

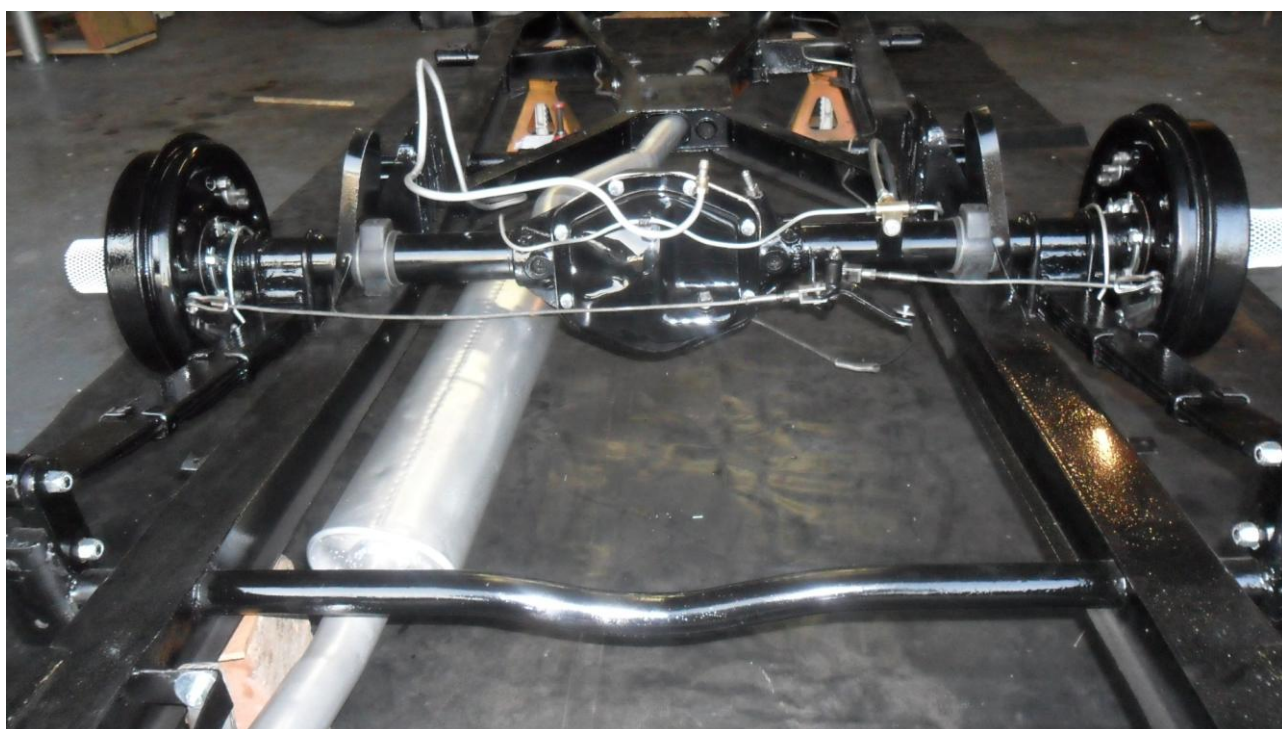


TRIUMPH SPORTS CAR CLUB

OF SOUTH AFRICA

JOHANNESBURG CENTRE

P.O.BOX 1102, SOUTHDALE, 2135



MADAM TR CHASSIS - LOOKING "MORE BETTER"

JULY & AUGUST 2013

Issue No. 04/2013

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Please note that all contributions to the newsletter should be directed to Elaine – e-mail address elainecastlemaine@gmail.com



CHAIRMAN'S REPORT

Thankfully spring is here. Pool temperature 12Deg. Long way to go before the sun's path rises sufficiently to get above the trees to make any difference.

Quiz season is over and as you will see elsewhere in this newsletter we didn't fare too well in both the Inter-Marque and Inter-Club events. The Pretoria boys are ever so clever! Well done for both events.

Alan Grant's judging workshop paid dividends when we had a relatively new team of judges for our Bi-annual Concours at Brightwater Commons recently. Besides the comparatively low turnout compared to the 2011 event in Pretoria, the event went well with a fair helping of first time judges performing their tasks well and to schedule. They should make a valuable contribution to next year's National Gathering in KZN and can now perform their task with confidence.

