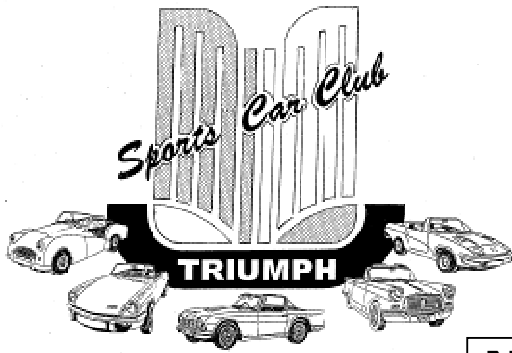


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## NEWSLETTER – May 2010

### Chairman's Chat

The weather may be cooling off but fortunately not for club events. April saw a beautiful Sunday morning Peninsula run organised by Neil Cameron which included five visitors. A couple of weeks later we had the first Saturday noggin of the winter schedule, again in glorious sunshine. It was a delight to see some of our more senior members there and a big thank you to Richard Graham for his presentation (see inside). Meantime the Vorster's and Cooks have just returned from the Nationals (again see inside) and so in short, April has been a productive month for our club.

As we face the cooler months I hope we can maintain the momentum of the Saturday morning noggin which now gives us, along with the monthly run, two opportunities to use our cars as a club which has to be a good thing.



*In all we had 10 Triumphs in attendance for our first Saturday winter noggin*

I am interested to hear the reports on the concours event at Nationals so that we can plan for our event at the end of November. We will also be having a Pride of Ownership event which is significantly different from concours and guidelines will be published soon to assist in the preparation of your cars. Don't feel you have to wait, get cracking now even on the little jobs! Concours and Pride of Ownership both serve as great motivators to present the cars in their best light and so the standard of club cars goes up – job done, except that we are going to have some fun doing it.

Recently, we only had two cars go to the Nationals in Northern Drakensberg. I know it is a long way and it seems most of us didn't find that appealing for one reason or other. However, 2012 is being hosted by the Port Elizabeth centre and will take place somewhere along the Garden Route which is not only accessible but also a great drive. I think this could be a super trip and I would love to see a good contingent from our centre head off to this event. Details will be published when known.

Finally, but by no means least, now the buzz of events has calmed down Jamie, our capable editor would appreciate any article, technical tips, snippets or just plain gossip. His contact details are in this publication.

And last but not least an apology: Sorry to new members, Rainer and Shaye Poewe for misspelling your surname in my last Chat. My only excuse is that 'L' sits below 'P' on the keyboard!

Drive safely (and soberly).

Tom

## Editor's desk

It seems as if quite a few people appreciated some of my comments about road safety last month, and the lack of proper enforcement, so maybe it is worth getting hot under the collar about things one feels passionate about! Coming back from Newlands on Friday night it was great to see the Cape is doing something about safety. There was a huge roadblock at the traffic centre near the airport and several worthy "manne" felt they could use the yellow lanes to jump the queue. All of a sudden there were several CCT registered unmarked Golf's that sprouted blue lights and hauled the offenders off, long may this last! Having had one of our politicians caught in the same way, maybe, just maybe there is some steel coming back into law enforcement in the Western Cape.

Elsewhere you will read about the success of first winter noggin, well done to all those concerned and I am delighted that there was such a good attendance, especially of those members who find the evenings a bit of a problem. Talking with Gerhard after his return from the National gathering, he was amazed at the number of new members that were there for the first time. Although we were not too well represented at this event, the next one is in PE / Border so let us get all our cars together and show every one how much we enjoy our cars in the Cape!

On a final note, this is your newsletter not only mine, I really would appreciate some input from all of you even if it is only in the "Heard around town" section. Many thanks for Dennis's report on Nationals, I have included it in its entirety as it is so topical.

## Forthcoming Events - Please diarise!

### Monthly Run - Sunday 16<sup>th</sup> May

This is a breakfast run organised by Gerhard and Suzette Vorster which will start at the north bound Engen services on the N1 and meander through the winelands finishing with a breakfast at Avontuur Wine Estate on the R44. Soak up the views and see the thoroughbred horses on the estate.

We were going to have this run on the 9<sup>th</sup> but realised that it was Mother's Day and that many might want to be with their families instead of their Triumphs! Plus we might have to compete with everyone for service at a premium price!

