



TRIUMPH SPORTS CAR CLUB



**OF
SOUTH AFRICA**

JOHANNESBURG CENTRE

P.O.BOX 1102 SOUTHDALE 2135



June 2008

Issue 3/2008



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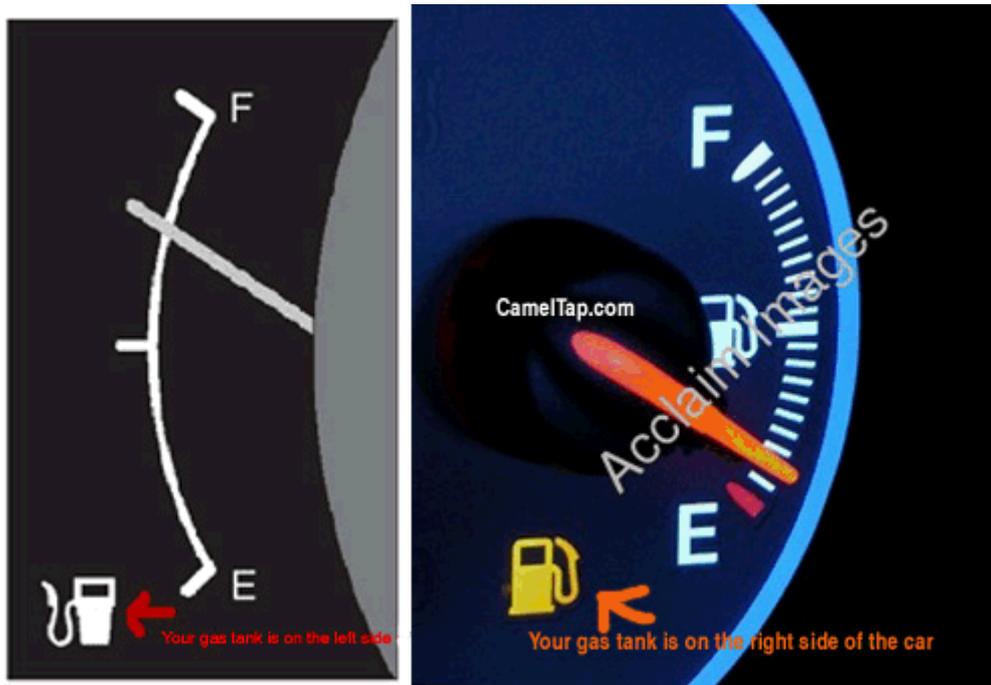
Please note that all contributions to the newsletter should please be directed to Cliff on the following email address cliff.turnbull@standardbank.co.za

Did you know

The Worlds Best Kept Auto Secret...

I have been driving (legally) for over 3 decades. One would think I would have noticed the little secret on my dash that was staring me right in the face the whole time. I didn't and I bet you probably haven't either.

Quick question, what side of your car is your petrol filler cap? If you are anything like me, you probably can't remember right away. My solution is to uncomfortably stick my head out the window, strain my neck and look. If you don't do this in your own car you definitely have done it in a borrowed or rental car. Well ladies and gentlemen, I'm going to share with you my little secret so you will no longer look like Ace Ventura on your way to the gas station or put your neck at risk of discomfort or injury. If you look at your petrol gauge, you will see a small icon of a gas pump. The handle of the gas pump will extend out on either the left or right side of the pump. If your tank is on the left, the handle will be on the left. If your tank is on the right, the handle will be on the right (see photo below). It is that simple! I don't know how you feel right now but when I found out this recently I felt cheated! Why don't the dealers share such important information with car buyers? I don't understand why this isn't in the driver's manual? I don't get why any mechanic I have ever been too or know has even thought of mentioning this to me? The only possible explanation can be that all these people probably don't even know!



Go out and share the world's best kept auto secret with your friends as this information is way too important to be kept secret !!!

EDITORIAL

This addition is jam packed with information about the recent Nationals held just outside of Bloemfontein at Masselspoort. It was the first Nationals that Coral and I attended and I must say that it was thoroughly enjoyable. From the time you leave your home to the time you return, there was something of interest for everyone and Nols and our Pretoria colleagues did an excellent job on the organising front. If anyone did not enjoy the time away, well they only had themselves to blame!