New member David Dalziel brought his very nice pearl-white Spitfire MK3 for display for the first time; He was also nominated as a judge for the d'Elegance categories. Thanks David, a bit bewildering for you, but it's a good way to get involved into the club.

Eddie, Eric, John, Rob and young Edward Steele, my sincere thanks for putting this Concours together. The judges too, thanks for participating: a job well done. Hearty congratulations to the award winners. Two cars made their first appearances after full restorations and were displayed for both judges and public: both TR3s – Cliff Turnbull's Rossa Ferrari red (1985) painted car, rebuilt from a seemingly terrific light blue example, Thus:



John Roets' green TR3 – a car with some history: according to the registrar of the TR Register U.K. the oldest recorded disc braked TR3. Both cars truly exemplary – a testimony to the guys who worked on them.



A few random photos for you.....





As I hope you have noticed, yours truly has been spending some of your money on signage, the result of which was delivered late Friday afternoon, just in time for the Concours event.

Two plaques have also been engraved, one mounted proudly at our clubhouse, the other spare, to be used for varying functions.



By the time you receive this, four individuals dressed in Triumph overalls will be mixing it with the best at Goodwood. John Crowther, Rob McLeod, Norman Bull and Martin Worth: the invitation is out to share your experiences sometime at one of the noggins, so take many batteries, double up on your memory cards and take many photographs !!!

The weather in September should be perfect for the forthcoming run out to Hartbeespoort Dam Cable Way. Hope to see you there.



The AGM is not too far away, scheduled for 17th October, 2013.

Please spare some time with well wishes and support for John and Avril Fletterman. At time of writing we believe that John is going into hospital during the course of this week.
Cheers, Mike.

**NOTICE IS HEREBY GIVEN OF THE
TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA
JOHANNESBURG CENTRE**

ANNUAL GENERAL MEETING

**TO BE HELD AT THE ROUTE 101 BISTRO
MIDRAND
AT 8.00PM THURSDAY 17th OCTOBER, 2013
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**

Johannesburg Club Noggins are held on the 3rd Thursday of every month and Club runs take place every 4th Sunday of the month. Dinner is also available.

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

Directions for JHB noggins: From the M1 take the Allandale off-ramp and head east on M39. First set of traffic lights turn left onto Old Pretoria Main Road R101, now heading north. Turn left at the first set of traffic lights into Le Roux Ave. Turn right into first office park called Capitol Hill as shown in first picture. Once through the security booms, take first right and follow the road past the rear section of Classic Car Centre. Travel 150 metres further and turn right at guard hut/boom entrance, as shown in second picture. Follow road, watch out for speed bumps and look out for No. 6.

BIRTHDAY GREETINGS:

We are sure that you will join us in congratulating the following members who, during July and August 2013 have/will have celebrated their birthdays we trust that you had a ball, and those of you who have not yet had your celebration let your hair down and enjoy.

July		August	
05	Geoff Burton	17	Jonathon Lewis
07	Alastair Kennedy	19	Martin Naude
16	David Sawyer	27	Gary Booyens
22	David Beard	27	Alan Grant
27	Malcolm Black		

DOOR PRIZES WON AT NOGGINS

The door prizes will be published in the next newsletter

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 attending a non-TR event (whether in a TR or a plastic)	10
For any articles submitted for use in the Sabrina or our bi-monthly newsletters	20
For organising runs	20

NOTE: You will find the Johannesburg calendar of events in the Chairman's report above.

PISTON RING CALENDAR OF EVENTS

Piston Ring meetings are held on the **3rd Sunday of every month.**

DATE	EVENT
AUG 18 TH	AGM – HOT RODS IN ARENA
SEP 15 TH	NATIONAL SWOP MEETING
OCT 20 TH	“MOTORING MEMORIES SHOW”
NOV 17 TH	CLUB MEET – CONTINENTAL CARS
DEC 15 TH	OPEN DAY

THE BOOYENS' AND COPPENS' TRIP TO RUSSIA

RUSSIA – JULY 2013

Courtesy of Joan & Gary

Our holiday to Russia, as with the Triumph TR3A that Gary and Cliff were re-building, was two years in the making, and in a blink of an eye it was all over! TR3A is finished and the holiday over!