Timings will be notified by SMS a few days in advance. **Please contact Gerhard on 082 907 8011 by the 10<sup>th</sup> May latest to confirm your attendance.**

### Month end noggin - Saturday 29<sup>th</sup> May

'One man and his car' - All things being equal, we hope that Peter du Sautoy will be well enough to give his talk that was postponed due to illness from last month. We do have a plan B but we really hope Peter will be firing on all cylinders by then!

### Monthly Run - Sun 13th June

Organiser Laurie Gleeson

### Monthly Run - Sun 11th July

Organiser Neil Draycott - This will be a breakfast run as it is World Cup final day.

### Month end Noggin - Sat 31st July

'One man and his car' - Malcolm Uytenbogaardt and his Spitfire

## Report back

### Monthly run - Cape Farmhouse restaurant - 11 April

We all met up at the Constantia Village Shopping Centre on a beautiful autumn day.

Meeting up with us were 2 visitors from South Australia, Tony and Phyllis Tutter, who are Australian Triumph club members, they were accompanied by their relatives, John Hall and Chris Shields, who live in Cape Town. New member Eddie Hughes was also in attendance, accompanied by Steve Hutchinson who is a 'Harley man' (shame – ed).

On leaving the Constantia Village Shopping Centre we proceeded over Constantia Neck, down into Hout Bay and over Chapmans Peak, with it's delightful views. We then travelled through Noordhoek, over Black Hill towards Red Hill (Simonstown). Finally stopping at the Cape Farmhouse restaurant, which is en route to Cape Point.

Tom and Anne, who had gotten lost on the way, finally joined us.

A pleasant breakfast, with enjoyable company, in pleasant surroundings, was had 23 people and 10 Triumphs.

### April noggin Richard Graham's TR6 - 24 April

We finally managed it! After much discussion we had our first Saturday morning noggin marking the beginning of the 'winter programme'. On a bright sunny morning ten Triumphs were lined up in the car park of the clubhouse (including Ricky the Herald) and we had an interesting noggin for several reasons. A number of our more senior members managed along, Des Rudolph, Marion Went, Nic Paxinos and Margaret Young enjoyed the day and it is always a pleasure to see Brian and Sheila Maggs.



*I'm telling you what – that TR5 of mine .....*

It was a pleasure to see owners in the car park discussing the trials of ownership and swapping hints and tips.

The fine weather helped but it was good to see this format work so well on its first trial and it was gratifying to see the classics actually at a noggin.



*Richard with his much travelled TR6*

Bacon rolls and coffee started off the day where the main event was Richard Graham describing his ownership of his TR6. The relationship between man and car has endured for almost 30 years across several countries and as Richard does all his own maintenance he had a good story to tell. Thank you Richard for stepping in at short notice to replace Peter Du Sautoy, who was unable to manage through illness.



*Richard's 'brag' board in his boot*



## Nationals Diary by Dennis Cook

The small Cape Town contingent of Cook family (TR6) and Vorster Family (TR 8) set off on 21 April from the usual meeting point, the Orchard farm stall on 21 April. Fortunately there was no mist and we had no trouble finding the place, so I have handed the dipstick back to Gerhard and Jamie (cheeky sod). Tom and Anne as well as Nikki and Miem Booysen arrived to wish us a warm bon voyage. Nikki had intended to accompany us in his TR 7 but had to regretfully withdraw because he had to start chemotherapy treatment before we would arrive back. We are sure that you will join us in praying for success in his treatment and a return to good health.



We motored down the Garden Route, entering the Karoo, past the quaint little mission town of Zuurbraak and over the spectacular Tradouw pass. We stopped for lunch in Ladismith, at a café which faced an interesting junk shop with an old 1950's pedal car on display, and could not resist browsing a while before the next long leg of the journey which was through Oudtshoorn to De Rust, which had been our first night stopover for the previous nationals. I was beginning to experience some fuel problems with the TR 6 that would plague me for a while, in spite of the fact that the day was relatively cool; about which more later. A sociable braai was finished off with some of the area's best De Krans Port; both of which probably accounted for the good night's rest that we enjoyed.

