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NEWSLETTER – December 2009

Chairman's Chat - Tom Dougan

In my first 'chat' I have to recognise the expertise that went into the manoeuvres at the AGM which installed me as your chair. Some of the moves were well worthy of the Boks but having accepted the position I will give it my best shot to keep the club alive and kicking and to promote the Triumph brand whenever we can. On that note you guys must recognise that Anne and I have been in the Western Cape for only 3 years and I will need your help and support. Promise I will not be shy about asking!

It is time to say a big thank you to Jamie Hart who has steered the club expertly during his tenure as chair supported by Jenny. They are heading for Hermanus but Jamie is retaining the post of editor of the newsletter. We wish them well in their new venture. Also a special thanks to Ronan Sanderson who worked like a Trojan coordinating our appearance at the Cape Classic Show and the Christmas run to the Calabash Bush Pub.

Those who went to the show at the club grounds will have noticed the club banner, made some time ago by Peter du Sautoy but now mounted on a base plate made by Peter Inskip. The story board in the gazebo was excellent and was the responsibility of Geoff Davis and Neil Draycott. Well done guys!



Some of the Triumphs on Display at the Cape classic Car Show

Discussion about noggin format has been around for some time now but finally we are headed in a new direction. Winter Wednesday evenings are not the best time for a classic car club to meet (see the lack of classics in the car park) so this year we will have a summer and a winter schedule. Essentially the winter noggins will take place at 10am on the last Saturday of the month starting in April and the monthly runs will be on the 2nd Sunday of the month. As a club we already have the last Saturday at the clubhouse allocated to us but if we don't use it then we may well lose it. I would be grateful for ideas for the noggins whether they are social, technical or interesting speakers. The other area I would like to develop with Alan Sheard is around our spares and technical information. We have a 'members only' area on the website where we can list suppliers and spares information which can only be an advantage to members.

2010 is almost upon us and there are more events than the big one in June/July! We start off with Timour Hall on Sunday 24 January and this show is being taken to another level this year. We still have our customary space in the courtyard, a prime site, but the Crankhandle Club's auto jumble now forms part of the show. A good presentation from us at this event really advertises the club and I would appreciate a good turn out on the day with as many

models as we can muster. I am also proposing to take a group to the George show on 13 February leaving on the Friday and returning on the Sunday. This is a well established event but last time there were only a handful of Triumphs and they were scattered around the site. This is a great opportunity to promote the brand and enjoy ourselves. Please give me your names before the Christmas holidays as I have to sort out some accommodation. Please see the events schedule for all that is happening as there is a lot coming up.

Dale Jacobs came up with the idea some months ago of producing a club calendar. I think he was thinking of draping pretty young things over the cars and while that idea is not without merit I suggest we choose a photograph taken each month throughout the year which we can assemble into a calendar which reflects the club activities. You will hear more on this but please dust off the cameras.

Editor's column

From my side, a very big thank you to Tom and Anne Dougan for stepping into the breach and supervising the running of the club for the coming year. Mike and Nerina did a good press gang job, I can only promise my complete support for them, albeit from a distance after the middle of the year. We are hoping to start building in April and that will be our priority for the coming year. One advantage of our new internet society is that I can connect from any where and deliver the word from a laptop or internet café, this will enable future editions to come from Hermanus when we move. We are not sure if there will be a January edition from ourselves, we are off to New Zealand and Australia for Christmas and I suspect the laptop might get left behind, but I will see if I can get a good substitute!

Most people seem to be happy with the new format, Tom complains that editors have a secret mutual admiration society, I don't think that is the case but thanks anyway! We have also inspanned a couple of new committee members this year, please give them your support. Remember that the more you put into a club the more you will get out, it's a bit like a bank account, its difficult to spend what isn't there, unless you are the government that is, but they have different rules!

Many thanks for all of you that have made contributions over the past few months, they are much appreciated and well received. Dennis, keep going in the desert, your insights are brilliant! This month Gerhard has given us the first installment of his rebuild diary on his TR3A, I will try to twist a few more arms including my own, and we have got some very good technical stories coming up.

From both myself, and my better half Jenny, thank you all for the support you have given us over the past few years, we look forward to a bright future in the club.

On a different note, both Nic Paxinos and Margaret Young are in the wars again, Margaret's condition in particular may be very serious. Please take all our good wishes for your future health, and may it be a short time before you are up and running again!

Have a wonderful festive period and every thing you wish for in the forthcoming year, keep those cars on the road and may the wind be behind you and the road rise up to meet you in the future.



