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NEWSLETTER – May 2009

Chairman's Chat...

Here we are at the end of a pretty eventful month, the planet is still turning and we are all having great fun driving our Triumphs.

For those of you that still haven't returned your change of details form, please get them in as soon as possible. We will be sending out the newsletter this month based on the updated information so if you are not getting yours you probably know what the reason is!

We are now getting to that time of year when our cars are going to be driven less and less so in compensation we are trying to make it even more worthwhile to make the effort to come to noggins and month end runs. In this letter there are details of a visit to the Franschoek motor museum early next month. This is a different visit to the previous ones in that it will take place on a weekday and will be taken by the curator who will show us cars that are part of the reserve collection, plus the workshops and we will be allowed to start cars on request. There is a cover charge, which is not cheap, but it does include lunch in the price and will take about 3 hours before and after the lunch stop. The minimum number is 10 and the maximum 20 so we will open it to club members first but will later open it to other clubs on a first come first served basis.

The visit to Viglietti's went well, a few problems due to the change of date but we invited other car club members who really enjoyed themselves and we hope that we will be able to have more interclub activities in the future, I certainly feel that this is the way to go. Although many members might shudder at the thought, I certainly believe that the sum of a joint organisation would be greater than the sum of its parts. Most of our vehicles are no longer manufactured so in the normal course of events, natural attrition will reduce the number of vehicles on the road and numbers will decline as a result.

I had an interesting discussion recently with one of our new members who said I would probably be shocked at his intention to put a Toyota engine and gearbox into a GT6 to make it a daily driver. On the contrary, if it means there is another Triumph out there to attract interest it has to be a great idea. There are a number of Nissan/Mazda/Toyota cars in the club already and the feedback has always been positive. The difficulty in getting reliable Triumph spares already makes such a proposition worthwhile, the additional improvement in engineering alone make for a very positive change.



A very worthwhile benefit is that the specific power output per litre is very much higher in 2009 than it was in 1969. I remember driving a Vauxhall Corsa on a trip to UK which had a smaller engine than my then Spitfire, did 70mph comfortably on a freeway and averaged nearly 50mpg, a 30% improvement on the best Spitfire figures when new! Features such as a 5 speed box compare very well with the overdrives many of us use to get better gearings. Having just worked on my TR3 box, I can certainly see why Laycock went out of business compared with the ease of using a modern 5 or 6 speed box! If I could find a good 5 speed box that fitted on to the 4 cylinder TR engine and was available here in South Africa, I would certainly use that in preference to an overdrive on my TR4 rebuild.

On a closing note, the most important thing is we keep our Triumphs on the road and enjoying driving them. If that means Ford or whoever's engine it might be, transmissions and whatever goes with it, then so be it. Sorry to give the originality boys such a hard time, the roads of 2009 are a very different place to those of UK in the sixties so let us move with the times.

On a very sad note, I would like to offer the club's condolences to "honorary" member Jack Cramp on the sudden loss of his wife Jenny. Our thoughts are with you and your family at this very sad time.

Have a great month's driving. See you all at a meeting soon.

Jamie

Editorial

It is with sadness and regret that I have to inform you that I will no longer be serving as your editor, and once my GT6 is sold I shall no longer be a member of the Triumph Club. I leave for England on 8th May where I will work as a carer again, this time for 5 months. I need the dosh, so I can afford to come back to this fair country and buy myself a decent place to live. Tim is no longer treasurer of the club. He has handed over to Tom and Anne Dougan.

The GT6 is still at Bradleys Classics having a wheel bearing replaced which is rather inconvenient. I haven't been able to drive her for a month now! Apparently Nic Paxinos is busy re-boring the offending item, and I have no idea when she will be ready or indeed if I will be able to drive her again before I leave next Friday. I'm more than a bit fed up and there's nothing I can do about it which is very frustrating. If she's not ready in time, then Tim will have to take care of the sale for me. I put an ad on Gumtree and had a couple of enquiries, including one from a chap who wanted to make 4 payments and collect the car after two of them had gone through. He told me he has purchased all of his car collection by this method. I'm not happy with this as I want to sort out my finances before I leave the country. He hasn't contacted me in the last week, so perhaps he's changed his mind, so there's still hope for young Mr. Sanderson, please note.