Moscow was our first stop and was very interesting. Jean and Gary were determined to find the Russian cars, the Lada, Trabant and Volgar, and they did too. Besides all the old building and churches, some of which date back to the 1500s, the main attractions in Moscow was Red Square, where all the May Day parades are held, the Kremlin which is the original walled city and now used for parliament, the Mausoleum where Lenin was laid to rest. The Basilica Cathedral is really something to be appreciated, and also allowed me to understand where Margarita gets her Russian flamboyance from!

We stayed in the athletes' Olympic village built for the 1980 Olympics, which have now all been renovated into hotels. Moscow is very much a "New York" type city – a very busy working city, peak hour in the Metro was an experience in itself! The Metro stations are extremely deep, two to three times deeper than the London underground, the trains go very fast and are about a minute apart – no waiting around for trains!

Very little English is spoken in Moscow and was a treat to have our "own guide"!

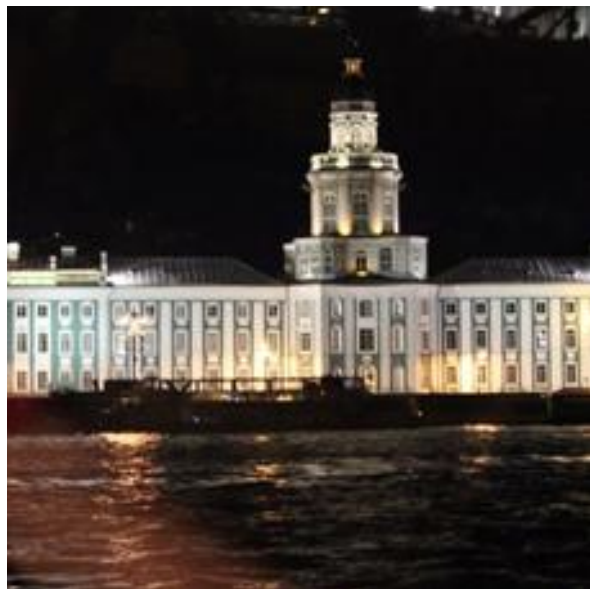
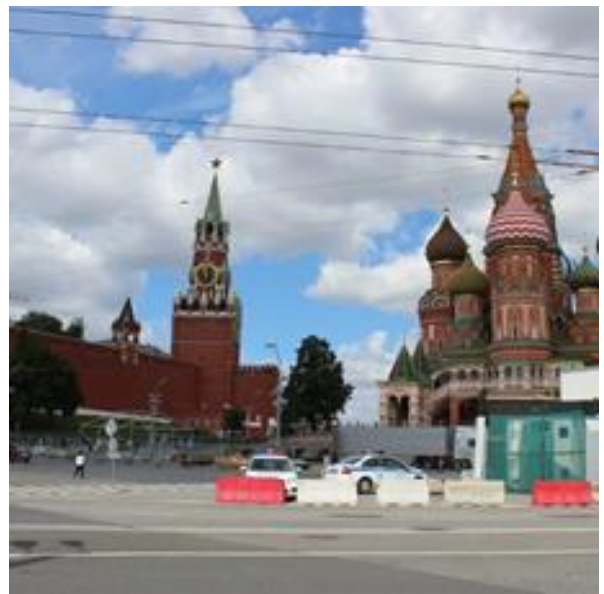
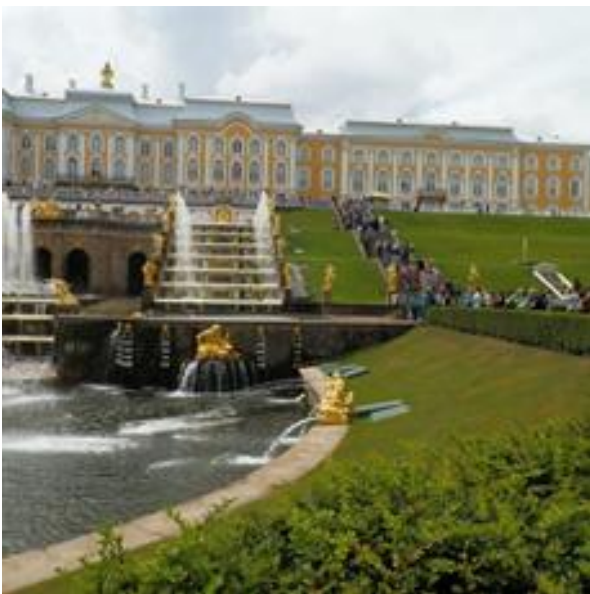
Our next great experience was the Bullet Train (High Speed Train) from Moscow to St Petersburg. It was a luxurious 4 hour train ride reaching speeds of upto 250 kmh. We provided our own picnic and our own entertainment!

