Oldsmobiles and Buicks with a trio of Fiat Tropolinas thrown in. One could have spent all week

ogling – but...!! This was followed by a fine burger at the Cafe Aroma in the shopping centre. A most enjoyable day with thanks going to Peter and his lovely wife Dawn. We say a big thank you for giving up your time for us to share your fine collection.



## WANTED and FOR SALE CORNER – NOTHING AT TIME OF GOING TO PRINT

### BID TO SAVE ICONIC MOTOR MUSEUM

From: Eben de Vos [mailto:[ebenhaezerdevos@gmail.com](mailto:ebenhaezerdevos@gmail.com)]

Sent: 04 October 2012 03:44 PM

Good day All,

Herewith 2 media reports around the closure of my Museum here in Port Elizabeth. I respectfully request all of you to respond by e-mail, where you air your strongest objection to this unwise decision.

Furthermore, please forward this mail to ALL your friends and contacts by asking them to respond back to me by e-mail. In doing so, everybody will strengthen my case with the department concerned.

P.S. Please visit my website: [www.oldcarsafrica.com](http://www.oldcarsafrica.com)

Kind regards

Eben de Vos

T) 041 393 4600 F) 041 363 0659 / 086 686 0830

C) 083 463 5286 E) [eben.devos@liblink.co.za](mailto:eben.devos@liblink.co.za)

From: Spares [mailto:[triumphclubspares@telkomsa.net](mailto:triumphclubspares@telkomsa.net)]

Will certainly put it in the next newsletter, but having seen what has happened to the Transnet Heritage Foundation's collection of locomotives and coaches, preserving "white" man's history is pretty low on their priorities!

From: Spares [mailto:[triumphclubspares@telkomsa.net](mailto:triumphclubspares@telkomsa.net)]

Hello Eric,

Please see the email below from Eben de Vos who owns and runs the St Croix Motor Museum in Port Elizabeth. You will note that he is faced with closure of this fine facility I strongly recommend that you publish Eben de Vos' dilemma in Sabrina, and invite any interested persons to support him as per his request

To the Editors of Centre Newsletters: Jamie, Helen, Elaine May I request that you, too, publish this item in your next newsletter.



Geoff and Bob,

You guys are closest to the action, and you probably already know about this. I am sure Eben would appreciate any assistance you can give him.

Regards

Rene de Villiers

Weekend Post  
SATURDAY, SEPTEMBER 29, 2012

## Desperate bid to save iconic motor museum

Shaun Gillham  
WEEKEND POST REPORTER

gillham@avusa.co.za

HAVING fielded a flurry of supportive calls and solid offers of assistance, diehard petrol head Eben de Vos is putting up a brave fight to save Nelson Mandela Bay's renowned automotive heritage offering the St Croix Motor Museum, which is currently housed in a World War 2-era aircraft hangar.

De Vos, devastated by the recent re-

fusal by the Department of Public Works to renew the lease for the museum's Newton Park premises, has launched a media campaign and other approaches to secure the continued presence of the museum at the site.

Housing a vehicle collection with a "conservatively estimated value of R46-million", the museum was established in the massive hangar by De Vos in 1987 but faces closure in March next year if the museum is forced by its owners, the Department of Public Works, to vacate the premises when

the lease expires.

Packed with richly historic items, the graded museum is unique in a number of ways, including its strong ties to the Eastern Province Veteran Car Club, members of which are involved in the museum by supplying vehicles for exhibition; that the museum is personally funded and maintained by De Vos, who owns and has restored many of the vehicles on display; and because it is open to the public free of charge.

The iconic museum has more than

55 vehicles, some built in the 1920s, and hundreds of other items such as old vehicle hub caps, model cars and original vehicle tyres and books dating back to the 1930s and earlier.

The Department of Public Works director in Port Elizabeth, Rodney Taai, confirmed that the department would not renew the lease.

Asked about the reasons for the decision, Taai referred Weekend Post to the department's communication department, which had not responded to inquiries by the time of going to press.



**HANGING IN:** Eben de Vos, pictured with a 1930 Chevrolet Sports Roadster, is hoping to keep the St Croix Motor Museum at its current premises, a World War 2-era aircraft hangar in Nelson Mandela Bay. PHOTOGRAPH: FREDLIN ADRIAAN

## Motormuseum sluit dalk einde Maart

Vera Schoeman

PORT ELIZABETH. – 'n Besluit van die Departement van Openbare Werke kan 'n stok in die wiel van die voortbestaan van die gewilde St. Croix Motormuseum steek.