It has been my pleasure to serve as your editor for the past few years. I do hope you manage to find a suitable replacement. Thank you to all members of the club who have made me feel welcome. I have many fond memories of outings and trips we've taken together as well as the famous nationals I took part in and also helped on the committee. It was a challenge and great fun too. I'm wondering what to do with all the Regalia I've bought over the years? Anyone interested please let me know.

Bye for now, perhaps you will see me at your end of year do. . .

Ed

Report back - Month end run to Dixie's, Glencairn by Jamie Hart

Because of the numerous holidays this month, we tried something a little different but to a venue we had enjoyed before. Rather than having a run and ending up at Dixie's for breakfast, we met up at the venue and then Peter du Sautoy took those that wanted on a run to the end of the peninsula after breakfast.





A total of 23 members and guests turned out for a really good breakfast and the cars made for a lovely sight with False Bay as a backdrop. The mist that had made our run there less than exciting finally burnt off to leave a beautiful Cape autumn day.

The Somerset West contingent of 5 cars met at the N2 Ultra City and had a very foggy run along Baden Powell drive, Boyes drive and then on to Glencairn. It would have been a lovely view but for the fog! It was so cold that on the way down Baden Powell past the sea that the instruments in my TR6 started to fog up, not that we

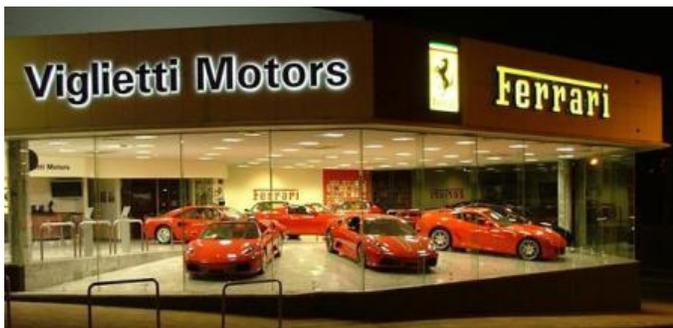
could go that fast anyway! Fortunately the sun broke through just as we were going through Fish Hoek to leave us with a lovely end to the run.

Hopefully every one enjoyed themselves and many thanks to Dale Jacobs and Neil for making the arrangements.



[Report back - April noggin visit to Viglietti's by Ronan Sanderson](#)

Many of us have dreamt, some more than others, but most boys and even men have dreamt of one day owning a Ferrari sports car.



I remember as a teenager reading a CAR magazine article about 7 brothers (and a few sisters) that started a car business in the lower end of Woodstock from humble beginnings, focussing primarily on Italian cars (Lancia, Alfa, Fiat, Ferrari, Maserati, etc) and landed up being the Ferrari agents for South Africa. Since then I must have read the same article numerous times, little did I know at the time that I would one day be invited to tour their facilities, let alone shake the hand and meet one of the seven brothers face to face.

So it was with much anticipation that the TSCC's second visit to Viglietti finally took place on Thursday 16 April 2009, the first visit having taken place some 6 or 7 years ago.

Hosted by the current CEO of Viglietti, Gabriele Viglietti (Gabe), we were given a brief history of Viglietti in the main Ferrari showroom and then taken on a tour of their facilities.

Not many realise that Viglietti was, and to an extent still is, a family business (seven brothers in fine Italian 'style') which was started in 1973 by brothers Luigi & Ferdinando Viglietti, later Giuseppe, Giovanni, Franco, Gabriele, Carlo and most recently (10 years ago) nephews Vito Viglietti & Reinhart Schwendinger joined the firm. So the Viglietti's have been caring for famous Italian cars locally for nearly 35 years.