The agenda for the event was full without you having felt that you were on the run all the time and there was plenty of time to meet friends from all the other centres and share war stories on a wide range of topics.

The cabaret show that Wendy Hay directed with the cast made up of some very talented members of our and the Pretoria clubs were a real hoot – most of them certainly have “hidden” talents but I do think that they should also keep their day jobs!! Our Belgium guest could not get over the shenanigans and seemed most impressed at the manner in which we Africans can let our hair down and party.

I also found an interesting article on how to know where to find the petrol filler on your car without getting out of the vehicle which I hope will be of interest. It would be interesting to know if any of our members reading the newsletter were aware of this fact.



Triumph Sports Car Club – Johannesburg Centre

In the interests of limiting the length of the newsletter as the articles on the Nationals are quite lengthy, I have decided to leave out the next two articles from the series by Graham Robson until the next issue.

Winter is now upon us so make sure the side screens are on and the windows can wind up and lets see as many members on the next run as possible.

Until then let us keep our chins up despite the petrol price increases, the interest rate hikes, the drop in real estate prices, and the shorter nights, and lets get our cars out and about and revel in the way driving used to be.

Cliff

CHAIRMAN'S REPORT

A rainy and wet night it is as I write this report. For a while I was thinking we are in the Cape as it is mid-winter and very wet! Funny this weather is. Still, half the year is already behind us. Where is this time going to?

This year's National Gathering is now a thing of the past. It is really frightening that something you wait for for such a long time is over and a thing of the past so quickly. Still – we all enjoyed it and we all congratulate the Pretoria centre on putting on a wonderful show. All the events were there and well-organised. But most of all – we felt there was a lot of time left to us for some R&R and shooting the breeze with our mates we only see every two years. Thank you Pretoria and your whole organising committee!!

We also congratulate our members who went there and participated in the events. We had mixed fortunes and perhaps not as much silverware as I would've hoped. But never mind – participation is more important. Cliff has the results in this issue so I won't go any further. A total of 17 members were there so we put up a good show. The amazing thing of these Nationals was that all the centres were more or less equally represented so we were equally matched. Even the Bloemfontein centre put up their biggest show yet – seeing that it was held in their back yard. Good to see them in force.

So now it is our turn (again!). I am told this will be the 5th Nationals that the Jo'burg centre will be organising so it should be old hat to us. But it isn't – each time a new committee and new members are tasked with the organization, so new life is brought in each time – thank goodness! The big question on everyone's minds is where will it be held? And for the moment we will keep them guessing. That's because we don't know either. I am at the moment putting together an organising committee for the event, and once that is in place we will get to work. A few members have volunteered their help which is very encouraging and welcome. Believe me - I will take up all of your offers.



The first thing to do is for a task team to investigate available venues for the event. This can be anywhere in the country – at this time we want to keep our options open. We have to be mindful of the rising costs of travel and accommodation and the impact this has to members travelling long distances. Against this is the fact that of the four times that this centre has organised a national, they have all been far away from Jo'burg. All the other centres have organised their Nationals in their back yard, so maybe it's time we do the same.

Another very important aspect is to try to get sponsorships for the event. It will make things so much easier for us and so much better for the participants if we can get a sizeable sponsorship along the likes of the Continental sponsors in Port Edward. If anyone has ideas about possible sponsors, or knows someone we can approach, please contact me soonest. As they say – nothing ventured, nothing gained.

Lastly, I must say that last month's event – a lunch run to the Country View venue was a great run in spite of the rain. We had a wonderful turnout and had a great lunch with a fireplace beside us. It is very encouraging and satisfying to see the whole dining room full of our members. Keep it up!!

Gino

MEMBERSHIP

We have pleasure in this issue to welcome new members Gary and Joan Booyens. Gary is a pilot and Joan keeps herself busy, sewing and doing embroidery for a small business. They have two sons, Darren (23), who has a degree in Genetics and Micro Biology and Ryan (20), who is presently studying in Durban to become a Chiropractor. Ryan has a 1974 Mini Cooper and as Joan puts it "I honestly think Gary was a little jealous and therefore decided to buy himself his Triumph to keep himself busy between flights".