Some of the cars on display at the Cape Classic Car Show

** SUBSCRIPTIONS for 2010 **

It has come to that time of year again when subs have to be paid. They are due by 31 January 2010 and payment by that date earns a R30 early bird discount. All payments received after 31 January 2010 will incur the R25 rejoining fee.

Payments can be made by electronic transfer to the club account, by cheque or by cash. **Please use your name as a reference for electronic transfers**, we are not Sherlock Holmes, (well maybe Tom is!) and to those new members paying for the first time, please remember to include your entrance fee!

SUBS for **current members** are as follows:

SINGLE - R290 (early bird discount R260 if paid before 31 Jan 2010)

COUPLE - R320 (early bird discount R290 if paid before 31 Jan 2010)

SUBS for **new members** are as follows:

SINGLE - R290 plus R25 joining fee (total R315) – less R30 if paid before 31 Jan 2010

COUPLE - R320 plus R25 joining fee (total R345) – less R30 if paid before 31 Jan 2010

DIRECT DEPOSITS to the following account:

TSCC OF SA

Standard Bank, Pinelands

Branch code 036309

Account number 078226929

(PLEASE insist and ensure that you insert your name and surname as a reference on the payment)

For CHEQUES only: Send to: TSCC of SA, P.O. Box 12197, N1 City, 7463

(PLEASE include your name when forwarding the payment)

Forthcoming Events – Please diarise!

Timor Hall, 24th January 2010

As Tom has mentioned in his chairman's chat, this is the first event of the New Year and is a great show. The added attraction is the show and auto jumble are combined this year so there will be plenty of activity to suit every one.

We have our usual prime site in the courtyard so please let Tom know as soon as possible whether you are coming so he can start planning.

Springbok revival racing series, Killarney 7th & 8th February

The first of these events was held last year to replace the David Piper series and was great fun. We are not sure of all the details yet, but on the Sunday all those arriving in a classic car can come in for free and park in the area near the old Jaguar clubhouse. There will be a demonstration lap round the circuit at lunch time, racing not allowed!!

George Car show, 14th and 15th February

Tom is organising for members to attending this show where we will also meet up with the PE members. The plan is to leave Cape Town on Friday, overnight in Knysna and attend the show on Saturday before coming home via Oudtshoorn and the R62.

Please contact Tom on 021 852 1589 or tom10dougan@gmail.com if you are interested.

Reportback

Report back - Cape Classic Car Show

I really have to admit on this one I was more than a little sceptical initially, the weather preceding the show as atrocious and having been a victim of the Hout Bay show a few years earlier I feared the worst! The organisers, however, bashed on regardless and I have to admit how wrong I was. The fields was a little soft but cars could drive around with no problems and but for a few small signage issues it was easy to find where our stand had been allocated. Ronan and his crew were already there and marshalled every one quickly into their allotted parking slots.

We ended up with 22 Triumph cars from the club plus 3 visitors including the Noble that graced our stand a few years previously. We had all the models of TR present except a TR2, who preferred the Jaguar stand, including a TR3A from a new member, Bennitt Joubert, which was in absolutely pristine condition. Also present were 3 Spitfires but unfortunately no Heralds or Roadsters, something we are going to have to work on in the future. In the absence of our specially made photograph stand which went missing from the multi motor club store, Ronan and Neil Draycott made good use of a gazebo to put up all of Geoff Davis's pictures depicting the history of the marque.



Bennitt Joubert's immaculate TR3A



This worked very well until the wind started to pick up in the afternoon and there was a strong possibility of the gazebo needing landing rights on the freeway, so discretion meant to dismantle it before damage occurred!

Jen and I took some time to walk round the show and I was really impressed with what I saw from other clubs and the overall organisation. Full marks to "Peanuts" Fouche and his team for organising such a wonderful event, I certainly look forward to being there in 2 years time. From our club, a very big thank you to Ronan for doing such a great liaison job, and thank you to all those who attended and helped out on the day.



Alan Sheard's Spitfire, Malcolm Uytenbogaardt's Spitfire MK2 & MK3 Theo Brand's Spitfire4

Report back - AGM

This years' AGM was well attended and we were especially pleased to be able to welcome Heinz and Paula Konki from George as our guests for the evening.

The meeting started with a minutes silence for Chris Schultz, one of our founding members, who had died earlier in the year. Our treasurer and membership secretary, Tom Dougan, then reported that the club was in good financial shape and that our membership had increased slightly. There was an additional charge from the national body for Sabrina so it was decided that the club's subscriptions be increase by R20 per annum to cover this and make sure the club funds were not depleted.