With the history lesson complete, we were taken through to the workshop. What a sight greeted us, there were Ferrari's and Maserati's of all ages, from the latest to some of the oldest. There were even some odd looking white car 'packages', on enquiry we were told that most of the Ferrari's are shipped from Italy with



Some of the vehicles found in the workshop included a Ferrari 308, a racing spec 355, 2 Dinors, numerous 599 GTBs and a host of F430s, amongst others – not forgetting the odd Maserati.

Of particular interest were the latest Ferrari 599 GTB Fiorano and 430 Scuderia models that had recently arrived. One of each model car was opened and we were allowed to check inside, a model of each was then started by Gabe, which sounded like music to a Ferrari enthusiast ear.



*Just for interest, the all-aluminium two-seater front engined **Ferrari 599 GTB Fioranois**, with a price tag of R6 million, is equipped with a hand built 611bhp Ferrari Enzo-derived 5,999cc V12,*



which together with its new generation F1 gearbox, guaranteeing shifts in just 100 milliseconds, allows the car to sprint from 0 to 62 mph in an astonishing 3.7 seconds and boasts a top speed in excess of 205 mph. The letters GTB stand for Gran Turismo Berlinetta, named after the most famous Ferrari berlinettas ever built and the word Fiorano, named after the famous private track Ferrari use to hone its F1 and road cars.

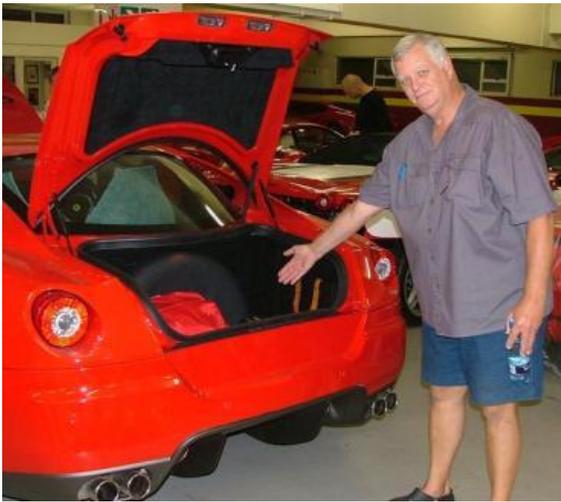
*Michael Schumacher was actively involved in the development of the **Ferrari 430 Scuderia**, putting to good use the years of F1*

experience that have made him a legend. The mid engined 430 Scuderia, with a price tag of R4.5 million, is equipped with a 4,308 cc V8 engine boasting 20 bhp more than the standard F430 (503 bhp vs 483 bhp at 8500 rpm) while shaving 100 kg (220 lb) off the dry weight. That is sufficient to guarantee the kind of performance that makes the 430 Scuderia a milestone in Ferrari's lengthy line of V8 berlinettas. The 430 Scuderia is, in fact, virtually on a par with the Enzo Ferrari supercar, with a 0-62 mph acceleration in under 3.6 seconds, a top speed of 320 km/h (198 mph) and, most significantly, a Fiorano lap time of 1'25" - the same as the 2003 Enzo.



From the upper workshop facility, we were taken down to the lower storage area, where we were shown a fully functional Formula One Ferrari, previously raced by Jean Alesi, but now owned by a Johannesburg businessman. The car, which was raced in F1, but never won a race, was originally purchased as a running F1 car for an amount of R4 million by the current owner, today the car is reportedly worth some R20 million. The car, which is rarely started, requires a special procedure to be followed, including heating the engine oil, before it can be started.

While some of us were trying to work out just how much the vast collection of Ferrari's and Maserati's housed in this facility were worth, Peter Inskip was trying to figure out just how his golf clubs would fit into boot of the Ferrari 599. Peter, I hate to have to be the one to inform you, but I doubt whether they would fit into the Triumph either.