Die museum in Newtonpark bestaan al 25 jaar en huisves sowat sesig uiters skaars en gesogte klassieke en veteraanmodelle.

Eben de Vos, stigter en kurator van die museum, het gesê die departement het hom onlangs kort en kragtig meegedeel hulle beplan om nie sy huurkontrak te hernu nie. Dit vervel in Maart 2013.

"Ek het slapelose nagte: nie net vir myself en liefhebbers van veteraanmotors reg oor die wêreld nie, maar veral ook vir die kinders wat van 'n waardevolle erfenis ontnem: sal wees.

Volgens De Vos beteken die kansellering van sy kontrak vir hom noodwendig die sluiting van die museum: "n Ander perseel om so 'n magdom motors en antieke onderdele veilig te huisves, bestaan nie in Port Elizabeth nie."

De Vos het in 1988 met die museum begin maar dit het só gegroei, dat die destydse perseel spoedig uit sy nate gebars het.

In 1993 het hy 'n 10-jaar kontrak

met die departement onderteken om die museum uit 'n ou vliegtuigberingsloods te bedryf, met die opsie om dit te hernu.

Volgens hom het hy deur die jare derduisende rande daaraan spandeer om die dak te herstel, die tuine uit te lê en uitgebreide onderhoudswerk te doen.

In Maart het hy die departement versoek om die kontrak ná Maart 2013 vir die volgende tien

jaar te hernu, het hulle hom meegedeel dit sal nie kan gebeur nie.

In 'n brief aan De Vos skryf Rodney Taai, 'n adjunk-direkteur van die departement, hulle het waardering vir sy bydrae tot die erfenisskat, maar hul hoofmandaat is huisvesting aan regeringsdepartemente. Die gebou word blykbaar benodig as skroefwerf vir beskadigde polisievoertuie.

■ Foto op bl. 3.

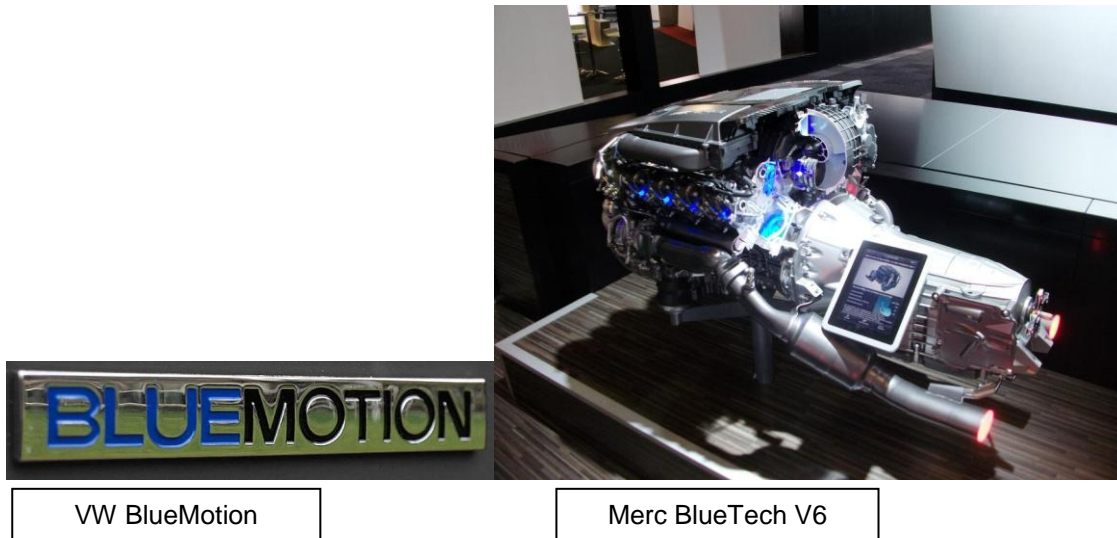
### THIS 'N' THAT

Technical.

Who would have known that a barge-like S-Class Mercedes Benz could be such a green option? On the outset this 3.0 litre turbocharged V6 diesel hardly compares with a Prius or Honda Insight's 90g/km when it comes to CO2 emission figures, but compare this; a hard charging 190kW and 620Nm torque engine under your right foot, contributing 177g/km to the atmosphere is very impressive, already meeting the new Euro 6 emissions which have yet to be introduced. How does it achieve this? Well, this Bluetec technology as they call it, does not involve expensive hybrid technology and batteries that are quite frankly, expensive and a nightmare to dispose of. Here is the interesting part: Mercedes have added a secondary 25 litre tank beneath the boot, filled it with Adblue, an aqueous urea solution that is injected in finely measured quantities into the exhaust system before the catalytic converter. The reaction of this solution with the exhaust gasses releases ammonia which then converts up to 80% of nitrogen oxides into harmless nitrogen and water in the converter. This secondary tank is topped up every 20,000km during the service

interval. To achieve the best results however, one must find a filling station that actually stocks 50ppm low sulphur diesel which you might be hard pressed to find in South Africa. Having said that, this technology allows this huge car if driven moderately, to drive between Johannesburg and Cape Town quite easily on an 85 litre tank. It is nice to know that the technology is also available in the truck division.