Gerhard Vorster then gave his national chairman's report, overall there was a slight increase in membership but the overall age profile was getting older as few young members were joining. He wanted to get the national web site better organised and part of the increase was for a stipend for some one to update this on a regular basis. He urged Cape Town members to get up to the Nationals in Natal in April 2010.

I then gave my retiring Chairman's report back. Overall we had a pretty good year with some highlights being the trip to Plettenberg Bay in June to meet up with the Port Elizabeth and Border centres, the Cape Classic car show and our trip to Struisbaai. There were a few negative things, the lack of attendance at some noggins plus some of our invitations not being reciprocated and the need to increase Spitfire and Herald membership in the club.

The next item was to look at possibilities for re organising noggins, particularly during winter, to a Saturday daytime slot to avoid having to bring people long distance in the dark and rain on a Wednesday evening. Fortunately all present agreed and it would appear that Saturday morning looks a good bet, with the monthly run being moved to the 2nd Sunday of the month which also means we do not clash with clubs such as the Crankhandle club

Then it was time to present awards for the year before the elections. The dipstick prize again went to our member in the desert, Dennis Cook. Two reasons, first he still had it and second his ability to roar past the Plett meeting place and only realise where he was some 20 km later, obviously mist doesn't occur in his part of the world! The second award was the Chris Schultz memorial trophy, this was a red TR4 in a display case to be given to the person who went unsung but put in a huge amount of effort for the club. We are sure that Chris would have approved of this and the worthy recipient was Theo Brand, the club house manager, for all his efforts over the years. It was fitting that Marion Went was present to be able to present this award to Theo. The last award was the Des Rudolph trophy and this went to Tom and Anne Dougan for the tremendous work they have put into the club this year.



Marion presenting the Chris Schultz award to Theo



Tom & Anne receiving the Des Rudolph trophy

And now for the interesting part! Election of the committee went pretty well and we were able to inspan Neil Cameron and Allan Sheard to help organise events and spares. I had said I would not be standing again due to building works, but Mike and Nerina Napoli did such a star job on persuading Tom Dougan that we have a very capable new Chairman. Well done to the Napoli's for their powers of persuasion and thank you to Tom for standing, we promise we will give you the support you deserve!

The meeting ended at around 9 pm and members were then able to tuck in to snacks and wine, organised by the resourceful Dougan's, a great end to a good meeting. Many thanks to all that came and contributed.

COMMITTEE for 2010

Chairman	Tom Dougan
Membership	Anne Dougan
Editorial scribe	Jamie Hart
Clubhouse	Theo Brand
Regalia	Gideon Snyman
Spares	Alan Sheard
Without portfolio	Neil Cameron

Report back - November month end run by Ronan Sanderson

This year it was decided to combine the November month end run with the end of year function. The run took place on Sunday 22 November with everyone meeting at the N1 Engen on a fine summers day..

Although they had a prior engagement later in the day, the Dougan's were also in attendance for the drive. Tom was eager to put his convoy driving plan into action and explained to all present how it worked.

With almost everyone accounted for, except the Magg's and Napoli's, we departed at 10h30, heading along the N1 towards Paarl. On route we met up with Brian and Sheila Maggs in their red TR7 FHC at the Klapmuts turnoff, as had been prearranged, however there was still no sight of the Napoli's.



Convoy leaving the N1 Engen



Travelling through Bains Kloof Pass

We travelled through Wellington and up Bain Kloof Pass, where the initial intention was to stop near the top for a bit of sightseeing, however due to the amount of vehicles in the convoy there wasn't enough space at any of the lay-by stopping points to pull over, so this was given a miss. Coming down on the Ceres side of Bains Kloof also offered no stopping points, but with Keegan pestering for a 'pitstop' break, a quick plan had to be made. We managed to pull into someone's entrance where Charmaine and Keegan hopped out quickly, which allowed some of the faster following convoy members to catch up. By this stage 'speedy gonzales' Napoli had caught up with the convoy.

We arrived at the Calabash Bush Pub shortly after midday, with a huge parking spot outside the front gate for all the vehicles. The Dougan's, who were still travelling in the convoy, then departed for home via Worcester and over the old Du Toits Kloof Pass, although Tom had initially indicated that they would only travel with the convoy to the top of Bain Kloof Pass and then turn for home.