Some of the other vehicles found between the stored cars, was a classic V8 engined, 4 seater, left hand drive Ferrari, which had recently been sold to an overseas investor and was due to leave the country soon.



In one of the corners of the storage facility, we found a Maserati that had recently been modified by its owner, while he was attempting to cross a kerb at high speed. The Maserati's suspension had been damaged extensively and was in the process of being replaced.

Some of the visitors then also browsed through the lower Maserati showroom, which is housed next to the storage area.

On the previous visit to Viglietti, we were also shown a very interesting engineering shop. So when we enquired about the engineering shop, Gabe informed us that the facility had been scaled down considerably, due to the retirement of 2 of the Viglietti brothers and also due to the small amount of engineering work that was generated in house. Although Gabe did say that some engineering work was now outsourced, he did mention that due to the high technical nature of the latest generation Ferrari engines, if an engine was not repairable in the local facility, that the engines were normally shipped back to Italy to be repaired.

With our minds boggled by the items seen, we made our way back to the main Ferrari showroom, where we thanked our host for a most enjoyable and entertaining evening, while some of the visitors enjoyed a glass of wine at the bar.



Before departing, and simply out of interest, we asked our host what type of car he drove, expecting the answer to be Maserati or Ferrari – the answer, an Alfa of course.....and not any Alfa, a diesel one at that!

Forthcoming Events:

Noggin Wednesday 20 May

Venue: Multi club

Bring and braai at the clubhouse 7.30pm. Committee meeting at 6.30pm.

Month end run to Kleinmond-Sunday 31st May

Now for the other side of False Bay! Tom and Anne have found a lovely place overlooking the harbour that serves a great breakfast! The run there is also one of the best in the Cape, there is also a plan B if the weather is appalling!

Please meet at the N2 Engen (eastbound) at 8.45 am for a 9.00 departure. For those coming please ring Tom or Anne at 021 852 1589.

Curator's tour of the Franschoek Motor Museum 5th June

Tom has organised for this tour of the museum which includes many areas not normally seen by the public including the workshops.

Meet at the Museum at 10.15 for a 10.30 start, price is R220 which includes lunch at the Museum restaurant. Please come in your Triumph if at all possible!

Please ring Tom at 021 852 1589 to book your place, the minimum is 10 and maximum 20. We are inviting other clubs as well but Triumph club members will get preferential bookings **BEFORE** Monday 18th May, thereafter first come first served!

Noggin Wednesday 17 June

Venue: Multi club

Advance warning for this one but should be a real goody. Koos Swanepoel of great motor racing fame will be giving us a talk on his track days including racing Triumphs! Let us make this an evening to remember!!

Garden Route Classics by Peter du Sautoy

During a recent tour of the Garden Route, occasioned by a visit from German relatives, it was impossible to resist the temptation to make diversions to a couple of known classic car dealers. There was no thought of spending money but just to drool over what is on offer is something enthusiasts always enjoy doing.

At Frost Brothers in Knysna the offerings ranged from Mini to Rolls Royce and included three TR's. There was a very nice blue/gray TR3A as well as a red TR4A with Surrey top and Gauteng number plates and in excellent condition. The third TR was a British Racing green TR5 soft top (Yes TR5) with black interior and new paint job. It has twin Stromberg carburettors which indicates that it is the car once owned by the late Jerry Van Straaten of Swellendam who was known to the Cape Town Triumph Club

No prices were available as Norman Frost was not in and the young fellow looking after the office did not have the information.

The second dealer visited was in Sedgefield right on the N2. The name is "Sedgefield Classic Cars CC" and they had a large stock of classic vehicles on display. Clearly visible from the main road was a red Stag and a mark 1, 2000. The Stag is an automatic model with a price tag of R75000 and the 2000 an unusual lime green colour.

Even more interesting was a beautiful royal blue TR2 in a workshop at the back, in concourse condition! It was not for sale and belongs to a gentleman from Swaziland who turned out to be the father of one of the owners of the business. He had bought it from a dealer in Edenvale, Johannesburg recently, and had driven it all the way to Sedgefield. He was having his son check it out before driving it back to Swaziland, he said that he had been in touch with the Johannesburg TSCC and had received "the forms".