Before we set off the next morning there was a heavy downpour as a cold front moved in the direction that we would be heading. Heinz and Paula Koncki had left George in his beautifully prepared TR 4 A to meet up with us at De Rust and join us for the journey; and became our stalwart companions both on the way up and back. We stopped for a brunch in the little town of Aberdeen. Yes, Tom- you will find many familiar names as the Scots were fervent missionaries during the 19th century. I have often thought that the Boers and the Scots got on so well in those early days because of the fact that Scots could pronounce the guttural G (think Loch) and that both disliked the English. (Note that I said in those early days, so please do not interpret any antipathy towards the Brits). We over-nighted at Aliwal North and noted that some of the PE team was accommodated in a nearby establishment, although we did not see much of them.

Our first stop on Day 3 to refuel was at Wepener. We pulled up at the welcoming Wepener "Tourist Garage", intent on having coffee and refuelling the cars, as well as pumping bilges, only to be told "no coffee, no fuel, no power" but ever optimistic we drove into the little town and found that the whole town was without power. We set off again on a nightmare journey of more than 100 km of deeply potholed road taking us to Ladybrand. At times it was difficult to find a thread of tar to negotiate around the holes, some of which would be more accurately called dongas. Speeds slowed to about 70-80 km a lot of the way. Poor Heinz's TR 4 A took a rock on the roof, thrown up by a passing truck. It was fortunate that he had the steel panel for the Surrey top in place and even more fortunate that it did not hit the windscreen, because it was about the size of a fist and would have shattered the screen for sure. Our cars incurred a number of stone chips to the paintwork that would eventually count against us in the concourse. Shortly after this we had to stop because Heinz was experiencing some vagueness in the TR 4A steering, but it was traced to the nut behind the steering wheel!

We took a welcome break for brunch at The Old Coffee Shop (1897) in Ladybrand whose display backboard warned seriously of the best coffee in the district, and enjoyed a gourmet breakfast (Haddock and Smoked salmon omelette; Bacon and Avocado etc) rather than the hearty farmhouse which was to characterise our days both travelling to and from the nationals. Having been away in the desert kingdom for almost a year I had looked forward to bacon sausage and eggs but I found that eating this every day it can begin to lose its attraction. The weary trio arrived finally in Drakensville about 5 pm, to a welcome from Dot Gibbons of the Pretoria club, and an interesting goody bag. Notable for this year's gathering was a really good quality golf shirt which you will not get to see very often for the rest of this year as there are only 2 in Cape Town! A welcoming braai had been arranged and, because it was colder than had been expected, everyone took place at tables inside the hall that we would use several times over the weekend. Our

President Alan Grant expressed the view that this was a great way to start the gathering because people just took a seat at a table and immediately started getting to know and chat to others. I thoroughly enjoyed this evening because of the wonderful opportunity to greet and talk to many old friends. One was described the braai as “cold meat and salads”, but then National Gatherings are generally not characterised by exceptional food.

The first day of the gathering, Saturday 24 the April, had been set aside for washing cars and a visit to the Sterkfontein Power Station; unfortunately the numbers were limited and less than 1/3 of the people were able to visit and enjoy what I was told was a very enlightening visit. Before one could enter the power station, everyone was required to take a breathalyser test for safety reasons. To show how congenial the welcoming braai must have been, my neighbour (nameless) failed the test at 9 am the next morning ☺. Sadly for those of us who did not have a garage or a carport the cleaning of the cars had to take place in intermittent rain although it did clear up in the late afternoon and we had no more rain until the morning of our departure. In fact the weather on the weekend was pleasant, warm and invited open top motoring. The evening was rounded off by a hamburger and chips and cabaret presentation by various club members. Those who know Rudi Venter might be surprised to know that he is a maestro with the harmonica.

Sunday was a fully packed day- concourse in the morning until well after lunchtime, followed by the driving test at 1 pm, the BGM at 5 pm; after which everyone was free to make their own evening arrangements. There were some 95 Triumphs and 180 people at the gathering although I think that the number that entered Concourses was less than 60. Eddie Steele had split the task of judging into manageable chunks well before the gathering, to ensure that it did not take too long. Whether you participate in the concourse or just spectate, the Concourses does give you a wonderful opportunity to look at some of the best cars in the club. Alan Grant, Club President, turned up in 2 x TR 3's- his wife Jenny driving the green racing TR 3, and Alan his newly restored black TR 3. Have you ever been moved by a beautiful violin symphony?? If you have, you will understand the feeling when viewing this beautiful black TR 3. It is truly one of the best restored sports cars I have ever seen, and we have seen quite a number of great TR3's in our globe over the years. Alan owned this same car when first he met his wife 40 years ago. It was a daily transport for many years, although in the years I spent in Johannesburg the car had been put aside with a plan to restore it, and restore it he has. In the final judging for originality and cleanliness it achieved a score of 98 %- the highest ever achieved in the clubs De' Etat Concourses. I have mentioned the fuel problems that I had been experiencing- during the Concourses the judges had started my TR 6 at least 3 times, but when time came to remove the car it would not start. It soon became apparent that the fuel pumps not receiving power, and John Dobbins diagnosed a faulty inertia switch; designed to cut off the fuel pump in case you turn the car over. We shorted the wires and the fuel problem was cured.