Their home address is 78 Langenhoven Street, Parkrand, Boksburg, 1459 and they have lived in their present home for 24 years!!

They have a holiday flat in Port Edward, where they spend a fair amount of family time, and do most of their boating there as a family.

Welcome Gary and Joan and we hope that you will soon have your Spitfire Mark 4 on the road.



Gary and his Spittie

Birthday Greetings

“Birthdays are good for you; the more you have, the longer you live.”

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

JUNE		JULY	
02	Keith Kelly	5	Geoff Burton
06	Eddie Steele	13	Clive Varejes
07	David Long	20	Mervyn Cronje
10	Nick Gamble	22	David Beard
23	Ivan Medak	27	Malcolm Black
25	Vernon Roeder		
26	John Dobbins		
30	Derek Walters		

If your details are not shown and you do celebrate a birthday in June and July, please let us know and we will be happy to amend our records.



Victor and Victrix Ludorum

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

Attendance at any advertised event in a Triumph – 20 points

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

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

The following table sets out the standings as at end of May 2008

John Dobbins	210	Coral Turnbull	210
Eddie Steele	210	Elaine Castlemaines	210
Harry Fairley	210	Ada Liebhoff	180
Cliff Turnbull	210	Dot Gibbons	160
John Craig	180	Tina Haydon	110
Chris Gibbons	160	Bev Moranduzzo	100
Italo Moranduzzo	140	Margarita Coppens	80
Mike Haydon	130	Colleen Craig	80
Gino Casieri	130	Marion Roets	80
Rob McLeod	110	Hannah Bull	70
John Crowther	100	Jackie McLeod	50
Jean Coppens	90	Wendy Hay	50
Norman Bull	90	Liz Dobbins	50
Mike Gilchrist	90		

Nationals 2008 by John Dobbins

Saturday 26 April saw a group of us Triumph enthusiasts meeting at the Engen One Stop on the N1 South near Ennerdale to travel together to Masselspoort for this years National Gathering.

The filling station was a hive of activity with us filling up our cars with very expensive petrol so we could make the journey. This trip was the first long one for a number of our members since recent rebuilds or purchase of their cars so it was with some trepidation that John Craig (TR3), Norman Bull (TR3) and Rob McLeod (TR3A) set off in their respective cars.

Those of you that have traveled long distances in convoy will know that being in a large convoy can be hell as progress is dictated by the slowest car/driver so it was decided to split into two groups with the slowest one leaving first. Eddie Steele (TR4A) elected to lead the first group and just before 10am they were on their way. Gino (TR6) had phoned to say he was running late so the rest of us waited for him and once he had arrived and filled his car up with petrol (for the first time with a full tank thanks to modifications having been made to stop the air lock it used to get – so less



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chance of him running out of petrol as he had a working fuel gauge as well!) we set off.

Once we had paid our dues at the Ennerdale Toll Plaza we were winging our way down the N1 South at our indicated 70 mph (my speedo working again after replacing the angle drive so less chance of speeding fines). What a fine sight it is to see John Craig's TR3, Cliff Turnbull's TR3A and Gino's TR6 motoring through the somewhat uninteresting country side of the central Free State. Welkom was soon a thing of the past and we were well on our way to Ventersburg where we would stop to stretch our legs and refresh, before tackling the last part of the journey to Masselspoort.

On route to Ventersburg the top radiator hose of Rob McLeod's TR3A decided to fail and deposit a radiator full of water over the Free State. Luckily Eddie Steele was able to source a suitable replacement hose from a nearby garage plus the incident occurred near a river plus someone had left a 2 litre bottle at the side of the road so water was on hand which is not usual in this part of the country!

Gino took the lead of our group after Ventersburg with the tempo being increased somewhat until we reached the Verkeerdevlei Toll Plaza after which the road works made over taking of slower moving heavy transport difficult to put it mildly. How they can charge fees for a road which is under construction is beyond me.