Delirious in the desert May 2009

I was interested to read Geoff's report on the value of TR's being sold by CT dealers. For those who have recently had to purchase any substantial quantity of spare parts from overseas, or have had body restoration and paint work done locally, it should be realized that the price of a restored TR has to be significantly higher than current asking prices. Our classic cars have tended to reflect values similar to that being asked in the UK market and looking at the prices being asked by some of the well known classic car dealers in the UK it is apparent that the going price for a restored TR3 /3A or 4/4A is around GBP 20,000. In fact one dealer is advertising a nicely restored silver covered 3A for GBP 39,999, more than R 600,000-go figure. I would believe that a realistic value for a side screen which achieves Gold medal at the concourse should be in excess of R 250,000. For comparison I tried to find other current asking prices in South Africa; recently there was a TR3 A advertised in motor trader for R 229,000 which I thought was a bit excessive judging the condition from the photographs of the car. I have always thought that Frost Brothers in Knysna was a good indication of high end market prices and I see that he has a TR 3A on offer at R 170,000 for a car that looks quite clean from the photographs but it is not trimmed very authentically, is missing the front bumper and has yet to have the weather equipment fitted; thus substantiating the value of a good one at over R 200,000. In my browsing I came across a website of which I was not previously aware who is advertising a turquoise TR3 for R 120,000. The picture is a little small to see much detail, but it looks quite a clean motor car and I would say that if you are looking to buy a side screen this is a bargain price and certainly cheaper than undertaking a full restoration.

The website of this part time dealer, based out in Tarlton on the West Rand, for those of you who might want to browse it as it contains some quite interesting articles and views is <http://www.clarksonsclassiccars.co.za/> .

As you guys have finally had to relinquish nature's grip on what seems to have been a spectacular summer, we are entering the first of the really hot months here, with temperatures already reaching 40 degrees C. Last weekend was the Bahrain F1 GP and instead of having to deal with the Asian monsoons, contenders had to deal with the dust and the heat. Since this will probably be the last year that I will be in the region during the staging of the Bahrain GP, I had considered taking the opportunity to go and watch the cream of motor racing in action as it seems unlikely that South Africa will ever get back onto the F1 calendar. Compared to the upcoming GP in Abu Dhabi, tickets are relatively affordable ranging from US \$ 120 to US\$ 375 for the main grandstand. When we sat down, however, to consider the cost, with 2 of the cheapest tickets at nearly R 2,000; added to which the cost of getting an exit visa in our passports just to be able to cross the border at another R 2,000 and the cost of crossing the causeway between Saudi Arabia and Bahrain, bringing the total for the one day excursion to about R 4,500 I had to reluctantly decide that we could not justify the cost and should put the money to better use.

Looking at the F1 calendar one realizes just how much things have changed from earlier years when the circus primarily toured Europe and the outposts of the British Empire. With the shifting in the economic power we now see races taking place in Asia; the China, Malaysia, Singapore; Turkey and of course the middle East. Undoubtedly money talks in this prestigious of sports. You will probably know that Abu Dhabi in the oil rich United Arab Emirates will be staging its first F1 race in November. Tickets for the best grandstand positions have long been sold out, and with prices ranging between US\$ 340 and US\$ 579 it is obvious that the rich and powerful in the region will be supporting this event. (The *cheapest ticket will set you back some R 3,000*)