VW makes use of the same technology, naming it: BlueMotion. If you thought that Toyota and Honda and other Hybrids were the leaders in the drive for 'going green' then you have clearly fallen for their marketing hype.



### TJ389

*Courtesy: John Dobbins*

This 1962 Triumph Italia 2000 came into my life one night at the old Wits squash courts (off Jan Smuts Ave) around the middle of 1977. As we were leaving, the headlights caught its unmistakable outline and despite my companion's reserves, I recognized it from pictures as a really unusual Triumph. Having owned a Spitfire (1967 Mk 111) for a couple of years, I considered myself quite a fundi on the history of Standard Triumph – especially the competition history (as it is so under-acknowledged compared to other British sports cars of the day). That an 1147cc Spitfire won its class at Le Mans in 1966 (also coming 13<sup>th</sup> overall) in a field filled with Ford/Ferrari big-bangers was something of an inspiration to me. The Italia has always looked (to me) a lot like



the Le Mans TRS cars with a roof. Pity it does not share the engine as well.

We took the registration number (TJ389) and traced the owner through the Johannesburg municipality. His name was JH (John) Stodel and had inherited the car from his sister. He knew little about the car other than it was an unusual Triumph and he claimed it had been bought from a motor show in Europe in 1962 by a wealthy Italian contessa – sounded a bit too romantic to me. But there was an air of some

romanticism as his sister was certainly something of a celebrity. She turned out to be a very talented singer of the time – one Jean Dell. Amongst other things she starred in the long-running Taubie Kuschlik production in the basement of the old Chelsea Hotel in Hillbrow (*Jaques Brel is Alive and Well and Living in Paris*) where I personally had the pleasure to see her perform. The car was first registered in Johannesburg in 1975 (which was a bit of a surprise given its patina just 2 years later) and apparently came here via the Middle East. John Stodel indicated that the rear lights had been damaged and replaced with what he thought were Ford Taunus lights, but that he had the originals together with some other items and documents. The car has had its manufacturers plate removed and I am pretty sure that he told me that he had that too – it had to be removed and new numbers inscribed directly onto the bodywork at the behest of the JHB municipality who were dissatisfied with the original codes. Unfortunately I never went to retrieve these items from him and really regret that now. Above is a faded photograph taken at the time that the Italia arrived home in front of my mother's house in Roosevelt Park.

John Stodel was willing to sell the Italia (R650!) and said that it was just parked up in the squash court parking because it had run out of fuel. The fuel gauge doesn't work – but certainly all my friends just laughed because the car was not in the best kept condition. Nevertheless we went to retrieve it with a jerry can and sure enough it started quite easily. On the way home, followed by the same friend in the recovery vehicle I managed about 140kph (his speedometer – Italia broken and admittedly down the Melville Hill) but it was not altogether comfortable. Other than that trip and a few round-the-blocks, no other fuel has ever been put in the car – it was just parked away and my intention was to save it as a serious personal rebuild later in life. In the event that was not to be, but I am much happier to see it now in the hands of John Dobbins - a much more competent operator than I could ever hope to be. And he seems genuinely excited to be undertaking the work.

This is all thanks to my brother-in-law, Martin Keyser, who is financing the rebuild and the car will be owned within a Family Trust. It was his father who lent a cash-strapped medical student R650 all those years ago to buy the thing. I had to quickly make one Fiat 500 Topolino run, from two that I owned at the time, and sell them to repay the debt. Then he still agreed to me marrying his daughter.

I have largely kept the car a secret because I became a bit irritated by people who did get to know about it suggesting that they take it off my hands as a favour because we would never get it fixed and they would. Even my own family has sometimes questioned the wisdom of keeping it and especially (thank goodness as it turns out) of keeping it registered. I have watched some of the Italia passing show on the internet over the past years and got a little pleasure from knowing that there was one more unknown Italia in South Africa (and our possession). I guess I didn't cover myself in glory in its storage except from ensuring that it was always in a protected garage or shed - but it seems to have emerged now not much the worse for it.