Just before Bloemfontein the road works thankfully came to an end and John Craig with Colleen's navigation skills guided us on the recommended route through the north eastern side of Bloemfontein to Masselspoort. On arrival at the Resort we booked ourselves in and headed off to our Chalets. After downing the very welcome first frostie of the day the cars were unpacked and Cliff, Coral, Liz and I went off to register for the event as it was 3 pm.

The rest of the afternoon was spent wandering around the resort catching up with members from the other centres hearing about their incidents on the way to the event. The most unlucky members must be Brian and Sheila Maggs who had to be towed more than 300 km behind Gerhard Vosters TR7 V8 as Brian had seized the engine of his TR3 due to a radiator failure!

Saturday evening a finger supper was provided at the Resorts pub so it was a good chance to swap more tales and watch a bit of rugby.

Sunday morning saw us migrating to the conference centre for the welcoming breakfast which was needed to give energy to those brave or foolish enough to clean cars for the concours. It also gave the organizers time to inform us of the rules and regulations of the event. The excellent breakfast provided motivated me to return to my TR6 and start on cleaning off the road dirt that accumulates after a trip of 400 odd km so you can imagine my dismay on discovering a pool of oil under the differential of the car. On further inspection I discovered that the left hand side shaft seal was leaking and this was made worse by the angle at which the car was parked. Topping up the oil was a bit of a mission as the filler plug is on the same side as the exhaust



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plus trying to get the car up to a comfortable working height is impossible with the original jack. A quarter of a litre of oil later the diff was full and with the car parked the other way around the leak was gone – but a job to be done when I get home. For the rest of the day was a hive of activity with members cleaning their cars for Monday's Show Day.

Bright and early Monday morning saw Triumph's being started and warmed up in preparation for driving in convoy to the Windmill Casino on the western side of Bloemfontein. At 8:30 sharp at the entrance to the Resort Nols had us all lined up with TR2's in front followed by TR3's to TR8's then Spitfires and finally Stag's and Saloons. The peacefulness of the Free State countryside was disturbed by the sound of the 70 odd Triumphs in convoy. Traffic lights in the CBD of Bloemfontein split the convoy up somewhat but with no major drama we were soon marshaled into our allotted places in the parking lot of the Casino in preparation for the painful task of judging those cars entered in the concours. Having called all the judges to order Nols sent us on our merry ways to carefully inspect the cars entered. The standard of cars entered shows how proud we are of our Triumphs.

Once one had completed one's judging task and looked at all the cars it was time to explore the delights of the venue, which I hate to say were few and far between – you could gamble, eat a meal or drink a beer or two so not much entertainment after lying on the hot tarmac of the parking lot judging cars. Parking lots are not the ideal venue for judging cars as I think we would much rather have the grass of a field on our clothes than the oil dropped by previous users of the parking place. All in all the show day was well organized and gave us a chance to look at the cars from other centres.

Tuesday was set aside for the tour of Bloemfontein guided by a route scheduled with questions to be answered. I teamed up with Chris Buckley in his TR4A which he had driven all the way from Tanzania through Mozambique – quite a feat! The tour was excellent with visits to the very interesting Oliewenhuis art museum, the Woman's Memorial, the fire station museum and military museum. Chris and I managed to stay on the route but were not so good on getting the correct answers to the questions but we enjoyed ourselves and were amazed in what Bloemfontein has to offer as usually one only sees the filling stations on the N1 highway.

Whilst we were on the tour Brian Maggs with the help of Gerhard Voster, Chris Ferreira and others was hard at work replacing the cylinder head gasket and having the radiator repaired not a quick job on a TR3 as the nose section has to be removed to get the radiator out.

As I had to return to Johannesburg on Wednesday afternoon I did not participate in the driving test and only witnessed the first few competitors and could not attend the dinner dance and prize giving.



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Once again I had a most enjoyable time at the Nationals and well done to Nols Pienaar, Chris and Dot Gibbons, Rory Dreyer and team for organizing a great event. The event would however not have been the success it was without the participation of the members and well done to those who made the effort especially those like Cliff Turnbull, Rob McLeod and John Craig for whom it was their first National Gathering.