Anyway back to the Bahrain GP; Jensen Button seems set to continue his winning streak. I guess one can say that he has served his apprenticeship, because he is still relatively young at 27, and it took 113 F1 races for him to get his first win in Hungary in 2006. I remember Murray Walker, that renowned English commentator, used to get terribly excited and even tongue tied about Button in his early career years back in 2000/2001, convinced that this was a future British world champion. It seemed to me that he was desperately trying to find a replacement in his mind for Damon Hill. Button however seemed destined to be one of those drivers with much promise that would never quite come to fruition. Further success eluded Button, until suddenly this year everything has changed for him in the most remarkable way, with Honda withdrawing from F1. The buyout by Ross Brawn and signing of Button and Barrichello has given him a remarkable change of fortune. Button led the Australian GP from start to finish to win ahead of his teammate- and went on to win the Malaysian GP in driving rain and very difficult driving conditions. A third place in the Chinese GP preceded his win in Bahrain, placing him in a very competitive position to win the

championship at this early stage. Perhaps we will indeed see another British world champion at the end of this year. (Has Lewis Hamilton become a pariah?)

For us this month is the exciting anticipation of preparing to travel home for a short vacation as I have to attend to some personal business. Each month I have read with envy of the club outings and the interesting places that have been visited but when I saw that there was an outing planned to Plettenberg Bay to meet up with the guys from PE and Border centres, decided to schedule my dates to allow us to participate in that event. The TR 6 has been in a workshop for the past six months for some major work, receiving a refurbished fuel metering unit, new bearings fitted to the rear drive shafts as well as a new clutch, but I am hoping that it will be back on the road in good shape in time for the June outing. I guess that the winter weather will mean that we will have to travel top up but that will not lessen the fun. Till then... Cheers from a dry and dusty Saudi Arabia.

Dennis

Tri-Ads

For Sale

- GT6 - 1973 mimosa yellow, in good condition. Price - R60, 000 onco. Contact Eileen Cruise on 082 560 2589 or 021 558 4632

Correspondence

Dear fellow petrol heads and classic car lovers

Charles Murray Memorial Day – 10 May 2009

As members of the Jaguar / Lancia / MG / Triumph / MX6 club, you are invited to join us at a very special, new-look Charles Murray Memorial Day. In affectionate honour of the late Charles Murray, a popular and enthusiastic chairman of the Cape Alfa Romeo Club (who was tragically killed in a car accident), we are applying a new formula to the day to breathe new life into it. And of course keep it alive by making a very expensive day affordable through numbers. We trust that Charles would approve.

We believe that classics (and a few modern classics) from fellow Multi-Club enthusiasts from your clubs will spice up the day adding interest to the pit lane with some different cars to look at and interesting conversation with some fellow petrol heads from our sister classic clubs. On the day, according to number of entries and vehicle types, vehicles will be allocated to appropriate sessions to ensure maximum track time, with similar vehicles.

Making things even more interesting will be a very informal inter-club “**Car of the Day**” competition, trophies being kindly donated by Western Province Motor Club, for the winners. Also on the agenda will be a **lucky draw** between the participants for the **prize** of one Year’s **free membership** to WPMC also kindly donated by the good folks at Killarney. Many thanks to Brian Smith, re-elected Chairman of WPMC, whom we are proud to have as a member of our club.

There will be a catering caravan on site from about 10.30 to keep your energy levels up to standard.

Formalities on the day:

Cost per driver: R200.00 (The track will be open from approx 10.30 for the entire day, closed over lunch)

Cost per passenger: R50.00

Registration & Scrutineering: 8.30am – 10.30am ONLY – No late registrations

After registration there will be a compulsory driver’s briefing, followed by a short period of instruction for first timers or those who would like a refresher

Open topped vehicles: Open topped vehicles are welcome – please be aware and accept that there is always a higher element of risk with such a vehicle. Convertibles will run in their own sessions or with slower cars, and drivers will be expected to sign an additional indemnity.

ONLY VEHICLES OF THE APPROPRIATE MARQUES WILL BE ALLOWED.

On arrival – please enter the pits, and drive towards the scrutineering garages (on the corner at the start of the main straight) we will guide you from there on.

If you haven't already done so – please assign a spokesman from your club to assist Stephen with communications and arrangements on the day. It would also be great if you could indicate approximate number of participants from your club up front to aid planning.