John Sim  
October 2012



A safety tip that would be of great benefit to fellow members

René De Villiers warned of the dangers of the common old lead light in the garage, specifically whilst working beneath the car. According to a member of the Piston Ring Club, he lost his collection of five cars and a bike due to a fire, started when petrol drops ignited on the hot surface of the incandescent globe. The preferred lamp type would be to use the cool running Compact Fluorescent Lamp.

My personal analysis would be to argue the high surface temperature of the globe as the cause of ignition. The globe does not reach the necessary ignition temperature. Petrol ignites at between 240-280 Deg. C and the surface temperature of a 60W globe is about 120 Deg. C.

My view is that the drops of petrol may have caused the thin glass surface of the incandescent globe to shatter, thereby exposing the flammable petrol to the filament which has an operating temperature of 2000-3000 Deg. C, way beyond the ignition temperature range.

Another probable cause is that there may well have been a loose contact between the terminals and the contact points of the lamp, as these lead lights usually endure abuse over the years.

In any case, it is worth checking for the good operating order of the equipment and also to avoid the "Heath Robinson" installations that we all might be guilty of having around the home.

Be sure of this; if the insurance company can find any way out of paying compensation, a dodgy installation is all they need to get out of it. Be conscious of the probability of any type of accident. Always have the fire extinguisher placed in the best position and that it is functional.

Best Regards,  
Mike

Gents, I haven't seen it, but this is FYI  
Thanks to Rhys for spreading the news.

Gerhard, would you mind sending this to the other centres not mentioned above please?  
Cheers,  
Mike

Hi Mike,

I might be a bit late on this so apologies if you guys already know.  
Caltex are using a TR3a in their current charity promotion and comparing it to a Mazda MX5 and a Mercedes  
Currently the TR3a is winning on 307 votes, versus the Mercedes SL450 on 191 votes and the MX5 on 103  
Check this link: [https://www.facebook.com/CaltexSA/app\\_422532324461864](https://www.facebook.com/CaltexSA/app_422532324461864)

Regards  
**Rhys Collins**

**“CHILL OUT PAGE” / LAUGHS / SMILES / SMIRKS ‘N’ SNIPPETS****MYSTERIES OF ENGLISH**

The bandage is wound around the wound

The farm is used to produce produce

The insurance is invalid for the invalid

The buck does funny things when the does are present

**AND NONSENSE NEWS HEADLINES**

Red tape holds up new bridge

Typhoon rips through cemetery; hundreds dead

Kids make nutritious snacks

**A Man's Age -- as Determined by a Trip to Builders Warehouse** - You are in the middle of some kind of project around the house --. Mowing the lawn, putting in a new fence, painting the living room, or whatever. You are hot and sweaty, covered in dust, lawn clippings, dirt or paint. You have your old work clothes on. You know the outfit -- shorts with the hole in the crotch, old T-shirt with a stain from who-knows-what and an old pair of tennis shoes.

Right in the middle of this great home improvement project you realize you need to run to Builders Warehouse to get something to help complete the job. Depending on your age you might do the following:

**In your 20's:** - Stop what you are doing. Shave, take a shower, blow dry your hair, brush your teeth, floss and put on clean clothes. Check yourself in the mirror and flex. Add a dab of your favourite cologne because you never know, you just might meet some hot chick while standing in the checkout lane. And you went to school with the pretty girl running the register.

**In your 30's:** - Stop what you are doing, put on clean shorts and shirt. Change shoes. You married the hot chick so no need for much else. Wash your hands and comb your hair. Check yourself in the mirror. Still got it. Add a shot of your favourite cologne to cover the smell. The cute girl running the register is the kid sister to someone you went to school with.

**In your 40's:** - Stop what you are doing. Put on a sweatshirt that is long enough to cover the hole in the crotch of your shorts. Put on different shoes and a hat. Wash your hands. Your bottle of Brute Cologne is almost empty so you don't want to waste any of it on a trip to B&Q. Check yourself in the mirror and do more sucking in than flexing. The hot young thing running the register is your daughter's age and you feel weird thinking she is spicy.

**In your 50's:** - Stop what you are doing. Put on a hat; wipe the dirt off your hands onto your shirt. Change shoes because you don't want to get dog crap in your new sports car. Check yourself in the mirror and you swear not to wear that shirt anymore because it makes you look fat. The Cutie running the register smiles when she sees you coming and you think you still have it. Then you remember the hat you have on is from a Pherkin Beer Bar and it says, 'I Got Worms.'

