



TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA
JOHANNESBURG CENTRE
NEWSLETTER



PO Box 1102,
Southdale 2135
www.triumphclub-joburg.co.za

ISSUE NO. 03/2014

JUNE & JULY 2014



Mille Miglia of “The Little Green Car”

**Triumph TR3, driver Arthur Wassenaar
and Amanda Wassenaar**

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

EDITOR'S NOTE:

I took photos of the Turnbulls and Cliff's car from Facebook (I hope they are not copyright) and I'm sure Cliff and Coral will be happy to see that they are not forgotten. Coral looks as though she's on holiday – so relaxed.

CHAIRMAN'S REPORT

Isn't the world of motoring fantastic? If you're like me you can enjoy all aspects of motoring and if you're not careful it can become all-consuming.

I like variety. I absolutely loved my first car, a Mini Cooper and if the opportunity presented itself to own another, I would enjoy driving it all over again. Just as I enjoyed that, I had to wait patiently for a very long month before I was handed the keys to a sensible family saloon (at odds with my youth), a light blue Triumph 2000 with overdrive. From the intrigue of a Trabant (made out of recycled materials) to my fascination with '60 American autos adorned with loads of chrome and wings, the fantastic part is that they're still all here for us to enjoy at the numerous motor shows. Having said that, one might enjoy them but it's another thing to own one. We must be thankful that that we can actually own the car of our choice. And we are. That's why our club remains strong. Let's keep it that way.

Variety is the name of the game for me and that's why I took so much pleasure in arranging the questions (with bags of research) and bringing sixteen teams together for the annual Inter-Marque Quiz at the MG clubhouse at Old Eds in Houghton. Sponsored by Classic and Performance Car - Africa, it was a busy affair with Lotus emerging as the winners of the Shield. Jaguar 2nd, Alfa 'A' 3rd and Triumph Pretoria 4th. The points were very close with one point setting the teams apart out of sixty five questions.





Likewise, the POMC Cars in the Park event at Zwartkops.. .. I know I'm not the only one who enjoys variety; witness the enormous turnout – three cars deep on average - both sides, around the whole track! Rhys Collins recently remarked how he and the family enjoyed mixing it with an interesting collection of cars and owners on the Dam Busters Tour. Read about the event elsewhere in this issue. John Crowther reports too on how nice it was having an E-Type Jaguar on visit to the Sammy Marks Museum. I'm hoping for few more Jags on future runs.

Our July 26th outing took us out on a Saturday to Glenburn Lodge to participate in the first Highland Games event. Different and interesting; our club supported the event very well with seventeen cars and gave us a lot of exposure. I'm sure the organisers will make a few changes for next year. For example, the Highland Dancing should be brought up onto the main field. And try as I may, I could not find Haggis to sample. The beer however was terrific.





It's turning out to be a bumper issue with Arthur and Amanda Wassenaar's experience in Europe where they successfully competed in the recent Mille Miglia driving what else but a TR3. Thank you, Amanda for writing this article and giving us an insight into the experience of a lifetime.

Elaine is hoping that this might encourage other members to provide a steady flow of information and let us in on their experiences; I've been pushing Keith Kelly to put pen to paper. Visiting him recently, I was enthralled by the way he recounted his earlier days of Randburg, his enthusiasm for motoring, driving a TR4 as his every day transport and the odd encounter, like for example, dicing a Lotus Cortina up DF Malan one night. This needs to be recounted for all of us Mr. Kelly.

Well, enough from me, enjoy the newsletter.

Mike

Forthcoming Events.

20th August: - Annual Inter-Club Quiz hosted this year by the Pretoria Centre. We need two teams of six. The quiz will take place at the MG Clubhouse in Menlo Park.

24th August: - Motor Show in Parkhurst. Details under investigation.

27-28th September: - 40th anniversary of the TR7. Lots of support needed from our club please, this is to celebrate and record this day with a specially worked out plan for a group photograph.

October: - Three events for this month

1. 5th October: - Triumph Car Club visit to Rand Society of Model Engineers, Roodepoort.
2. 16th October - AGM
3. 26th October - Checkered Flag in Benoni

BIRTHDAY GREETINGS:

We are sure that you will join us in congratulating the following members who, during January and February 2014 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.