*Alan Grant with his newly restored TR3*

The driving tests later in the afternoon included one of the most diabolical test that we have yet seen; designed to ensure that no one tore up the lawn; with slow speeds that included having to drive over a tennis ball with a front wheel on the way in and away back, as well as the devious tennis ball on a plate that we first saw introduced at Hermanus. The second test was a more manageable affair, through the pylons forward and reverse, run by Harry Fairley. Our Club First lady Suzette, was a credit to the centre as she knows how to handle the TR 7 V8, but was beaten by a young lady, Eleanor Fourie in a beautiful red Spitfire that also that achieved gold in the Concourses.

David Blair, KZN Chairman, had not only provided us with a high pressure cleaner and vacuum, but rounded up the strays to join his large contingent for a bring and braai in the evening. David, is a very eager member of the club and has achieved remarkable things for his centre; growing their membership to some 130. Naturally, being so close to home he also had the largest number of attendees. It was a great evening spent with guys who have a lovely spirit. We left, reasonably sober, after David had demonstrated his capability with the bagpipes, although it seems that we missed the pole dancer and ladies climbing on the roof that followed. Jo and I shared a house with old friends Chris and Sandi Buckley who are now running a very successful lodge on Lake Malawi. Our undoing on the evening came



about because some friends and neighbours from the PE Club were lying in wait and insisted on our being sociable, and on helping them finish a bottle of Scotch and some awful sweet creamy liqueur. It is many years since I felt as bad as I did the next morning but I noted that very few stirred in the resort much before 9am.



That Monday had been set aside for individuals or groups to arrange their own tour of the Drakensberg. There was so much to see that one was more compelled to decide either to do the Central or the Northern Drakensberg area. Gerhard and I chose the Northern I 'berg Route, and we enjoyed a scenic drive through the little Zulu villages up to the Royal Natal National Park, and the well-known amphitheatre. At the visitors centre was a spectacular lake and picnic area where we socialised for a while with Nols Pienaar and his family, and on the way down enjoyed refreshments at the Tower of Pizza- a pretty country restaurant with tables set out under the trees.

The evening and the National gathering concluded with the dinner dance and prize giving. Gino Casieri, Johannesburg club chairman and organiser of the event and his committee had arranged for a full band who played a selection of music designed to get people dancing from early in the evening. It is many years since we last saw a live band at a gathering because it has become such an expense. The singer was Johannesburg club member Chris Ferreira - truly one of the club long time stalwarts- who showed that his talents were not limited to restoring sidescreen TR's.

I have to be honest and say that I did not go to the prize-giving cognisant of my responsibility to be a scribe and so I cannot remember all those who won an award on the night- I had just enjoyed the event (don't worry, you are doing a star job, ed). You will get this information in detail in the next Sabrina anyway. Notable was the award of the Graham Cheetham trophy to David Blair of KZN; a remarkable and deserving chairman who has done a great deal for the club and for his centre over the years. The list of people from various centres that David has helped over the years would be a long one indeed. Alan Grant (deservedly) won the overall De'Etat trophy for his TR3. John Roets was awarded the Ian Evans trophy as being an outstanding Clubman, and the Cape Town centre did not win the President's Trophy! Cape Town centre got one Silver medal for the TR6 but, although I had prepared the car very well, I forgot my tools and handbooks at home, and narrowly missed Gold – so am told. This is what comes of living out of boxes. I also picked up some very valuable pointers that will help me improve the car, with Gold in mind next Gathering. This guys, is what makes the Concours so valuable. Our Cape Town member also received the medal for the longest distance travelled- Noordhoek to Drakensville – some 1650 km. Lifetime membership of the club was awarded posthumously to Chris Gibbons of the Pretoria Centre who had sadly passed away while he was busy with the organisation of the gathering and it was unanimously agreed by the regional chairman that lifetime membership also be awarded to his wife Dot, who has been at the forefront of the organisation of three national gatherings and many other club events. We also remembered the well liked Nick Rautenbach of the Pretorius Centre, the remarkable Arnie Lowes, who at one time amassed a collection of at least one of every single Triumph sports car model and not least our own Chris Schultz. Too soon it was time to say goodbye to old friends.