**In your 60's:** - Stop what you are doing. No need for a hat anymore. Hose the dog crap off your shoes. The mirror was shattered when you were in your 50's. You hope you have underwear on so

nothing hangs out the hole in your pants. The girl running the register may be cute, but you don't have your glasses on so you are not sure.

**In your 70's:** - Stop what you are doing. Wait to go to B&Q until the Chemist has your prescriptions ready, too. Don't even notice the dog crap on your shoes. The young thing at the register stares at you and you realize your balls are hanging out the hole in your crotch.

**ANNUAL GENERAL MEETING - TO BE HELD AT THE FAIRMONT BOWLS CLUB,  
SANDRINGHAM: AT 8.00PM TUESDAY 16<sup>th</sup> OCTOBER, 2012**

**AGENDA:**

1. Welcome, Apologies and registration.
  2. Approval of previous minutes.
  3. Matters arising from previous minutes.
  4. Secretary/Membership report.
  5. Regalia report.
  6. Treasurer's report.
  7. Chairman's report.
  8. General.
  9. Election of Office Bearers
- 

**WELCOME: ALL TRIUMPH MEMBERS**

There were eighteen paid-up members present, which formed a quorum. The meeting had been timeously advertised, the minutes of the 2011 AGM circulated and the Vice-Chairman declared that the AGM was properly constituted.

**APOLOGIES:** Gino Casieri, Rob McLeod, Jon Lewis, Wendy Hay, Gerald Habig, Eric Steele and Dave Ball.

The Minutes of the previous meeting was taken as read. One amendment by Mike Gilchrist: Rob McLeod was mentioned as an office bearer for the position as Treasurer. This did not happen. Bev Moranduzzo continued with the job in hand for 2011.

The Minutes were proposed by Cliff Turnbull and Seconded by Norman Bull, were approved and signed by the Chairman as a correct record.

**MATTERS ARISING:**

The Vice Chairman proposed of the creation of two new positions as Committee Members.

1. Fund Raising or for a better name, Sponsorship/Marketing
2. Website Manager

**SECRETARY/MEMBERSHIP REPORT:**

Eddie Steele reported that the membership numbers had increased from eighty eight to one hundred and seven members.



**FINANCIAL STATEMENTS:**

Bev Moranduzzo presented the Financial Statements for the year ended 30<sup>th</sup> September, 2012

**APPROVAL OF ANNUAL FINANCIAL STATEMENTS**

The Financials were proposed by Italo Moranduzzo and Seconded by Eddie Steele.

The Domicilium Citandi for signatories for FICA are:

Harry Fairley ID No: 4604105065085  
Address: 27 Eldoret Road, Selcourt, Springs, 1559

Eddie Steele ID No: 4006065062088  
Address: 189 Endwell Road, Mondeor, 2091

Alan Grant ID No: 5008275117081  
Address: 36 Penguin Drive, Fourways,

Mike Gilchrist ID No: 5401015280105  
Address: 28 Tureluur, Randpark Ridge, 2156

The Domicilium Citandi address registered at Nedbank is that of Eddie Steele as he receives the Club's mail.

In closing Beverly Moranduzzo thanked all members for their assistance and advised that she would not be standing as Treasurer for the next term.

**REGALIA REPORT:**

Mark Hirst mentioned that his stock, together with prices would be advertised in our newsletters and that he would be carrying one sample of each item to the meetings rather than a boot-load of kit. He reported that sales were low, with the exception of the National Gathering in Plettenberg Bay, whereby sales tallied up to around R4000.00.

**VICE CHAIRMAN'S REPORT – OCTOBER 2012.**

We have had an eventful year with some highs and lows; during the mid-term of the year, Koos and Trish Conradie died as a result of a motor accident on their way to Knysna and it affected us all, in one way or another. A good number of members in their Triumphs bade farewell to the couple in a very moving ceremony at a church in Bryanston.

Alistair Kennedy took ill with serious complications and it's taken months on the road to recovery, but here he is tonight and we welcome you back Alistair. Wendy Hay and Bev Moranduzzo both had back operations, also robbing them of precious time to recover. As I speak, Chris Fairer is expecting to be released from hospital as soon as suitable equipment is installed in his home. We wish him a speedy recovery.

This year, we welcomed new members, Linda Malan, Phillip and Brigit Lategan, Alan and Penny Pearse, Ian Donaldson, Ed Grondel and the whole family, Gert, Colleen, Vaughn and Vincent Botes. Welcome one and all.

We happen to have a prospective new member here tonight, Vuyani Sondlo who owns a beige '66 Triumph 2000 sedan. Welcome Vuyani!!!

