



The Globe

News, updates and articles from the Cape Town Triumph Sports Car Club (CTTSCC)

*Articles by M Downes, James and Barrie with contributions from Frank, Mike Napoli, Ken Boss,
James and Dennis.*

Website address - capetriumph.za.org



Chairman's Chat

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Do you realise that this is the last month of winter this year 2015? It has been a cold one but we have had some wonderful, sunny days for our outings. If you have been hibernating, it is time to dust the cobwebs off your cherished classic and get ready for summer and a number of exciting events that lie ahead! My how the months speed by- or is it just me who gets older?

We are excited about the Century Classic car run to be held on Sunday 15th November, which promises to be a great run- already Tom has signed up more than 30 entrants. This is a Triumph Sports Car club event so we want your support. The route is only 100 km from Century City; easy on the pocket and on the car and we want to see at least 20 Triumphs showing their colours, so get an entry form from Tom today. We will finish at Killarney race track with 2 laps of the circuit and refreshments as well as lunch will be available in

The Century Classic Car run planned for November is open to 100 entrants only and we already have 30.....BE QUICK

the WPMC clubhouse.

Our Xmas in July lunch at the Spice route was enjoyed by those who attended, and it would have been a really well-attended run except for the fact that we had to bump off a number of members when the final numbers wishing to attend exceeded the numbers for which I had booked. Please help the organisers of our events by responding in good time so that they can book at the venues- Sundays are popular outing days everywhere in the greater Cape Town area when people go out to enjoy a drive and lunch, and why not?

We live in one of the most beautiful parts of the world as attested by so many international travel and tourism sites and what better way to enjoy the beauty of our Cape than in an open Triumph Sports car in company with others who enjoy the same?

Our Sunday run for August is being organised by Eddie Hughes who was seduced by the tranquil and picturesque Old Bridge Tavern in Somerset West, when we went there for lunch a couple of years ago. It is a lovely spot; the run will be short, the food is good and very affordable pub style grub, so do come and join us.

Eddie has been seduced, will he ever be the same again???? Don't miss out on this planned event.

As spring approaches, it is with relief that I have finally overcome problems with getting my TR4A to run well, thanks to Dr Frank who diagnosed and corrected incorrect settings on the Strombergs that Jack Cramp had recently rebuilt for me. After a quick set up and tune the 4A motor is running sweetly, so I feel encouraged enough to start the assembly process- hopefully to be at Timour Hall in January.

Cheers Dennis



Editorial

✚ **Nelson Mandela Day** - 18 July is not just an ordinary day. It's a day where we honour one of the greatest icons that South Africa had. It's the day when not only South Africa, but the

*We can change the world and
make it a better place.
It is in your hands to
make a difference.
- Nelson Mandela*

whole world comes together in the spirit of paying tribute and contribute in support of a gentle soul who selflessly gave up everything to see the freedom of the people of South Africa achieved. It is a global effort to honour the life work of this hero so the current and future generations can take the lead in addressing the work he started.

The Mandela Day campaign message is simple, "Nelson Mandela fought for social justice for 67 years.

What did you do?

✚ The Christmas in July run and lunch was great, and we had a good response from you to be involved, only to be told that we could not increase the numbers we had booked. As it happened there was more space available to us, but I guess we should all be more sensitive to planning.

✚ I want to make a comment about your input into your newsletter, The Globe, sorry more accurately your "lack" of input.

You may remember me saying this last month. WELL, I have received 2 letters to the Editor, an article on 50 years of Triumph 2000, a car story and some funnies.

Keep them coming.



I will save articles for next month as not to overload this one.

✚ You will have seen in SABRINA June 2015 that Cape Town did not submit a Regional report due to 'they have no scribe'. This statement is not quite correct, but we do not have the resources.

We have proposed that there will not be a Regional report from Cape Town, but rather a message be published saying 'please see our website <http://capetriumph.za.org/> for all the news and photographs from The Globe including events past and future, as well as everything else you need to know'. We realise that not all members are using the internet, but this is the best we can do for now.