Let's hope we have a lot more of the newer members at the Nationals in 2010 as Johannesburg are the organizers!

NOGGINS

Noggin on the 15th April 2008 at Shanahan Park

This social function was well attended and Gino, during the course of the evening gave a run down on the National gathering and final instructions. A relaxed meal was enjoyed by all present.

Noggin on the 20th May 2008 at Shanahan Park

A good turnout at this noggin once again saw twenty six members and partners joining in for a social evening. It was great to be able to welcome new members, Gary and Joan Booyens and that Colleen Craig was able to join us. John Crowther won the fire extinguished door prize and Joan pulled Gary's name out of the hat for the second one which was a Led headlight – what luck and what team work!!!

CLUB OUTINGS

Sunday 30th March 2008 – Early Bird Run

This is always an interesting event and it tests relationships to the nth degree. Chris and Dot, organised an interesting and somewhat challenging run which ended up at the Irene Country Lodge where we enjoyed a hearty breakfast in the beautiful setting looking out over the lake.

The route started out on the south bound Shell Ultra City and wandered through the Midrand Centurion area and tested driver and navigator to the full. The Johannesburg participants had an off day with most of the prizes going the way of our friends from north of the Jukskei!

Thanks to Chris and Dot for an interesting and well organised event.

26th April 2008 to 1st May 2008

Nationals at Maselspoort/Bloemfontein by Nols Pienaar.

The 16th national gathering of April 2008 was held at the same place as the 1st event of October 1978, virtually 30 years later.



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The first event was held by the TR Register of South Africa before it became the TSCC of SA a year later in 1979. Only 32 members attended in 1978 and seven of the members plus their wives managed to attend the event of 2008:

Nols & Cathy Pienaar (Pretoria but Border Centre in 1978)

Gavin & Nan Turner (Border)

Janse & Jeanette Uys (Border)

David & Anne Blair (KZN but Bloemfontein in 1978)

Alan Grant (Johannesburg, he and Jenny, as far as I can gather, were not yet married at that stage)

René & Irene de Villiers (Johannesburg, Rene & Irene have separated subsequently, he attended with a girlfriend)

Chris & Dawn Ferreira (Johannesburg, Dawn died very recently, so Chris came alone)

Only René de Villiers (TR3) and Nols Pienaar (TR4A) attended in the same Triumphs as 30 years ago (my daughter, Jeanné, took a few digital photos of these two cars at the entrance to Maselspoort should you be interested - she can be contacted on 083-6505159).

We had 73 Triumphs on display at The Windmill and one remained behind at Maselspoort. This means a total of 74 vs 32 in 1978.

In 1978 the far majority were Sidescreen TR's with no TR7's at all. The newest cars then were 3 TR6's. This time the majority at The Windmill were 20 Amasevens (18 TR7's and 2 TR8's). Incidentally, the 2 TR8's represent 50% of the Eights in the SA Triumph Register!

At the Windmill we had 39 Triumphs in the concours (19 in D'Etat and 20 in D'Elegance) while 34 cars were on show only. A total of 38 of the 39 cars won medals, this reveals the quality of cars in the concours.

Overall results D'Etat:

1. Hennie van der Walt, Spitfire 1500 (Bloemfontein)
2. Chris Smit, TR7 (Pretoria)
3. Eddie Steele, TR4A (Jhb)

Overall results D'Elegance:

1. Geoff Kriel, TR6 (Border)
2. Henrich Koncki, TR4A (Port Elizabeth)
3. John Roets, TR3 (Jhb)

Driving Test results:

Gentlemen

1. Geoff Kriel, TR6 (Border)
2. Gino Casieri, TR6 (Jhb)
3. Tim Cruise (GT6 Cape Town); Alan Grant (TR3 Jhb); Ronan Sanderson (Cape Town)



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Ladies

1. Eileen Cruise, GT6 (Cape Town)
2. Jenny Grant, TR3 (Jhb)
3. Helen Flynn, Stag (Pta)

Combined Concours and Driving Test results per category (individuals):