We were not eager to face the potholes on the return journey and so travelled to join the National road from Bloemfontein. It had been our intention to do it with only one overnight stop, but near Botshabelo it became apparent that I was in danger of losing the left rear wheel as all but 1 of the studs holding the swing axle in place had stripped threads. With the TR 6, if these studs are not secured, you lose the wheel along with the driveshaft. The drive shaft bearings had been replaced by a local "classic car" workshop that had done the worst bit of mechanical repair I have ever seen that could have cost us our lives. I was truly grateful for the support of both Gerhard and Heinz who helped make a roadside temporary repair to get us to Bloemfontein and phoned Bloemfontein Centre chairman Allan Dickens with a call for help. The temporary repair that held satisfactorily until Bloemfontein and might possibly have seen us all the way to Cape Town was effected with Pratley Steel, which Gerhard always carries in his toolbox. From now on I shall ensure that I do the same. It was tough for the guys standing in the pouring rain on the roadside waiting for the stuff to cure, although my companions bore it stoically. Allan Dickens has a successful motor workshop and was only a little behind us returning from the gathering. I am also grateful to him for drilling and tapping the flange of the housing and inserting helicoils to make a permanent repair, working for several hours into the late-night. Allan has

previously helped Brian Maggs with his TR 3's head repair, (Maselspoort 2008) and David Blair as well as others during the previous National gathering. It is really great to have this kind of support and friendship in the club.

I think all I need say about the return journey is that we finally arrived at sunset on Tuesday at the charming little village of Matjiesfontein, and spent the night in one of the cottages, but not before being entertained by to a sing along and tour by a local character, Johnny, at the piano in the Laird's Arms. We took time the next morning to tour the new motor Museum and the 2 other museums and explore the little village, before setting out on the last leg in the late morning. Our short stay was so enjoyable that I plan to organise a club weekend outing in April 2011. We have negotiated a special rate for a party of 10 or more, which will include a stay in the historic Lord Milner Hotel, together with a sumptuous breakfast buffet for only R 420 per person per night, so start saving now.

We are sorry that we were unable to attend a Noggin, and to see so many of our friends in the Cape Town centre although we did manage to fit in the month end breakfast run which was the maiden outing of our TR 3 A. Best wishes to all – see you early next year.

Dennis and Jo



*The 2010 Nationals contingent from the Cape – the Vorster's, Koncki's and Cook's*

## Rebuilder's Diaries

### Jamie Hart's TR4

Things are slowly coming together as yet another deadline exists, this time it is our move from Somerset West to Hermanus. One thing I do not want to do this time is to rush jobs to get them done and then have to spend ages sorting out problems with too many parts in place to make the job easy. Also pulling mechanical bits out is not a good way to keep upholstery looking in pristine condition, so the idea is to get all the mechanical bits done before painting and trimming! Overall I have set myself the target of getting the car to the 2012 Nationals with all the snags sorted out and as a "potential" (ugh) concours entrant!

The logical thing though is to get the main mechanical bits back on the car as it is much easier to put a rolling chassis complete with engine and gear box onto a car trailer than to lug a half built engine around. The gearbox and overdrive were farmed out to Rod Mitchell and his uncle Trevor who are slowly getting it all back together. Many of the parts that I thought could be made to work couldn't, so there have been a lot of acquisitions of gear box and overdrive parts in the past few months.

I also decided that I would do the engine rebuild myself, great idea but not without its problems! I am not too sure of the engine's past, but judging by the state of the liners and pistons it must have had a pretty hard life in a part of the world with lots of crud in the water. I had the engine parts machined to fit new bearings and then bought new pistons and liners from the agents in Joostenbergvlaakte. No problems in supply, but when I tried to test fit the liners in the block, no way would they fit! The diameter of the lower section was about 0.9mm larger than the bore they were meant to fit in, so after finding out the measurements of all the liner sets in the country which were no better, off they



went to the machine shop to be ground down to fit. At the same time I had new camshaft bearings put in as the old one were decidedly sloppy.