St. Petersburg, quite different to Moscow, also very old but so much more quaint. It is built on the Neva River estuary and the city is made up of seven different islands – that is why it is known at the Venice of the North. Here we also did several of the touristy things, and have to do stuff which was really wonderful, but we were lucky to be staying with a friend of Margaritas' and therefore got to see the other side of Russia too.

the Venice of the North. Here we also did several of the touristy things, and have to do stuff which was really wonderful, but we were lucky to be staying with a friend of Margaritas' and therefore got to see the other side of Russia too.

We had a boat trip booked for us starting time – 01h00 in the morning and finished at 03h00 and this is firstly, because it is still relatively light before that, and secondly, they light up all their buildings during the night – no shortage of electricity there, and thirdly, all the main bridges on the river open during the night to allow the larger ships down the river.

We visited many beautiful places, too many to describe each and every one, but we all had a wonderful holiday, with many laughs and plenty memories and of course, Russian Vodka!!



WANTED and FOR SALE CORNER**FOR SALE**

Hi Beyers,

Ek het 'n Triumph Spitfire 1961 wat ek graag wil verkoop . Was besig om dit te restoreer maar weens gesondheid redes kan ek nie meer voort gaan nie. Vind asb vir my uit of daar dalk iemand in julle clubs is wat sou belang stel. Dit is +/- 90% volledig maar moet nog aanmekaar gesit word .

Jy kan my kontak op my cell 082 9268526 of by my huis op 034 3126565 na 16h00

Ek woon in Newcastle en die adres is 21 Beardall straat Newcastle. Wag om weer van jou te hoor Dankie,.

Alfie Strijdom

From: **David Patten** <patten@axxess.co.za>

Subject: TR3 Diff

To: Beyers Mile Vermaak <BeyersVermaak@gmail.com>

Hi Beyers

I have a TR3 diff / rear axel which I would like to sell.

I acquired the diff at a cost of R500.00 and spent a further R500.00 having it reconditioned by Eddie Jansen. Eddie returned the diff to me with the side shafts removed (complete with shims / spacers) for ease of fitting. However I never got around to fitting the diff (merely put the side shafts in place for safe storage.

I am happy to sell it for what it cost me ie R1000.00.

I intended reconning the Girling brakes before fitting the diff and acquired the following parts new from Moss UK (I have quoted the part and number together with the Moss price, (less 20% Vat) and used a generous exchange rate of 14.5 rand to the pound.)

Adjuster assembly x2 part # 7H4997	70.79 pounds = R1026.46 x2	R2052.91
F/K RR whl cyl x2 part # GRSP2862	8.83 pounds = R128.04 x2	R256.07
Boot handbrake x2 part # 505093A	1.63 pounds = R23.64 x2	R47.27
Springs w/cyl x2 part # 505081	2.45 pounds = R35.53 x2	R71.05
Pull off springs x2 part # FRC3234	1.45 pounds = R21.03 x2	R42.05
Ret spring x2 part # 505091A	2.09 pounds = R30.31 x2	R60.61
Shoe pad x4 part # 7H4429	1.00 pounds = R14.5 x4	R58.00
TOTAL		R2587.96

I will discount these new part values by 50% (ie will sell for R1250.00)

My asking price is therefore R2250 for the diff and new parts

If you know of anyone interested please let me know.