JUNE

02 Keith Kelly
06 Eddie Steele
17 Cecil Castles
25 Vernon Roeder
26 John Dobbins
30 Clifford Knott

JULY

05 Geoff Burton
07 Alastair Kennedy
16 David Sawyer
22 David Beard
27 Malcolm Black
Ed Grondel

DOOR PRIZES WON AT NOGGINS**Door Prize winners for July 2014**

1 st prize	Car Speakers	Alan Grant
2 nd prize	Set of Clamps	Eddie Steel
3 rd prize	Tyre Polish	Gerald Habig
Ladies	A Bag of Cosmetics	Margarita Coppens



TRIUMPH SPORTS CAR CLUB - JOHANNESBURG 2014**PRELIMINARY PROGRAMME OF EVENTS**

DATE	TIME	EVENT	EVENT DETAILS	DEPARTURE POINT	ORGANISED BY
15-Jun	-	-	Nelspruit: Cars in the Mall		
15-Jun	Early	-	Piston Ring Club: Motor Bikes and American Cars Day	-	-
19-Jun	19.00	Noggin	Route 101 Bistro, Classic Car Centre: Midrand		Mike
21 Jun	0800	Run	The Highland Games at Glenburn Lodge –		
22-Jun	-		Official Run on Saturday 21 June	-	Rob McLeod
29-Jun	-	-	1000 Bike Show	-	-
20-Jul	The Scottburgh Classic Car Show at the Scottburgh Country Club. Arrive at 07.30. This year the Blue Marlin Hotel is offering Gauteng Classic Car Clubs bed, breakfast, dinner and evening entertainment for R325 per person per night for Saturday 19th and Sunday 20th. Please book directly with the BMH at 0399783361. Peter Fielding - Event Organizer – Website: www.scottburghclassiccarshow.co.za/ Tel: 039 976 1995				
21-Jul	19.00	Noggin	Route 101 Bistro, Classic Car Centre: Midrand	-	Mike
27-Jul	-	Run	TBA	-	Rob McLeod
02-Aug		Early	Pretoria Cars in the Park. This massive annual car show will be held at Zwartkops Raceway, arrive early, refer to map elsewhere on this site for Triumph Parking.	-	PMOC
09-Aug	-	-	Bloemfontein Cars in the Park	-	-
17-Aug	Early	-	Piston Ring Club: Hot Rods	-	-
20-Aug	19.00	Quiz	Inter-Club Quiz hosted by Pretoria	-	Nols/Bill
21-Aug	19.00	Noggin	Route 101 Bistro, Classic Car Centre: Midrand	-	Mike
24-Aug		Run	Motor Show in Parkhurst -TBA	-	Rob McLeod
18-Sep	19.00	Noggin	Route 101 Bistro, Classic Car Centre: Midrand	-	Mike
21-Sep	Early	-	Piston Ring Club: Swap Meeting	-	-
24-Sep	10.00	Run	Public Holiday - Pretoria Clubhouse Boot Sale		Nols/Bill
27-28-Sep	-	Run	40 TH Anniversary of TR7 – Details TBA		Rob McLeod
01-Oct			Triumph Sports Car Club visit to Rand Society of Model Engineers - Roodepoort		
16-Oct	19.00	Noggin	Route 101 Bistro, Classic Car Centre: Midrand AGM		Mike

19-Oct	Early	-	Piston Ring Club:		-
26-Oct		Run	Checkered Flag – Benoni		Harry Fairley
16-Nov	Early	-	Piston Ring Club: Focus on Continental Cars		-
20-Nov	19.00	Noggin	Route 101 Bistro, Classic Car Centre: Midrand		Mike
23-Nov		Run	TBA		Rob McLeod
07-Dec	12.00	Run	Christmas Lunch: TBA		Mike/Rob
21-Dec	Early	-	Piston Ring Club:		-

Mille Miglia of “The Little Green Car” (see photos on cover page)

After years of preparation a dream, which most thought to be un-realistic, came true when the email arrived: “Triumph TR3, driver Arthur Wassenaar – accepted”.