How the year has swept by so quickly? Before you know it we will be sipping champagne on the verandah of Kloofzicht Lodge before our Christmas lunch is served. Gino has once again used his good looks and effervescent charm to make a booking for the 2<sup>nd</sup> of December, so please diarise that date.

We have had mixed attendances to the club Sunday outings and it seems to me that if there is a restaurant or a pub at the venue, you are going to get a good turn-out.

Having said that, our January picnic to Glenburn Lodge was well attended.

Not all of these runs could be attended by myself but I hope that next year I shall be able to participate in not a Toyota or a Mazda, but a Triumph.

Enjoyable runs include Valentine's run to Askari, Angela's Picnic and the all-important National Gathering in Plettenburg Bay.

Angela's Picnic once again drew large crowd and this time raised R28,000 and we had no less than twenty two Triumphs there. I know I counted them.

Our centre had the largest contingent of members of any club at the nationals where 19 members were in attendance, bringing home four out of five D'Etats and two out of three D'Elegance awards. Well guys and girls.

We had a good turnout at Gray's Restaurant, in Boksburg, a fair number at the Car Boot and SWOP Meeting in Pretoria, but a poor turnout for the run to Tswaing Crater visit.

Membership picked up spectacularly for a visit to HiFlyers Pub and Grill. Gary celebrated his re-testing milestone at SAA by buying the first round of drinks!

The inclement weather meant that we had to reschedule the Spitfire 50<sup>th</sup> Anniversary which must have caused so much stress to Nols and his team, but he was rewarded with seventy cars three weeks later. Good response guys, well done.

It mustn't be forgotten also, about the generous members who took their cars to the CANSA Relay finale in the Irene area too. Their role was to drive patients who were not able to do the relay itself.

Noggins were varied. January is always busy for Eddie with the subscription renewals. If you recall, we had two photographic presentations; the first one was an account of the Nationals, where some of you brought in your own collection of photos on memory sticks to share with those who did go and those who couldn't make the journey.

The second was an interesting presentation of the annual Goodwood Revival, and Racing at SPA, Belgium by Alan Grant. I wonder how many of us resolved to save up for the UK event next year. I hope I can do it myself.

The Bloodhound Supersonic Car presentation drew a full house with no less than seventy five guests from various clubs. Harry our caterer did a good job of providing food for so many people. Thanks Harry.

I must mention the Inter-Club Quiz hosted by the Pretoria Centre, held on the 19<sup>th</sup> of last month. There were four teams, Johannesburg, MG Pretoria and two teams from the host centre.

We didn't get the result we wanted: 3<sup>rd</sup> spot.

Report Card from the Chairman: Must try harder!

Next year it's our turn and I have been thinking of inviting the Johannesburg MG Centre to make it more interesting. I have spoken to George Shipway about being our Quiz Master like he did in the years gone by.

If you recall last year's AGM, a steering committee was formed as a result of the non-election of a Chairman. All decisions would be carried out by myself – I was re-elected Vice Chairman.

This worked out well from my point of view, although I might have missed a few things that I was not aware of. I considered it to be a learning curve, a somewhat sharp curve. My thanks go out to Cliff, Gary, Dave and Alan who would swiftly deal with any issues that came our way. A thousand thank you's chaps.

On the committee, I would like to once again, thank Beverley Moranduzzo who did remarkably well despite her back operations. She took on the job for a third term with the finances and it is pleasing to see that we are ship-shape with our money matters.

Beverley has a way with money in the same way Luigi has a way with Pastry.

To get the full meaning of that expression; look out for that in the next newsletter. Thanks Bev!

I would like to thank Eddie Steele once again for handling the subscriptions and keeping a tally on all members. As if that wasn't enough, Eddie has held the portfolio of Event Co-ordination too. How many years have you been doing this now? Let's hear it for Eddie. Whilst on the subject of events, nearly half of our outings were in collaboration with the Pretoria Centre and I must thank Nols Pienaar and Bill Flynn for the association we have with each other.

Mark Hirst has had a fairly quiet year with his regalia portfolio with the exception of a peak in sales of caps, if you'll pardon the pun, at the Nationals. Nevertheless, many thanks for handling that department – and the invaluable use of using your laptop and projector equipment for the presentations we had this year. Thanks Mark.

Harry Fairley has been quietly keeping meticulous control of the Victor/Victrix Ladorum point scoring, the results of which will be revealed at the forthcoming Christmas lunch.

They tell me that you have become a bit of a fundi on that Excel program - Is that right Harry?