TR2/3/3A (Graham Cheetham Trophy): Alan Grant TR3 (Jhb)

TR4/4A/5/6: Geoff Kriel TR6 (Border)

TR7/8: Les Cock TR7 (Border)

Spitfire/GT6: Bob Pretorius (PE)

Stag/Saloons: Adrian Treyvellan (Bloemfontein)

Overall winner: Concours and Driving Test combined: Geoff Kriel, TR6 (Border)

Tour de Bloem results (individuals)

1. Gino Casieri, TR6 (Jhb)
2. Derek Rudd & Dave Lugg, TR3 (KZN)
3. Bob & Dorita Pretorius, Spitfire (PE)

Tour de Bloem results (per centre)

1. Port Elizabeth
2. Bloemfontein
3. Kwazulu-Natal
4. Border
5. Johannesburg
6. Pretoria
7. Cape Town

Social evening results: quiz and parts bag competition (per centre)

1. Pretoria
2. Cape Town
3. Johannesburg
4. Kwazulu-Natal
5. Bloemfontein
6. Border
7. Port Elizabeth

Percentage of members in attendance per TSCC centre

1. Bloemfontein
2. Port Elizabeth
3. Pretoria
4. Border
5. Johannesburg
6. Kwazulu-Natal
7. Cape Town



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President's Trophy (based on attendance, concours performance, driving test results, tour de Bloem, social evening competition)

1. Pretoria	33
2. Cape Town	27,5
3. Bloemfontein	26
4. Port Elizabeth	23
5. Border	22,5
6. Johannesburg	19
7. Kwazulu-Natal	17

'Friendship Trophy 'presented by the TR Register (UK) to a TSCC Centre
Awarded to hosting centre: Pretoria

'Ian Evans Trophy': for good club citizenship
Awarded to Dennis Cook (Cape Town)

Greatest distance travelled to national gathering
Awarded to Chris Buckley (KZN Centre) who travelled from Dar-es-Salaam (Tanzania)

In conclusion: To me personally the outstanding feature of the 16th national gathering is the the excellent representation from all seven centres. For the first time centres could participate on an equal footing; it was not necessary for centres such as PE and Border to combine. Bloemfontein for the first time ever participated as a centre and gave an excellent account of themselves. For the first time ever seven centres participated individually. These are the dividends we received because we tried to equalize the travelling distances by having the event more or less in the geographical centre of SA. In my book our Maselspoort event this year thus is the most representative gathering ever.

The standard of cars on display at the Concours was exceptionally good and the results of d'Etat and d'Elegance were as follows: -

d'Etat

Bronze

Dave Lugg	TR3	Kwa Zulu Natal
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Silver

Piet Smit	Vitesse	Bloemfontein
Sue Strachan	Spitfire	Kwa Zulu Natal
Keith Kelly	GT6	Johannesburg
Hans van Eck	Saloon	Border
Bill James	Stag	Bloemfontein
Chris Buckley	TR4	Cape Town
Adrian Treyvellan	Chicane	Bloemfontein



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Duncan Roberts	TR6	Pretoria
Mervyn Cronje	Stag	Kwa Zulu Natal
Dennis Cook	TR6	Cape Town

Gold

Bob Pretorius	Spitfire	Port Elizabeth
Italo Moranduzzo	TR3A	Johannesburg
Bill James	Chicane	Bloemfontein
Les Cock	TR7	Border
Gino Casieri	TR6	Johannesburg
Eddie Steele	TR4A	Johannesburg
Hennie van der Walt	Spitfire	Bloemfontein
Chris Smit	TR7	Pretoria

d'Elegance

Bronze

Brian Hansell	Stag	Kwa Zulu Natal
Janse Uys	Stag	Border
Louis Greeff	TR3A	Border
Keith Kelly	TR6	Johannesburg
Rudi Venter	TR7	Kwa Zulu Natal
Eleanor Fourie	Spitfire	Bloemfontein