Over 1000 applications are sent in every year, some many times, without success. We were elated that ours was accepted first time. With only a few weeks to make all the arrangements, Arthur frantically began to organize the necessary documentation.

With the help of Alan Grant, who’d previously owned the car lovingly nicknamed “the green car”, many hours were spent getting her race ready. Due to the fact that time was so short she was flown to Europe just ten days before the race start. The plan was to collect her in Zurich and drive over the Alps via Lake Como to Brescia, home of the Mille Miglia.

All went according to plan until fifteen kilometres into our journey when disaster struck and we had a major breakdown. Smoke poured out from the front and back of the car so we had to pull over. Arthur put his head under the bonnet and immediately called Alan Grant who told me that he sat on the steps outside his garage and panicked for us. He thought at one point that he may have to get on the first plane and come to our rescue, but instead made a call to a friend at the Triumph club in England and a call was then made to the Triumph club in Switzerland. Twenty minutes later Robert Ernst arrived in his Triumph TR6 known as The White Lady, to rescue us and he is now referred to as Saint Robert. He and his wife Margrit took us under their wing for two days, repaired the broken piston, fed us and most importantly reassured us we would make the start of the race in time.

Back on the road we made it over the Alps and after missing out on a night at Lake Como we drove directly to Brescia with two days to spare. We had the car professionally washed as only the Italians know how and drove to the Brixia Expo to register. With emotional tears in our eyes we entered the enormous hall and with the engine switched off were pushed inside. There were rows and rows of the most beautiful cars we have ever seen in our lives. We stood speechless trying to take it all in. The reality of what we’re about to do finally hit home; our little green car was side by side with the best in the world - how proud we felt! We purchased our Italian racing licenses, thousands of rands-worth of Mille Miglia souvenirs for ourselves and family back home and headed off for the nerve racking scrutineering. All went well and she passed the test. Good to go.

Day 1 of the race began with the cars meeting in Piazza Vittoria. Thousands of car-mad Italians as well as many visitors from all over the world come into the centre of Brescia to drool over the cars. Our car got the all-important sealing performed and we drove off to find a spot to park amongst the other 450 competitors. We gobbled down a pizza (unknown to us this was to be the last decent meal for four days) and after weaving our way through the thronging crowds collected our car. Next stop was the Mille Miglia museum to await our start time. Race car number 421 was ready to start at

6pm but we only departed at around 9pm. We felt like rock stars on driving nervously up to the start ramp with cameras flashing and signing autographs.

Finally on the ramp it was announced that we were the only South Africans taking part and were thanked for coming such a long way. After wishing us a good Mille Miglia our race began.

The first ten minutes of the race are a blur. The road book, which probably should have been studied before getting on the road proved to be gibberish. We decided that until we got the hang of it we should not lose the cars in front. We kept pace extremely well and stayed with the pack all the way to Thermae Abano Montegrotto just outside Padova. The speed of which these classic cars were moving was completely unexpected. Driving on the white line (imaginary lane for Mille Miglia cars) at 120kms an hour in traffic was nerve racking but a rush nevertheless. There was no opportunity to take scenic photos and apparently we passed through Desenzano, Sirmione, Pescheriera, Vincenza, Marostica, Bassano Del Grappa and Padova before arriving at our destination at 2:30am.

Day 2 of the race proved to be the most trying for us. The first leg was spectacular - Monselice, Ferrara, Ravenna and Gambettola with a half day stop in San Marino. We were now finally getting the hang of the road book and the climb up to hill to San Marino was one of the most unforgettable experiences of the race. However, we would prefer to forget the descent. We decided to stop for a Pannino in San Marino and by the time we had finished, all the cars had left. The road book had been changed and we got hopelessly lost. Finally on the right road after losing an hour we had a breakdown and lost another hour or so. A few more wrong turns followed and we finally arrived in Rome at 4am, five hours after our estimated time - stone last! The towns and villages we passed through on the way were in darkness and in pouring rain and are not very memorable. We managed to get an hour and 15 minutes sleep before day three.