For your safety and enjoyment:

- Please ensure:
 - ✓ Oil fresh and full (important for high cornering speeds)
 - ✓ Brake fluid not more than 2 years old (or it could boil & leave you with no brakes – often on the next session...!)
 - ✓ Newish (not new) brake pads
 - ✓ Tyre pressures harder than usual
 - ✓ Absolutely no oil (or other) leaks!!
 - ✓ No loose items in car, boot or engine bay. Check that battery!! & your wheel nuts!!!
 - ✓ Secure seats and seat belts

- ✓ You bring a crash helmet
- ✓ Wear non-synthetic clothing, long pants and sleeves (in case of fire – highly unlikely but let's be safe)
- ✓ ABSOLUTELY 0% alcohol in blood (and stomach!)
 - Drivers briefing is compulsory for drivers
 - Late arrival and registration ONLY BY PRIOR ARRANGEMENT - Stephen also insists on track time!! (He's funny that way...)
 - Training sessions will be available for new timers to learn braking points, turn in points, apexes
 - NO OVERTAKING IN CORNERS (You *will* be black flagged)
 - MOVE OVER IF YOU'RE HOLDING SOMEONE UP – ESPECIALLY THROUGH CORNERS!
 - **KEEP RIGHT – PASS LEFT!!!** (Just like on the N1!!)

For the sceptics: Please note that this is a track day, not a race day. It is an event designed for you to enjoy and get to know your classic (or modern classic!) under safe and controlled conditions – you and your car are at less risk than on a public road. (No taxis, no roadworks, everyone going in the same direction, with strict control & safety measures). You are free to go at your own pace. And there is minimal wear and tear on your car & tyres (Unless you're *really* pushing hard). Follow and practice what your instructor tells you and you will be a better driver at the end of the day.

For more details contact Stephen – preferably at home (i.e. after hours) on 021 903 4422 or 0827776196.

Come and enjoy the day with us – we hope to see you there in your CLASSIC!

Stephen Wearne

BIRTHDAY CHEER!

Tom Dougan recently sent me the updated Member's List but it doesn't have birthdays on it, so I'm still working from a hand written list that I put together a few years ago which may well be out of date now. The 3 people that I do have down as having birthdays this month are apparently no longer members. So if you are a new member and will be celebrating your birthday in the merry month of May, then let me wish you many happy returns of the day. May you have a Triumphant year ahead of you. Ed.

EVENTS CALENDAR 2009 – TRIUMPH SPORTS CAR CLUB CAPE TOWN

DATE	EVENT	ORGANISER
10TH MAY	MEMORIAL TRACK DAY AT KILLARNEY	ALFA CLUB
20TH MAY	BRING AND BRAAI	Volunteer required
31ST MAY	MONTH END RUN	Tom Dougan
5TH JUNE	FRANSCHHOEK MUSEUM	Tom Dougan
12 - 16 JUNE	PLETT WEEKEND	JH / BORDER
17TH JUNE	KOOSIE SWANEOPOEL	Jamie Hart
28TH JUNE	MONTH END RUN	Volunteer required
15TH JULY	NOGGIN	Volunteer required
26TH JULY	MONTH END RUN	Peter du Sautoy
19TH AUGUST	NOGGIN	Volunteer required
30TH AUGUST	GO CARTING CHALLENGE	Tim Cruise
16TH SEPT	NOGGIN	Volunteer required
26/27 SEPT	HERMANUS WHEELS AND WHALES	Jamie Hart
21ST OCT	NOGGIN	Volunteer required
31/1 NOV	WORCESTER WHEELS + AWAY	Jamie Hart
18TH NOV	AGM	Triumph Committee
15TH NOV	BRITISH SPORTS CAR TOUR	JH BARN@RIEBECK
28TH NOV	YEAR END FUNCTION	Triumph Committee

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

Website – www.capetriumph.za.org



**Four and a half Triumphs – remembering that triumph is now owned by BMW
Some of the members that continued on the scenic run after breakfast at Dixies**