Thanks

Regards,

Dave

From: Mike.Gilchrist@e-pc.co.za

To: johncr@hotmail.co.za

Subject: FW: Spitfire Gear Box tunnel

Date: Wed, 14 Aug 2013

Message to members

FW: Spitfire Gear Box tunnel

If any members need a Spitfire gearbox/transmission tunnel, I have a brand new fibre glass one. It belongs to Roger Pierce & whoever wants it will have to sort the price out with him at EMgee.

Let me know & then I can bring it with me to the Concours.

Eric

Triumphs for Sale

1979 TRIUMPH TR7 (TR8 converted) in AutoTrader

Convertible TR7 (Converted to TR*) has 3.5l v8 engine that has been fully reconditioned (including fully updated brakes, electronics and gearbox) and fitted with an immobiliser and radio/ CD front loader. **R39,950**



1969 TRIUMPH GT6 MK 2 in AutoTrader

Rare model makes it very special. Technically there are too many mods to mention them all but it has recently [500kms ago] been rebuilt to road\race spec, including crank, triple Webers, suspension mods, oil cooler, not to mention new interior, air conditioning, lightweight rims.!!
R145,000



Keith Kelly is parting with his silver medal winning **1972 green GT6 mk3** after 34 years. It is unrestored and in original good condition. The recorded mileage is 62 000. Asking price is **R65 000.** Please contact Keith at 082 549 4596.



WANTED

Nothing at time of going to press

NOTICES

Triumph Sports Car Club of SA

SAMCA REPORT TO LOCAL CENTRES, (August 2013).

Just a few brief notes on some developments in the motoring world which you may find of interest:

Scrapped vehicles.

Proposed legislation will result therein that if a vehicle is scrapped and classified as a Code 4, (unfit for use) that vehicle has to be crushed, so that it can never again be used on the roads. Nor may any of its parts be sold. If this proposal were to become law, it will have a very serious impact on the business of scrap motor yards/dealers and will put a lot of people out of work. In addition the owner of a classic car which was involved in a serious accident will not be able to buy-back the vehicle and repair it himself. Needless to say this proposal has come in for severe criticism. Stay tuned for further developments.

Left hand drive vehicles

By now most people know that left hand drive vehicles can no longer be imported. But what about old left hand drive vehicles? The first thing you should do if you come across a 1932 left hand drive V12 Cadillac that has been sitting in someone's barn for some decades is to phone me immediately. There is no need for you to worry about all the problems you will face because it has no papers. I will buy it and make the problems go away. Seriously, though, if it can be shown that the car has been in the country before 31st July 2004, it is possible to get the car onto the system and licensed in your name. It is a long and complicated process and not for sissies (see my article on microdots which, if all goes according to plan, should appear in the September 2013 issue of Sabrina). Proof of local "residence" of the vehicle could be an old licence disc, a bill of lading, an out of date registration certificate or something similar. It was news to me to learn that if one cannot demonstrate that the LHD has been in the country prior to 31st July 2004, it is still possible to get it on the system and in your name, but no licence disc will be issued for it, even if it is completely roadworthy. This in effect means that such a car cannot be used on the road.

Road worthy tests

It has been proposed that all vehicles older than 10 years be tested for road worthiness every two years. Whilst the intention to make our roads safer must be applauded, such a requirement, were it to become law, has serious implications for owners of classic and older vehicles. SAMCA is lobbying government to change this to every 5 years. It is safe to say that any car older than 25 years on thereabouts will fail the modern road worthy test. For one thing they will not comply with modern emissions regulations. Should the proposal become law it will be in your interests to obtain a dating certificate so as to ensure that your car will be tested according to original manufacturer's standards. SAMCA is working on the wording of a practical and usable dating certificate.