Day 3 started off disastrously. A wrong turn five minutes into the race cost us 45 minutes but miraculously we found the right road and made up some time. This proved to be the best day of the race. Driving through Tuscany was amazing for both of us and our little green car and we decided this was her happy place; she was right at home in Volterra, Siena, Pisa and Lucca. We arrived on schedule in Bologna at 10:30pm. Finally we had a decent night's sleep of five hours after our dinner of Pringles from the mini bar.

Day 4 and the starter motor died. Our nerves were shot at this point with only 250kms to the finish line and fearing we wouldn't make it, our fellow competitors bump-started us into life. Then followed another amazing day of very, very fast driving through Modena, Reggio Emilia and Mantova. The sun was shining on our arrival back to Brescia after 43 hours of driving when we climbed back onto the ramp from where we had started the race, beaming with pride at our achievement. - Result - 338 out of 450 cars succeeded and 70 retired.

We did it. We'd finished *La corsa piu bella del mondo*, the most beautiful race in the world.

The dream came true. The next dream: to do it all over again!!!

1ST MAY 2014 – Sunbeam Sports Car Club SA Annual Dambuster Run*Courtesy: Rhys Collins*Sunbeam Sports Car Club, South Africa – Annual Dambuster Run

On the 1st May, Cathi I and the boys took part in the Annual Dambusters ‘Adventure Tour’ organized by the Sunbeam Sports Car Club.

We registered at the start point (Southdowns Country Club in Kibler Park) at about 08:20 – a beautiful, crisp Highveld sunny morning. After some coffee and rusks provided by the organisers and a pre-event briefing we all set off at roughly minute intervals for the treasure hunt.

Cars set off at 9am and the route took us through many beautiful little settlements to south of the Suikerbosrand Nature Reserve, Heidelberg, Henley on Klip, Meyerton, Walkerville and Vereeniging and the roads were long and winding – great for a Public Holiday cruise around the countryside.

A tea break was scheduled at Café Du Cirque in Midvaal after the 30th question, which we reached at about 10:30. It’s a really quaint café based on the Boswell Wilkie circus with much historical circus memorabilia on display. After our tea/coffee and cheesecake, Adam and Scott bought a R5 back of feed and fed the ponies, goats and pigs which were there for the entertainment of the little ones.

Back on the road, the questions continued to be not too tough, making for a really enjoyable cruise through the region and a great family day out.

We arrived back at the Southdown Country Club at about 13:00 and quickly settled to some ice cold beer and some toasted sandwiches while we waited for the results.

Following our successfully fifth place last year on the same event we didn’t even make the top 10, despite getting 39 out of 44 questions right! The competition was very tight (I guess because the questions weren’t too difficult) and a three way shoot-out for first place took place. As we were at a Golf Club, the three tied in first place had to putt nearest the pin by the 18th hole, and if I recall correctly, the winner was suitably from the Sunbeam Sports Car Club.

Apart from our Stag, there were a nice range of participants -a Jaguar 420, two Bentley saloons, three E-types, a Vauxhall Victor, a Rover P4, a Morris Minor, Sunbeam Tigers, Alpines (original and later models), two Rolls Royces, a Jaguar SS100 (or look alike), an array of MGB GTs and roadsters, Alfas, Fiats, a TR7 (Stewart and Larina Macgregor), several pre-50’s cars I couldn’t identify and the usual plastics. It was really nice to drive amongst such a variety of classics. There were 33 participants – one of which was a motorbike .

Total distance driven on the run was about 128kms and our average speed was about 55kms per hour.

A well organized event, I can highly recommend it – we will certainly be participating for our third time next year. It’s a great way to spend the Workers Day public holiday and meet a good cross section of fellow minded enthusiasts.



27TH JULY 2014 - SAMMY MARKS MUSEUM

John Crowther

This was a joint effort with Pretoria Triumph club members and for the first time, Jaguar Car club members.

As usual at this time of year the weather was perfect if a little nippy till 10 o'clock when the gloves and scarves came off.

Part one of the plan was for local members to congregate at the Shell 1-stop on the N1 and be joined by the Jaguar guys. This happened according to schedule but attendance was lacking with only nine Jo'burg members in three classics and four members in 'plastics'. From the Jaguar club four members arrived but only one classic – a magnificent E-type. In all fairness another Jag could have been present if Herman hadn't just sold it!