The Regions are also being encouraged to find advertising sponsors for SABRINA to cover the cost. We are the organisers of the 2016 National Gathering and our focus is to raise funds to cover our expected costs for this important event.

✚ Letters to the Editor:

1 - Ken Boss referring to my TR5 article and the importance of maintaining rocker geometry

2 - Mike Napoli referring to the same article and my comment about the compression ratio 'does not need to exceed 9.5/1 even in race spec'

I have included both letters in the Tech. Info section as well as my response.



National Gathering



274 DAYS TO GO

Monday 2nd May to Saturday 7th May



Our members will know that the 2016 National Gathering will be held at Hartenbos from 2-7 May 2016.

There is much going on behind the scenes to make this a memorable gathering although not much new to report as yet.

Our aim has been, from the outset, to make the Gathering affordable to our members, many of whom are now pensioners. We have been fortunate to secure a number of sponsors already and we are confident that we will offer

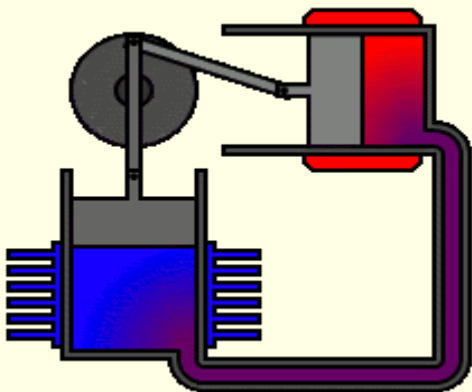
our members a great value for money holiday and National Gathering. Some of the sponsorship contributions come from brethren in Gauteng, so it will really be a Triumph team effort.

The Cape Town centre will be holding a novel run during November to raise funds for the Nationals. This will be known as the Century Classic car run, limited to 100 cars, open to all comers where the total of the age of the entrant's car and the driver must be 100 years or more, and the route will travel from Century City for 100 km. car. This is being run by a dedicated team of our members and there is already much interest from the Classic motoring fraternity in our City. We are hoping to attract interest from the media far and wide and make this an annual event.

Booking for accommodation in Hartenbos will not open until about Sabrina publication date but we will inform centre Chairmen directly as soon as we have the rates and information.

Start planning now; we want you to be there.

Regards: The Cape Town team.



Technical Info

Dear Editor,

I tried to access the July edition of Globe, but received a report "File can not be found". I tried to access the June issue, but received the same fault message.

The reason for wanting to access the July issue was to respond to the story regarding the cylinder head gasket for the TR5.

At one stage, while still owning two Triumph saloons and a TR5, I had accumulated a number of cylinder heads and valve-train parts from scrapyards (as well as 4 or 5 gearboxes, diffs, et al.) Throughout the

production of the 2.5 litre 6 cylinder engine, there were quite a number of changes to valve-lift and compression ratio, amongst others, concerning the cylinder head.

While collecting my spares, I noticed that the pushrods came in 3 different lengths, (I guess the difference being about 3mm or so).

The story regarding the changes made to the TR5 head and head gasket would probably have required a change to the pushrod lengths, so that the correct valve geometry is maintained. This leads me to think that the valve operation may now not be optimal, and/or that wear issues could resolve, if this has been overlooked. That is my own opinion.

However, there were different length pushrods for these engines, and if heads and/or gaskets are changed, then consideration should be given to the pushrod lengths.

Regards
Ken Boss



- ❖ *Hi Ken, we have recognised the difficulty with trying to access certain newsletters on the Website and it has now been corrected, we don't anticipate any further problems, but please inform us if you experience this in the future. Regarding the pushrod length, when I bought the head it came with a shortened set of pushrods which I used initially, but once I installed the spacer plate I re-installed the original set which were longer and should have been correct for a standard head.*

Dear Editor

Re your article on cylinder heads in the July edition of The Globe

First and foremost I am pleased that you have found the right combination on your TR5 that ensures a pleasurable driving experience.

However, your assertion —**nogal in bold red letters**—that the CR of 10.6:1 is well over the maximum recommended for this engine **“even in race spec”** cannot go unchallenged.