A way around regular testing is to have your car registered under an “S” licence because cars thus registered do not need to have a roadworthy certificate. Currently, cars older than 40 years can be so registered at a cost of about R230,00 per year in Gauteng. Fees vary from one province to another what with “S” licence plates being a provincial matter. Apparently in the Western Cape the fee is higher but in the Free State it is lower. SAMCA is lobbying to reduce the age to 30 years so as to widen the net. Some of the conditions attached to “S” registrations are that the vehicle cannot be used for hire (which means using it as a paid-for wedding car is out); it cannot be used for daily commuting and crucially, only the driver may be in the car when it is being used on the road. Apparently the traffic authorities are not too strict on last named, but to me it is a deal-breaker. If you happen to be involved in an accident and you had someone in the car with you, your insurance company – ever on the lookout for reasons to repudiate a claim- will gleefully point out that you were using the car illegally, and thus they are obliged to, reluctantly, refuse your claim. “So sorry, Sir, but our hands are tied”.

On the other hand, the draft regulations published for comment in June 2012 potentially contain a solution to some vehicle owners. The relevant proposed amendment was worded as follows: “....motor vehicle which is 10 years and older as from 1 December 2012 calculated from the first date of registration of such motor vehicle in the Republic excluding any vintage motor vehicle: Provided that such motor vehicle will thereafter be required to be certified roadworthy after every 24 months”. [The National Department of Transport (NDoT) has its own definition for a “vintage” vehicle, namely those manufactured up to 31st December 1964]. If my interpretation of this regulation is correct, it looks as if (for example) side screen TR’s will not be subjected to two-yearly tests. There are still some unanswered questions regarding this regulation and we will have to wait and see how it is finally worded.

If you have any bright ideas on regular roadworthy certification of cars older than 10 years, please let me know – we may be able to include them in our lobbying activities at NDoT.

Warning triangles

I was under the impression that only newer cars had to have warning triangles, but it turns out that all cars of all makes of all years have to have them. Maybe someone can tell us if it also applies to motor cycles.

René de Villiers
SAMCA Representative
Triumph Sports Car Club of SA
1st August 2013.



Private Banking



Private Connect

July 2013

Investing in classic cars

If taking a drive down memory lane in a true status symbol that may just bring you a nice financial windfall in the future appeals to you, then investing in a classic car may be just the ticket you have been looking for.



It is a well-known fact that most cars depreciate at an alarming rate, and that, as soon as you have driven your shiny new acquisition with that new-leather smell off the showroom floor, you have already lost money — try offering it back to the dealership once you have driven it around the block if you doubt this statement. According to industry experts, a car loses, on average, 25% of its value every year, and the days where you could buy a new car and trade it in 5 years later for what you originally paid for it are long gone

However, like art and fine wine, certain vintage automobiles can provide a good diversification of your investment portfolio, away from the usual suspects such as equities, bonds, and cash. According to Norman Frost of Frost Brothers, a classic and vintage car dealer in Knysna, more South Africans have been buying classic cars in the past few years, especially the leaders of industry who have unallocated funds with which to speculate. Frost says that, although the main motivations for these purchases are nostalgia and the prestige that comes with owning a classic car, the fact that the

chosen vehicle may increase in value definitely plays a part in the decision.

Roy Limbeek from Classic CarSource, a company that supplies and sources vehicles for export and the local market, agrees: "Who would not want an appreciating value asset? I would, however, say that there would be a very limited number of clients who would look at a classic car exclusively as an investment. Most clients would prefer to love, polish and drive them!" says Roy.

Roy explains that, when someone approaches them to purchase a classic car, they need to specify what kind of vehicle they want and for what reason: "You would probably need specialists like us to help if you want to purchase a 'high-end' vehicle, as we also offer valuation services. If you want to purchase a vehicle for investment purposes, you will obviously need to get the right car at the right price. If you purchase an overpriced car, your investment will not grow in the short term, as it will take time for the market to get up to the level of price you paid."

Roy warns that potential buyers need to be aware that, unfortunately, there are some 'lemons' in the market place, and that they need to insist on some form of vehicle history before making a purchase. "Use a reputable company for purchases — the price might be a bit more, but rather get peace of mind," is Roy's advice.

"If you have a diversified portfolio, then owning a classic car is a good complementary investment," *Dietrich Hatlapa*



What makes are the most popular for investment purposes? Roy says that cars that are driven daily, like Triumph, MG and VW, are entry-level cars that generally hold their value and appreciate at lower percentages, while brands like Porsche, Ferrari, Aston Martin and Rolls Royce are more expensive but offer good investment opportunities if you can acquire them at the right price.