Gino, Jean and Margarita joined us at the museum.

Part two of the plan was to leave in convoy for the MG club to meet the Pretoria Triumph members. Their dedication was more positive with 22 members there waiting for us. Now for the final leg to the museum. Despite the length of the convoy we all survived the journey to arrive amid plumes of dust from the museum access road. There was plenty of parking under the trees in the attractive gardens.

Due to the timing we agreed to have a meal before inspecting the magnificent house with its fantastic collection of fixtures and fittings. Some members had previously organised to have picnic hampers ready for them whilst the rest of us sat in the sunshine and tucked into steak and kidney pies, Quiche Lorraines and other excellent meals. The only alcohol available was in the wine bottles supplied in the hampers – no liquor licence.

Now for the best part – the guided tour of the house. Our lady guide was absolutely perfect; her knowledge of the Marks family members was complete as was her commentary about the artefacts. Her strength came from her interest and genuine passion of the subject and was an absolute joy to listen to. Questions were answered promptly and confidently and with a huge smile. Great stuff! We didn't get to meet the ghost in the bedroom although the floorboards in that room did seem to creak more than anywhere else.

I've been here before but this visit was by far the most interesting. My only regret was that none of the items in the house could be touched or handled. I would have loved to have examined some of the huge collection of books and looked into curious corners!

We gradually left about three o'clock in time to get home before the evening bite set in, having thoroughly enjoyed our day out.

To the best of my knowledge every vehicle passed muster with no reported incidents.







Johannesburg members present:

Classic cars

John Crowther

Rob & Jackie McLeod

Eric Steele & Nirocca

Jean & Margarita Coppens

'Plastics'

Gino Casieri

Eddie Steele & Ada

Malcolm Black & Peggy

5th AUGUST 2014 - POMC Cars in the Park

Only the organisers will be able to give the number of interesting cars that made their way to Zwartkops Raceway on Sunday 3rd August. Believe me – those of you who have never attended this event, when I say that the cars were parked four deep, both sides of the track, the whole way round the 2.4km track, it true!

August is a good month for the most agreeable weather. The crowd was in abundance, food and drink most affordable, the friendly atmosphere unbeatable.

A good representation of Triumphs was in attendance, (mostly from the Pretoria Centre) right across the road from the pits so we had good exposure.

I spent the day with Jon Lewis. We walked three quarters around the track taking in the sights and sounds. We drove the TR3 around the track one and a half times at less than walking pace, with the intension of exiting the venue; an anxious time for Jon, keeping one eye on the mass of pedestrians crossing the track and the other eye on the rising temperature gauge and the falling fuel gauge. I estimate that we spent an hour trying to get in and another trying to get out – ridiculous! These conditions don't work well for the older cars although curiously, Jon and I witnessed more later-model cars overheating than the older classics.

The journey home didn't end well. Travelling home on the N14, we suffered a smashed windscreen from an unknown object presumably flicked up from a passing car. We were showered with tiny bits of glass but uninjured. Nonetheless we had a great day.

Mike.



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	10
Attendance at any advertised event in a non-Triumph	10
For attending a non-TR event (whether in a TR or a plastic)	5
For any articles submitted for use in the Sabrina or our bi-monthly newsletters	20
For organising runs	20

MEMBERS' NEWS

News snippet from our field editor in the UK, Cliff Turnbull:

With help from the TR registrar, Bill Piggott and the British Motor Industry Heritage Trust, Cliff's car is now registered there. The car left the Canley factory in Coventry on the 4th July 1958 in knock down format for SA. It has taken him all this time and three attempts for the authorities to accept the position to re-import, but he has finally succeeded in getting the imported TR3A registered in the UK. And you thought Rhys Collins had problems importing a car from the UK to South Africa?

Think about those intrepid travellers driving through Africa. When passing through Egypt, you have to officially import then export your vehicle Eish !!!





NOTICES

WANTED and FOR SALE CORNER

FOR SALE

NOTE: I'M NOT SURE IF THIS ITEM IS STILL AVAILABLE –

PLEASE CONTACT GERT BOTES ON CELL NO: +27 83 259 3050

TR2 Cylinder head-Low port. Very good condition, ready to be fitted. Price R10,000.