One or maybe two things you can count on when you take part in the Door Prize. There is always a winner and a runner-up. Dave Sawyer ran with the door prize Portfolio and being an International man of travel and intrigue, was not always available to be present; therefore John Craig came to the rescue to help out with the sales. My thanks go out to you and it must be said that many of the prizes were donated by Dave through his business, cash Converters in Fourways. Dave will give you a very interesting answer if you ask him where most of his stock comes from. Now is not the time. Thanks Guys.

One of the perks of being a member of the Triumph Sports car Club is to have the luxury of someone knowledgeable and who can organise Spares for your car with the minimum of fuss.



Although this is not one of Johannesburg Centre's portfolios, it is an important role nevertheless and thanks must go to René de Villiers.

The same goes for John Dobbins who is our SAMCA representative who keeps us informed with regard to information and decisions from that body. Thanks John.

Two important portfolios that work hand in hand. Our long-standing Editor, Elaine Castlemaine and the man in charge of distribution of all information, John Crowther. Between the three of us a lot of information exchanged hands (thank goodness for e-mails and cell phones). It has been a pleasure working with you both, thanks for your support.

Lastly, to you all in the club, thank you for your support and long may our club prosper.

Mike Gilchrist.

Vice-Chairman.

### **GENERAL**

John Dobbins advised that he can no longer be the representative for SAMCA and René De Villiers has now taken up that position.

### **ELECTION OF OFFICE BEARERS:**

Chairman	Mike Gilchrist	011-792-0367	072-798-6976
Vice Chairman	Norman Bull	011-849-1113	083-469-6883
Treasurer	Martin Worth	011-706-5373	083-452-4066
Regalia	Mark Hirst	082-459-2124	082-459-2124
Membership Secretary	Eddie Steele	011-680-8421	072-270-9557
Editor	Elaine Castlemaine	084-318-4822	084-318-4822
Distribution	John Crowther	011-818-3223	083-950-1934
Victor Ladorum Points	Harry Fairley	072-997-7851	072-997-7851
Door Prizes	Dave Sawyer	011-314-2666	082-779-1606
Door Prizes	John Craig	011-314-1400	082-901-1504
Spares Administrator	René de Villiers	011-680-3124	083-317-4339
SAMCA Representative	René de Villiers	011-680-3124	083-317-4339
Marketing	Gary Booyens	011-896-3192	082-445-5111
Website Manager	Eric Steele	011-433-1269	

### **THE MEETING CLOSED**

The Chairman thanked the members for their attendance and closed the meeting at 22:30

## FINANCE

### TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA

#### JOHANNESBURG CENTRE

#### ANNUAL FINANCIAL STATEMENTS FOR THE YEAR ENDED 30<sup>TH</sup> SEPTEMBER 2012

#### APPROVAL OF ANNUAL FINANCIAL STATEMENTS

These financial statements have been prepared from records written up by Club Officials.

No audit of the accounts or records have been conducted this Financial Year and accordingly no opinion is expressed thereon.

Beverly Moranduzzo  
Club Treasurer  
16th October 2012

Mike Gilchrist  
Club Vice Chairman  
16th October 2012

#### 1 Subscriptions

Subscriptions are accounted for on a cash/bank deposit received basis

#### 2 Investment with Nedbank

Only interest accumulating.

#### 3 Door Prizes and Regalia

Door Prizes are no longer being purchased but donated by Dave Sawyer -  
Cash Converters

#### 4 Regalia balance Stock R5,605.00 and Cash R135.00

#### Donations

#### 5 Donations received from sale of advertising on the Monthly Newsletter

(Please note one year in advance), and sale of glasses etc less R300 donated from  
Club to Koos Conradie's family for their Church School Library.

#### 6 The cell phone for Internet Banking was donated by Italo Moranduzzo

#### 7 Nedbank Income Tax Certificate is attached, we do not have to submit or pay anything to SARS.

#### 8 Club shows a small loss for the year, additional expenses come from hall hire and additional meals the club has to pay for!