Tom's convoy driving plan had worked quite well, except for a minor mishap in the middle of Wellington, with everyone arriving at the venue.

By this stage we had 19½ people in 8 Triumphs (Gerhard & Suzette Vorster, TR7 V8, Neil & Colleen Draycott – TR7, Brian & Sheila Maggs – TR7, Ronan, Charmaine & Keegan Sanderson – TR7, Jamie & Jenny Hart – TR6, Neil Cameron & Jack Cramp – TR5, Tim Crawley – TR3 and Mike & Nerina Napoli – Devin), 1 honorary

Triumph (Tim Cruise & Cheryl in Tim's BMW Z3) and a plastic (Arturo & Mel Pastorino in Mel's Porsche Boxter).



On arrival, those that had remembered, wore their Christmas hats, what a sight of different styles. The Calabash, being a rustic bush pub, had wooden benches scattered all around, and being some of the first to arrive it was decided to sit under some shade. Drinks were ordered from the pub and lunch, in the form of a lamb spitbraai, was served around 13h00 followed by some desert for those that still had space.

The only one brave enough to venture into the rustic swimming pool was the ½ person, being Keegan, but trying to get him out of the swimming pool to leave for home offered a few challenges of its own.



After a few more drinks and a bit of chit chat by all, we departed for home, with almost all deciding to follow Tom Dougan's return path over the top of the old Du Toits Kloof Pass.



Club Memories by Margaret Young

We had some lovely events in those days, I can remember several progressive dinners we had. The first I went to was starters at Des and Trish's home in Hout bay, then the main course at the beautiful home of Gordon and Edith Hime in Llandudno, ending up with dessert and coffee in Bakoven or Bantry bay area. The next one I went to started as a disaster for Nic and I as we were in the Durbanville area and we simply could not find the venue. We drove round and round getting more bad tempered every minute and eventually Nic was forced to phone our host from a public call box to come and fetch us. So we completely missed our starter, but managed to find the main course in the old part of Durbanville. It was at the home of Chairman and his wife and I am ashamed to say we both cannot remember his name. I can remember going to a Christmas in winter Dinner at their home and have a photo of Nic sitting on Father Christmas's knee getting his present! The Maggs and Oosthuizen were there too.

One of my favourite runs was every spring to Yzerfontein. We went via Darling and then through the nature reserve to see the wild flowers (Marion Went was in her element here), finally ending up on the long deserted beach to the left outside Yzerfontein where we picked mussels off the rocks and then cooked them in garlic butter on a couple of skottel braais that the members brought. Once poor Gordon Hime fell into a pool and was drenched and had to sit in wet Pants! Nic collected a huge amount of mussels in a bag and took them home to bottle. He gave me one and they were delicious. It was wonderful sitting round on the beach with our free mussels cooking and drinking a glass of wine. Wish we could go there again. Everything free except the petrol! We have been to far flung places like the Paddagang restaurant in Tulbach, a restaurant at the bottom of Bains Kloof on the Worcester side, member's homes in Montagu and Betty's bay. One of my best memories was in mid winter when Eugene Rossouw was the chairman we went to a wine farm in Paarl for lunch. Sadly I cannot remember the name, along main road. Delicious mushroom soup followed by a good main meal.

A few years ago we went to the original La Masseria in the heart of the country near Stellenbosch when Mike Napoli was chairman and it was a wonderful to be away from the city amidst gravel roads, fields full of horses and cattle with the mountains as a backdrop. It has now moved to an old dutch house in Durbanville which that we have also visited. In more recent memory we have had several breakfasts/ brunches next to the sea at Steenbras river mouth. Folks brought skottels and many had marvellous concoctions that were cooked. I particularly admired Gian Mani's elegant stir fry. Sadly we never see much of Gian now that he had sold his white TR. He and his late wife, Elsbeth, were regular members at one time not so long ago. We once had lunch at Strandlopers near Langabaan – quite an experience and definitely to be sampled at least once in a lifetime. We have also been a few times to Camel Rock in Scarborough for breakfast. What about Dave Gordon writing some more Bushpig Gruntings for our newsletter in his own inimitable style? I am sure we all enjoyed them, I certainly did and many a good laugh at naughty Bushpig's misadventures.



Gian Mani in his 'I can beat Napoli' 1958 TR3A

In conclusion, I would like to say that we have had 22 very happy years with the TSCC and that we had wonderful members in years gone by. And the nice thing is that our present members are equally wonderful, so I think we are a great club all round.