I do not have any photos.

FROM MIKE GILCHRIST

Four original TR7 magnesium alloys with very good tyres: R4500.00

Contact Mike Gilchrist: 072 798 6976 Johannesburg.

WANTED

FROM HARRY FAIRLEY

A control head (Hooter / Indicator assembly) for a Side screen TR or parts thereof.

Contact Harry on +27 72 997 7851

A TR3/TR3A please contact Francis on e-mail: francisbodenham@btinternet.com

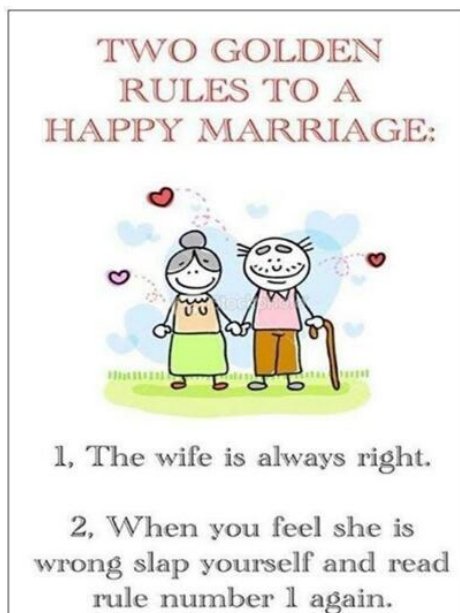
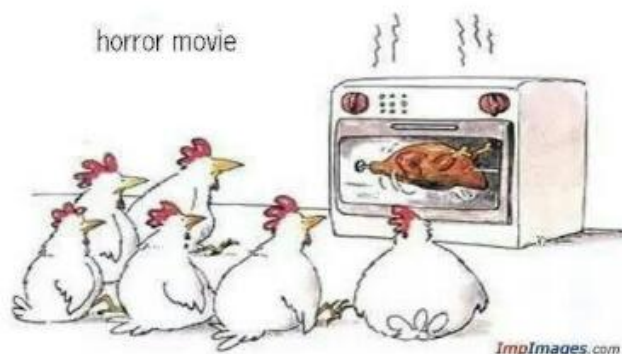
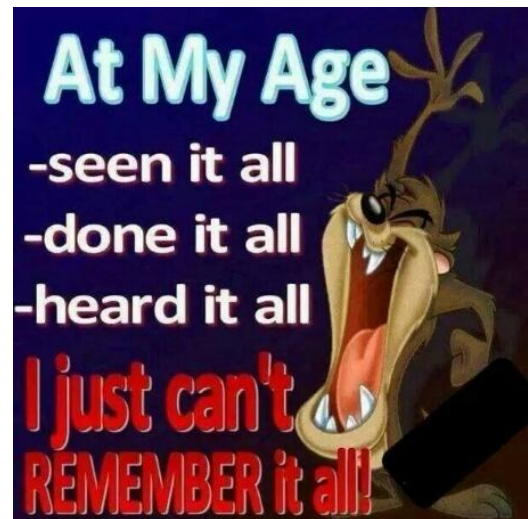
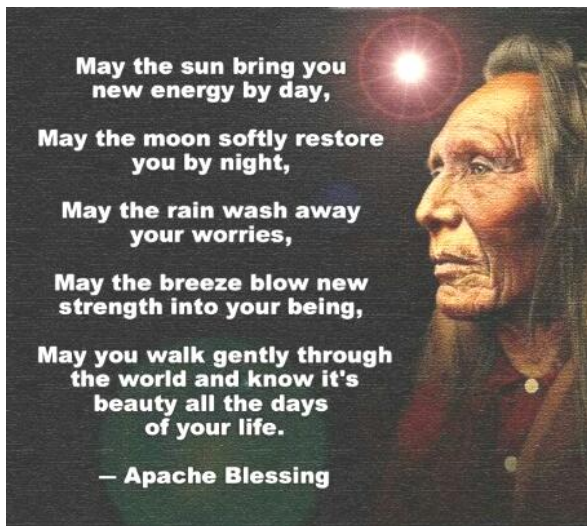
FROM RENE DE VILLIERS

Triumph 2000 Mk1.