## BALANCE SHEET AS AT 30 SEPTEMBER 2012

NOTES		2012	2011
	FUNDS EMPLOYED		
	Accumulated funds brought forward	53,481	56,349
	Employment of Funds		
2	Investment Nedbank Parkit Acc	38,818	37,225
	<b>Accounts Receivable</b>		
	Cash on Hand Nedbank Current	7,311	7,560
	Petty Cash	1,612	1,209
3	Regalia and Cash	5,740	10,355
		53,481	56,349

## INCOME AND EXPENSE STATEMENT

	2012	2011
<b>INCOME</b>		
Subscriptions received	13,344	13,221
Other Income - Donations	1,046	600
Other Income - Regalia	4,325	803
Other Income - Door Prizes	2,339	852
Interest Rcd	1,671	1,589
	22,725	17,065
<b>EXPENSES</b>		
Bad Debts		85
Bank Chgs	452	414
Bank Interest		
Postages	915	1,483
Entertainment		
Printing & Stationery	3,361	4,655
Regalia Purchased		540
Subscriptions - Sabrina	9,055	7,390
Subscriptions PO Box Rent	304	304
Events Trophies & Prizes		
Sponsored Events Runs/Functions	1,806	1,245
Hall Hire for Noggins	5,085	5,180
Regalia Sold Cost Adjustment	4,615	
	25,593	21,296
PROFIT/(LOSS)	-2,868	-4,231



## REGALIA

**TSCC Regalia**

Old Caps	11	R70.00	V Sweater	12	R140.00
New Caps	25	R70.00	Fleece Jacket	1	R250.00
Licence Holder	15	R15.00	Nationals Golf Shirts	4	R20.00



## CROSSWORD NO. 3 – ANSWERS

## ANSWERS

M <sup>1</sup>	O	T <sup>2</sup>	O	R <sup>3</sup>	I	S <sup>4</sup>	T		S <sup>5</sup>	N <sup>6</sup>	O	W <sup>7</sup>
A		H		E		I		G <sup>8</sup>		I		A
T <sup>9</sup>	I	E	U	P		E <sup>10</sup>	L	E	A	N	O	R
S		K		O		N		O		J		R
	N <sup>11</sup>	I	S	S	A	N	A	R	M	A	D	A
A <sup>12</sup>		N		S		A		G				N
M <sup>13</sup>	A	G	N	E	T		D <sup>14</sup>	E	F	E <sup>15</sup>	C	T
C					S		C <sup>16</sup>		B		L	Y
P <sup>17</sup>	A	R <sup>18</sup>	T	S	M	A	N	A	G	E	R	
A		I		I		T		R		C		C <sup>19</sup>
C <sup>20</sup>	O	N	S	O	L	E		R <sup>21</sup>	E	T	R	O
E		G		N		R		I		R		L
R <sup>22</sup>	U	S	T		C <sup>23</sup>	A	M	S	H	A	F	T

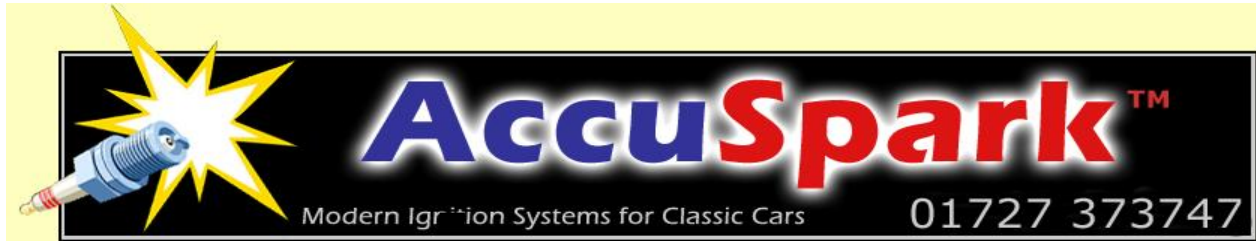
**Ads**

**Ads**

**Ads**

**Ads**

**Ads**

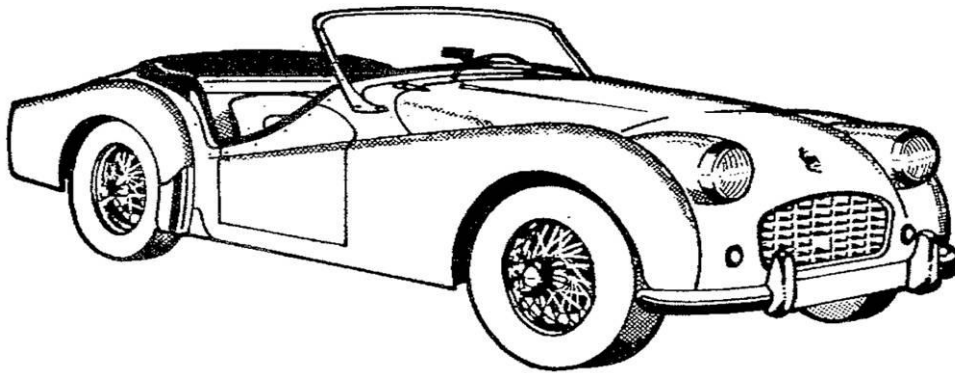


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