Because traditional investment options are under-performing in the current prolonged period of economic downturn, the wealthy are turning to different asset classes, mostly visibly, high-end classic cars, which fall into the "tangible assets" bracket. Each of the past five years has seen new auction records set, only to be smashed, not just

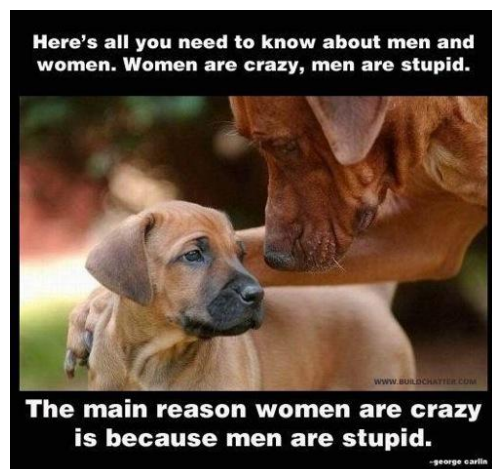
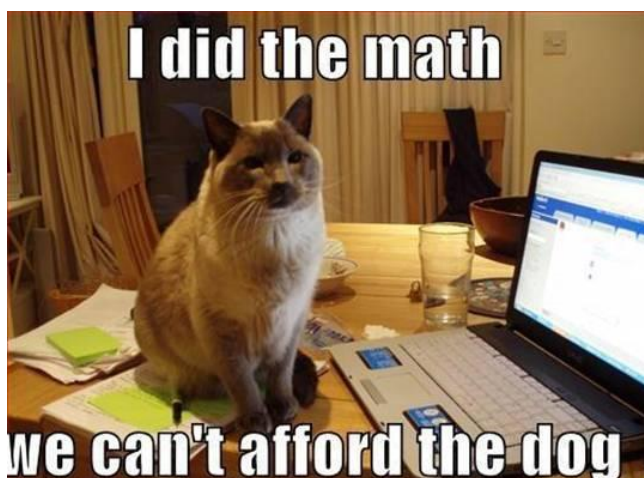
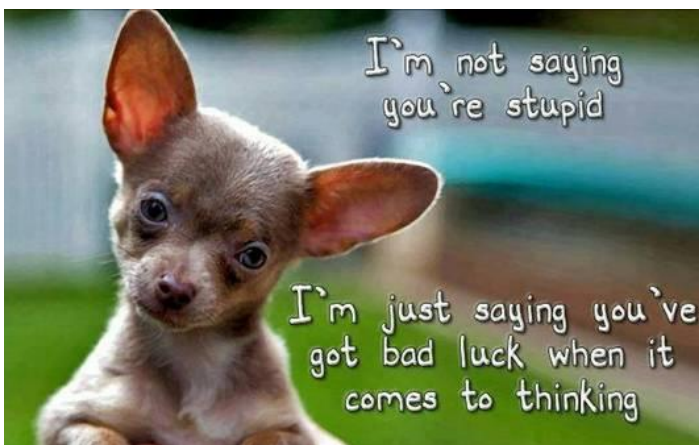
for old Ferraris, but also for various Aston Martins, Bentleys, Bugattis, Mercedes-Benz, and Porsches.

The emergence of the Historic Automobile Group International (HAGI) Top Index, which tracks the values and movements of the top 50 prime movers in the sector, has been a boost to the investment car market. Managed by car enthusiast and former financier Dietrich Hatlapa, the HAGI uses rarity, value and a community of buyers as its coordinates, and since 2009, has seen its value rise by 31,5%.

Hatlapa recently authored a book on the subject, called *Better Than Gold: Investing In Historic Cars*. Hatlapa, however, adds the following proviso to the book's title: "If you have a diversified portfolio, then owning a classic car is a good complementary investment, provided you like that sort of thing. We would never advise anyone to sell their stocks and shares and buy a classic car instead."