Silver

Arthur Walker	TR7	Kwa Zulu Natal
Deon De Kock	TR4	Port Elizabeth
Eric Fletcher	TR8	Pretoria
Gavin Turner	TR5	Border
John Leonard	TR7	Kwa Zulu Natal
Raymond De Kock	Spitfire	Kwa Zulu Natal
Harry Fairley	TR2	Johannesburg
Alan Grant	TR3	Johannesburg
John Flettermann	TR3	Johannesburg
John Williams	TR7	Border

Gold

Heinrich Koncki	TR4A	Port Elizabeth
John Roets	TR3	Johannesburg
Geoff Kriel	TR6	Border

The winner of the d'Elegance best unrestored car went to Rudi Venter's TR7.



Sunday 25th May 2008

The Ama Sevens run was organised by Pretoria club who followed a set route and they had homework to do on the basis of a route find. We on the other hand all met at the usual meeting place opposite Ferreira's at 10h30 which was a very sensible hour, and headed off on a run west towards Lanseria. We then turned on to the Pretoria/Krugersdorp highway where we were able to build up a reasonable pace to the R511 where we turned off and headed for our destination Country View.

The weather was a bit dodgy with rain (in the middle of winter?) but this did not dampen the spirits and the turnout was pretty good. Country View is one of those places that you do not get to know easily but once you arrive and follow the footpath sign-posted "snail trail" you realise that you are in for a treat. Lunch carvery costs R 65 per head and is dinkum good. We basically had the whole place to ourselves and all seemed to agree that it was a very pleasant outing. Thanks to Eric Fletcher and team for the opportunity to see something new and interesting.

FORTHCOMING EVENTS

Tuesday 17th June 2008

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

Tuesday 15th July 2008

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

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

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

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

Forthcoming Events

Saturday 21st June 2008



The annual Cat's-eye run organised by the Pretoria Club. Johannesburg members are welcome to take part – it is held in the evening and takes the form of a treasure hunt.

Sunday 22nd June 2008

The June event has been arranged by Keith Kelly and it will be a run out to Kenjara Lodge in the Cradle of Mankind.

Just 30 Minutes from Johannesburg and Pretoria lies the beautiful Kromdraai Conservancy which includes the hominid sites of Sterkfontein & Swartkrans. The surrounding area was declared A World Heritage Site in 1999. An area of 48,000 hectares.

We will meet again at the Total Garage on the corner of Malibongwe Drive and Wittkoppen Road at 9 for 9.30. We will then head in a westerly direction along Malibongwe past Lanseria Airport before turning left on the first tar road – indicated by a signboard to the Cradle of Mankind. Here you travel over the Blaaubank Spruit and turn left on a tar road to the Lodge.

Breakfast is served and costs R40-00 a head. Sounds great and should not be missed.

See you there!!

Sunday 27th July 2008

This will take the form of the Spitfire run and the house captains of Johannesburg and Pretoria will be organising the joint event.

Events Planned Further into the year

Sunday 24th August 2008

This will take the form of the Michelotti run to be organised by Johannesburg Club.

Sunday 21st September 2008

Piston Ring Swop Meeting at Modderfontein – a non club event but well worth a visit.

Sunday 28th September 2008

This will be held in the East Rand and take the form of the Side Screen run to be organised by Dave and Judy Harris of the Pretoria Club.



Sunday 19th October 2008

The annual Jacaranda run organised by Pretoria Club in conjunction with the MG Club will take place.

Sunday 26th October 2008

Johannesburg Club to organise an outing.

Sunday 23rd November 2008

Johannesburg to organise the outing and Pretoria Club will join us.

WANTED AND FOR SALE

Wanted

We are looking for a TR3A high port complete cylinder head for sale. If you are aware of one, please let me know.

Kind Regards
Gerhard Vorster
082-807-8011

For Sale

White TR7 soft top. Clean and quick with radio, rollbar and roadworthy. No rust.

R35,000

CONTACT: VERNON ROEDER

011 975 6194

082 748 2461

1980 Triumph TR7 coupe. R30 000-00. Original interior. Good mechanical condition. No rust - must see! Used daily! Ask John Dobbins for reference.