THE LAWS OF ULTIMATE REALITY by Dennis Cook

Law of Mechanical Repair

After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

Law of Gravity - Any part or tool, when dropped, will roll to the least accessible corner under your work bench.

Law of Probability - The probability of being watched is directly proportional to the stupidity of your act.

Variation Law - If you change traffic lanes on a busy highway, the one you were in will always move faster than the one you are in now (works every time).

Law of Sod - When you have finally managed to jack it up and slide under your TR, your cell phone will ring.

Law of the Result - When you try to prove to someone that anything won't work, it will.

Law of Biometrics - The severity of the joint pain is directly proportional to the angle of reach while under the car.

Law of Physical Surfaces - The chances of an open-faced sandwich landing face down on the greasy garage floor are directly proportional to your hunger.

Law of Commercial Marketing - As soon as you find a product that you really like, they will stop making it.

Law of Logical Argument - Anything is possible if you don't know what you are talking about.

Law of the Alibi - If you tell the boss you were late for work because you had a flat tyre, the very next morning you will have a flat tyre.

Gerhard TR3A re-build progress report November 2009

Progress to date

1. Body back on chassis, lining up the panels and getting the gaps correct.
2. Engine stripped, cleaned and taken to engineering works for machining.
3. Received all the parts for the engine rebuild, i.e. new pistons and liners, bearings, timing chain, water pump, gaskets, etc.
4. Lots of parts on order from UK, including wiring harness.
5. Manifolds taken in for aluminium spraying.
6. Lots of part taken in for epoxy coating and cadmium plating.
7. Bought the paint and accessories for the final spray coat.
8. Etc. etc. etc. The rebuild continues.

Overhauled??!

The background of Gerhard's TR3A rebuild Part 1

I am certain that most of you have already watched the series Overhauled or one of those many car rebuild programs on Discovery and thought that it is so easy, you could tackle it yourself and what are these guys that rebuild a car on about. Some even wonder why it takes a couple of years to rebuild a car and are astounded to find out what is really involved in doing so.

Let me tell you my story. I bought a TR3A in running condition in June 2005, but knew that it is in need of a total rebuild. I have already rebuilt two TR7s, a FHC and a DHC, the yellow "Tweety on Steroids" V8 and know what I let myself into. I will write a couple of articles over the next couple of months about the rebuild and inform you of the process and what I have done thus far.





TRIUMPH SPORTS CAR CLUB NEWSLETTER

I had lots of fun driving the TR during the next 6 months and attended many outings with it, one being the MG club economy run where I did not feature too well, but enjoyed it nevertheless. I also attended the British Sports Car run to Franschoek in 2005. The TR had quite a lot of play on the steering and I knew that that was supposed to be like that. The gearbox also sometimes struggled to engage first gear. I then asked Mike Napoli to have take the TR for a drive and tell me what he thought of the gearbox. We drove the car and Mike said to me not to worry too much about the gearbox, but rather worry about the steering box, as it had too much play and was dangerous as it could just stop working anytime. I then took the car home and that was when my rebuild started, in December 2005.

Jamie's TR3 rebuild was nearing completion and he experienced problems with his cylinder head in that it had to be replaced. I then loaned him mine that we could complete his car for the 2006 national gathering in Hermanus.

I have included photos of my outings in my TR3A, the story continues.....

Delirious in the Desert by Dennis Cook

Do you remember when everyone was so concerned about Y2K and the effects of the millennium bug on our PC's and computer systems?? Who can believe that this was a decade ago, and we are now reaching the end of the first decade of the new millennium? It seems incredible how time can pass and I guess that few notice this as much as those of us who are undertaking a complete restoration of a TR; that always seems to take so much longer that ever was planned or hoped.

Jo and I have taken the opportunity of the Hajj holiday, where everything closes in Saudi Arabia for about 10 days, to spend some time with her family in Kuala Lumpur, Malaysia. It is really a pleasure to visit this vibrant city where our days seem to be spent enjoying a never ending selection of tasty and exciting new things to eat, as well as taking the opportunity to enjoy the genuine end of year sales in all the stores. Who cares about Dubai and their financial problems- take your wife to KL- it is truly a shopper's paradise.

Anyway this is by way of excuse for not having prepared much of an article for the monthly newsletter. Since, however, we are about to enter the Christmas season, I will try and pass on a few ideas for TR related motoring gifts.