Bodywork must be good – mechanicals not that important.

Contact: William Nicholl, 084 461 4316 or 011 942 1421

SMILE AWHILE









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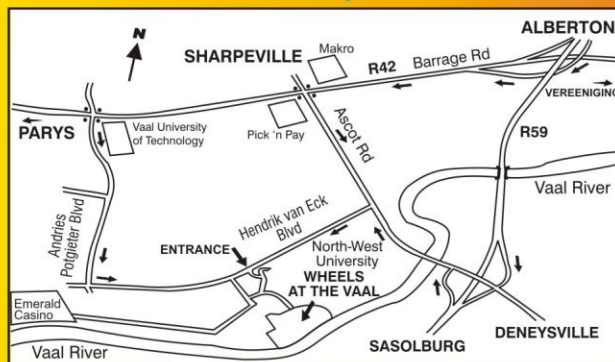
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Siggi 082 492 5214 or Abie 084 652 7952

AND FOR THE LADIES

A young man sprinkling his lawn and bushes with pesticides wanted to check the contents of the barrel to see how much pesticide remained in it.

He raised the cover and lit his lighter; the vapours ignited and engulfed him. He jumped from his truck, screaming. After the fire was out,

His neighbour came running out of her house with a dozen eggs and a bowl yelling: *"bring me some more eggs!"*

She quickly broke them, separating the whites from the yolks.

The neighbour woman helped her to quickly apply the whites onto the young man's face.

When the ambulance arrived and the EMTs saw the young man, they asked who had done this.

Everyone pointed to the lady in charge.

They congratulated her and said: "You have saved his face."

By the end of the summer, the young man brought the lady a bouquet of roses to thank her.

His face was like a baby's skin.

A Healing Miracle for Burns:



Keep in mind this treatment of burns is being included in teaching beginner fireman. First Aid consists of first spraying cold water on the affected area until the heat is reduced which stops the continued burning of all layers of the skin. *Then*, spread the egg whites onto the affected area.

One woman burned a large part of her hand with boiling water. In spite of the pain, she ran cold faucet water on her hand, separated 2 egg whites from the yolks, beat them slightly and dipped her hand in the solution. The whites then dried and

She later learned that the egg white is a natural collagen and continued during at least one hour to apply layer upon layer of beaten egg white. By afternoon she no longer felt any pain and the next day there was hardly a trace of the burn. 10 days later, no trace was left at all and her skin had regained its normal colour. The burned area was totally regenerated thanks to the collagen in the egg whites, a placenta full of vitamins.

Since this information could be helpful to everyone: Won't you please pass it on?

MAGICAL HERBS

by Karina



Coriander: Lifts moods, combats stress. Inspires love.



Rosemary: Improves memory and protects from low energies.



Dill: Wards off colds and attracts lovers!



Sage: Increases energy, clears home of negative energy



Thyme: Heals emotional loss, improves sleep



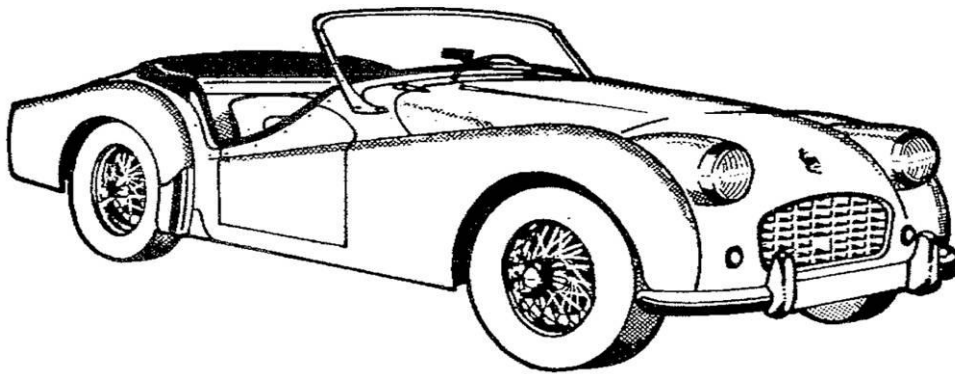
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