At the same time I put the crank in the block so that I could check the end float. All fine, I borrowed Rod's magnetic dial indicator except that the end float worked out at 6.7 thou whereas the workshop manual says it should be 4 to 6 thou! What is .7 thou between friends, not too much except that I already have an end float problem in my 6 and did not wasn't a similar problem on a new engine. A quick order to Peter Flower, oversize thrust washers were ordered except a certain volcano totally disrupted air traffic including spare parts from UK! So we wait, again. Now that parcels have started to flow again hopefully I can get all the major parts of the engine together within the next month so that by June the engine and gearbox will be back in the car ready for its trip over the mountain.

## Availability of Spares

One of the most important functions of this club is to act as an information source on what spares and services are available, and where, so that members are able to keep their cars on the road at an affordable cost.

We have started to compile a register of what spares are available, and suppliers that have given good service to members so that members can support them and make sure their cars are kept in good condition. This list will be kept on the members section of the website so that it can easily be accessed.

Alan Sheard already has a comprehensive list of good suppliers, but due to his lack of email facilities, I have volunteered to upgrade this list and expand it to include locally available spares. I have found that many of the parts we need are in many cases available locally at good prices. The problem is that we need to know things such as part numbers of the local item, and in many cases, where a part off say a Morris Minor is the same as the one needed for a Triumph Spitfire.

For example, the brake parts used by many current Nissan products share a common ancestry with Triumphs in that the old Datsun company had a licence agreement with Girling / Lockheed dating back many years. They were the major suppliers of brake components to the British automotive industry. This means that for example the brake cylinders on Spitfires or TR3 / 4 have a common ancestry with the Nissan product and can be used instead of an expensive imported spare from overseas. There may be minor differences, such as the bleed nipple using an 11mm spanner rather than 7/16 AF one, but every thing else is identical!

Probably not very helpful for Triumphs, but the Nissan 1400 engine in their bakkies is the same as the old BMC A series and virtually all the parts from this engine fit Minis and similar cars. Similarly with the 1800 Nissan fitting BMC B series engines. Our 4 cylinder TR engine have a common ancestry with the Ferguson tractor known over here as the Vaaljappie and supported by Massey Ferguson.

What I do need help with is to let me know what parts you have used that are locally available, and particularly what the part number is so that we can log it and make it available to the rest of our members. In this way we can all get value out of the club and make our subscriptions pay for themselves!!

Looking forward to getting all the information!  
Jamie

## Membership Cards

Some members received their membership cards with the autumn copy of Sabrina. Those who did not will get theirs by post in the next few days.

## HEARD AROUND TOWN

- After the Saturday noggin two Scotsmen were trapped in a traffic jam on the NI. The one with the TR5 pulled onto the hard shoulder to attend to his overheating fuel pump. The other stopped behind him to assist in his TR6 and while offering help turned round to see his engine seriously overheating. A not a great advert for Triumphs but the Scotsmen were impressed at the assistance offered by passing motorists!



- There is a moral in this story; the TR6 has had an electric fan fitted which is brilliant. However said 6 has been having problems with the steering wheel shorting out the horns due to worn bushes in the steering column. The horns were silenced due to the fuse blowing, guess which fuse also feeds power to the fan? I know as I had the same problem with my TR3, part of the law of unintended consequences!
- I forgot last month to wish Danie Barkhuisen a speedy recovery from his attack of hepatitis, please accept my apologies and hope you are finally on all cylinders! How is the TR3 engine rebuild coming?
- Rumour has it that Geoff and Jill's TR6 is just about ready for the road. Hopefully the injection problems will have been sorted out by now and we look forward to seeing it at a run soon!
- One car that didn't make the Sports car tour was a delightful Vitesse convertible owned by Bob Langford, he was hoping to make it but our 2 intrepid Simonstown members went to admire the car and found the tyres were somewhat past their sell by date. At least some one reads this newsletter! Bob wisely put discretion before valour, we hope to see this wonderful car before too long!

*Bob Langford's Vitesse*



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Your Committee would like to hear your views and ideas at any time. Please feel free to contact us.

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