The first gift which is free to all interested members is the opportunity to obtain a really good classic motoring journal which is put together by Moss motors media, and can be downloaded free of charge from :

<http://www.britishmotoring.net/>

Whilst the magazine covers the other classic marques which Moss deals with, there are many interesting Triumph and TR related articles and the nice thing about this website is that you can download all of the back issues in .pdf form to read at your leisure. I would suggest that you also take the opportunity to subscribe to the mailing list at the same time because you will then have early knowledge of any sales promotions. I recently took advantage of a 20% discount offer from Moss on all spares and accessories to pick up a few bits and pieces that I still required to finish off my TR3A. If you purchase your spares from the local agent in Cape Town, I hope that he is keeping you informed and passing these discounts on to you.

An interesting one that I came upon recently is a website where you can purchase a DVD which will give you a complete step-by-step guide to rebuilding your classic TR 3 engine and which will be suitable, of course, for all engines from TR 2 to TR4A. You can purchase the DVD which comes complete with a data sheet at the following website for GBP 15.95. Take advantage of the strong Rand which is temporarily making it more affordable for us to import parts for our old cars. The DVD is available from : <http://www.classiccareengines.co.uk/> if you want to brighten up the desk top of your PC you can download free screensavers of the Spitfire/GT6 range as well as the TR 2-3 cars at the website of <http://www.oldclassiccars.co.uk/screensaver.htm>. Since the files are about 1.5 MB, you will need to have a broadband connection.

Although we are so far away, we were pleased to receive the good news that a new chairman has stepped into the breach and we wish Tom and his committee lots of luck in steering the club to the future. Best wishes also to all

members and our old friends in Cape Town for a blessed Christmas; enjoyable summer motoring and a great start to the New Year.

Cheers from Dennis and Jo

Regalia

The sale of regalia after the AGM went very well, and we have decided to continue the sale of regalia at 20% discount into the New Year!! If you see it, buy it or it might be gone (like my new beanie I was going to buy!)

Don't forget we stock a wider range of goods including thermos flasks, insulated coffee mugs, beer mugs, red or beige caps, beanies and key rings. These will be displayed at the next noggin or if you prefer contact Gidion by e-mail or phone. ([snyman gidion@xsinet.co.za](mailto:snymangidion@xsinet.co.za) 076 427 6854).

More unusual pictures from the Cape classic Car Show



New York checker cab



T-bucket street rod



Cape Field Artillery pipe band



Ariel Atom

Some of the Triumphs on display at the Cape Classic Car Show



Provisional calendar

T S C C - 2010 CALENDAR			
DATE	PLACE	CONTACT PERSON	TIME
WED 20 JAN	Noggin - M M Club	Tom Dougan	7.30pm
SUN 24 JAN	Timour Hall - Show	Tom Dougan	
SAT/SUN 14/15 FEB	George Motor show	Tom Dougan	
WED 17 FEB	Noggin - M M Club		7.30 pm
SUN 28 FEB	RUN		
WED 17 MARCH	Noggin - M M Club		
SUN 28 MARCH	British Sports Car Tour	Jamie Hart	9.30 am
SUN 11 APRIL	RUN		
SAT 24 APRIL	Noggin - M M Club		10 am
SUN 9 MAY	RUN		
SAT 29 MAY	Noggin - M M Club		10 am
SUN 13 JUNE	RUN		
SAT 26 JUNE	Noggin - M M Club		10 am
SUN 11 JULY	RUN		
SAT 31 JULY	Noggin - M M Club		10 am
SUN 8 AUGUST	RUN		
SAT 28 AUGUST	Noggin - M M Club		10 am
SUN 12 SEPT	RUN		
24/25/26 SEPT W/E	Wheels and Whales	Hermanus/Jamie	
WED 20 OCTOBER	Noggin - M M Club		
SUN 31 OCTOBER	RUN		
WED 17 NOVEMBER	A G M		
SUN 28 NOV	YEAR END EVENT		

Where there is a blank for the organiser, we look forward to being inundated with volunteers!

Heard around Town

- As already mentioned in my editorial, we all send Margaret our very best wishes, may all go well.
- It appears the Davis fleet is undergoing changes. The newly rebuilt TR6 in shiny red is about to hit the streets thanks to Rod Mitchell's work on Geoff's injectors. In the meantime one of his 4A's is off to greener pastures!
- Jamie's TR6 has had surgery in the form of new injectors courtesy of the same Rod Mitchell. These are Bosch injectors with an adaptor to fit the Triumph manifold so that those pesky originality judges won't know! Initial feeling is the operation was a great success, there have been a few minor adjustments needed but a full report will be given soon.

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