Please contact Cliff Johnson 0824529083

1970 Spitfire MK 3. I am the second owner since the vehicle as new. It has done 72000 genuine miles since 1970 and has spent most of its life in the Sishen area so it is rust free. It has recently had a respray and has been maintained by John Dobbins. The price is R42000 negotiable.

Malcolm Keevy

Pulse Research (Pty) Ltd

27 11 646 4938 / 27 82 901 3111

My father is still looking for a buyer for his '83 TR7. All spares have been original part imported from the UK, He is willing to part with the car at R30, 000.00; he has spent at least this much on spare parts to date



If there is anyone interested please contact me,
Julian Hutz
0822165201
Port Elizabeth

Fully equipped Industrial kitchen available to lease in the Kya Sands area immediately. The monthly rental is in the region of R2000-00 per month. For more information please contact John Dobbins 0825080910.

ON THE LITE SIDE

If Microsoft Built Cars...

1. Every time they repainted the lines on the road you would have to buy a new car.
2. Occasionally your car would die on the freeway for no reason, and you would just accept this, restart and drive on.
3. Occasionally, executing a maneuver would cause your car to stop and fail and you would have to re-install the engine. For some strange reason, you would accept this too.
4. You could only have one person in the car at a time, unless you bought "Car95" or "CarNT". But, then you would have to buy more seats.
5. Macintosh would make a car that was powered by the sun, was reliable, five times as fast, twice as easy to drive - but would only run on 5 percent of the roads.
6. The Macintosh car owners would get expensive Microsoft upgrades to their cars, which would make their cars run much slower.
7. The oil, gas and alternator warning lights would be replaced by a single "general car default" warning light.
8. New seats would force everyone to have the same size butt.
9. The airbag system would say "are you sure?" before going off.
10. If you were involved in a crash, you would have no idea what happened.

The Love Dress

A woman stopped by, unannounced, at her son's house. She knocked on the door then immediately walked in. She was shocked to see her daughter-in-law lying on the couch, totally naked. Soft music was playing, and the aroma of perfume filled the room.

'What are you doing?' she asked.

'I'm waiting for Justin to come home from work.' The daughter-in-law answered.

'But you're naked!' the mother-in-law exclaimed.

'This is my love dress,' the daughter-in-law explained.

'Love dress? But you're naked!'



'Justin loves me to wear this dress,' she explained. 'Every time he sees me in this dress, he instantly becomes romantic and ravages me for hours.'

The mother-in-law left. When she got home she undressed, showered, put on her best perfume, dimmed the lights, put on a romantic CD, and lay on the couch waiting for her husband to arrive.

Finally, her husband came home. He walked in and saw her lying there so provocatively.

'What are you doing?' he asked.

'This is my love dress,' she whispered, sensually.

'Needs ironing,' he said, 'What's for dinner?'

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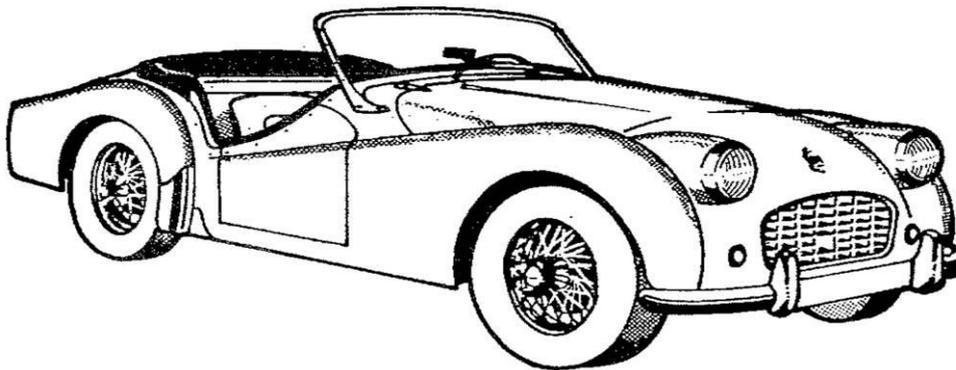
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