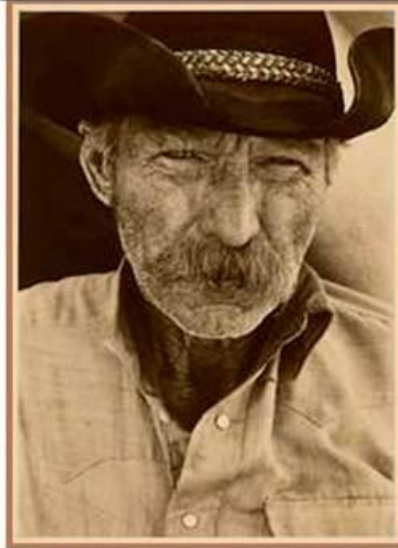


SMILE AWHILE CORNER



Here are the Five Rules for Men to Follow for a Happy Life that Russell J. Larsen had inscribed on his headstone in Logan, Utah. He died not knowing that he would someday win the....

"Coolest Headstone" contest..."



A COWBOY TOMBSTONE

FIVE RULES FOR MEN TO FOLLOW FOR A HAPPY LIFE

1. It's important to have a woman who helps at home, cooks from time to time, cleans up, and has a job.
2. It's important to have a woman who can make you laugh.
3. It's important to have a woman who you can trust, and doesn't lie to you.
4. It's important to have a woman who is good in bed, and likes to be with you.
5. It's very, very important that these four women do not know each other or you could end up dead like me.

BRAAI PROTOCOL Standard Operating Procedures please learn

We are in the BBQ season. Therefore it is important to refresh your memory on the etiquette of this sublime outdoor cooking activity. When a man volunteers to do the BBQ the following chain of events are put into motion:

Routine...

- (1) The woman buys the food.
- (2) The woman makes the salad, prepares the vegetables, and makes dessert.
- (3) The woman prepares the meat for cooking, places it on a tray along with the necessary cooking utensils and sauces, and takes it to the man who is lounging beside the grill - beer in hand.
- (4) The woman remains outside the compulsory three meter exclusion zone where the exuberance of testosterone and other manly bonding activities can take place without the interference of the woman.

Here comes the important part:

- (5) THE MAN PLACES THE MEAT ON THE GRILL.

More routine...

- (6) The woman goes inside to organize the plates and cutlery.
- (7) The woman comes out to tell the man that the meat is looking great. He thanks her and asks if she will bring another beer while he flips the meat

Important again:

- (8) THE MAN TAKES THE MEAT OFF THE GRILL AND HANDS IT TO THE WOMAN.

More routine...

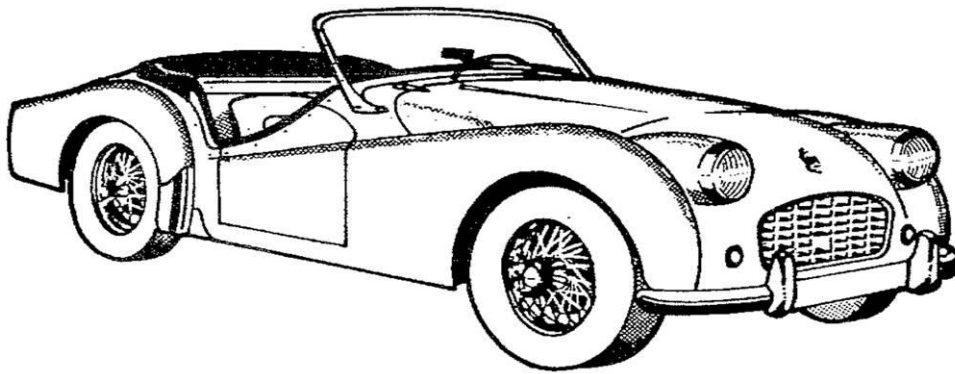
- (9) The woman prepares the plates, salad, bread, utensils, napkins, sauces, and brings them to the table.
- (10) After eating, the woman clears the table and does the dishes.

And most important of all:

- (11) Everyone PRAISES the MAN and THANKS HIM for his cooking efforts.
- (12) The man asks the woman how she enjoyed 'her night off ', and, upon seeing her annoyed reaction, concludes that there's just no pleasing some women.

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