When deciding on how to prep a six cylinder Triumph for competition use the absolute bible for engine builders is Kas Kastner's TR6 Competition Preparation book.

Kas, who for years successfully campaigned the six cylinders cars in the USA and whose competition preparation books are still used extensively by current classic racers on many continents, advocates a compression ratio of between 12.1 and 12.3:1 for optimum competition use on the Triumph 6 cylinder engine.

For those who have no idea who Kas Kastner is follow this link: <http://www.mossmotoring.com/kas-kastner-the-legend-and-the-legacy/>

For myself, and despite the fact that there were other six cylinder Triumph racers racing locally with higher compression ratio's at the time, I opted for a 10.5 ratio as this is the ratio recommended for road/race use.

Interestingly, once I converted the car back into road use I did not suffer the symptoms that you experienced—perhaps something to do with carburettors vs fuel injection?

Be that as it may, I trust that folk will not now be confused into thinking that 10.6 is too high a compression value for a race spec engine.

Regards
Mike Napoli

- ❖ *Hi Mike, the statement I made 'even in race spec' is incorrect and in fact I have sourced and published an article on engine preparation for road and race. I would be interested to hear your comments. My TR5 article was related to fuel which is key.*

Intelligent Engine Modifications

<http://www.sdsefi.com/techmods.htm> With so much misinformation and BS out there in the performance aftermarket world, we have decided to offer the reader some real tips based on 20 years of performance engine building and turbocharging experience.

Street or Race?

This is probably the biggest question related to successful mods and the most often ignored. Many people just don't understand why you can't drive a race spec engine on the street. Let's examine the differences in the 2 different worlds:

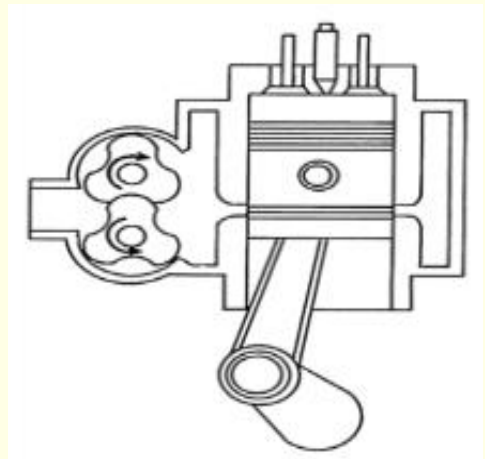
Street

A good street engine should have a smooth idle, have lots of low end torque, a wide powerband, long life and good fuel economy. To get these characteristics, most street engines have relatively moderate camshaft timing, small turbos, small diameter intake ports with long runners and usually cast pistons. They are designed to run on gasoline with an octane rating of 87 to 92 RON in most cases and usually produce less than 100 hp/liter in naturally aspirated form and 120 hp/liter in turbocharged form

Race

Ideally, a good race engine should have all of the same characteristics that the street engine has above but since high power output is one of the primary concerns, many compromises in those other desirable traits must be made to achieve this power level. To achieve higher power, ports are opened up for increased flow at high rpm and camshaft timing and lifts are increased, both of which kill off low rpm torque, power, fuel economy and that smooth idle.

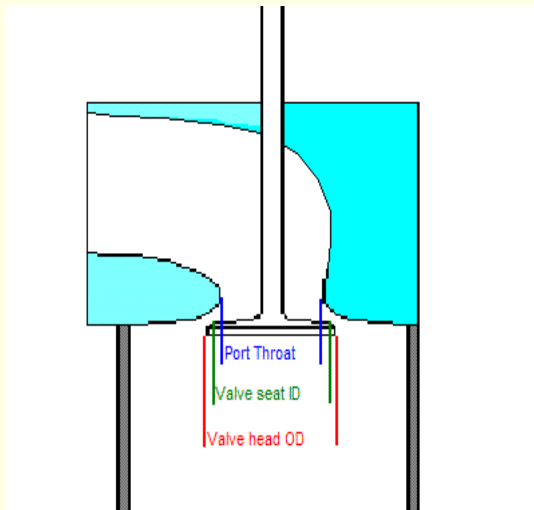
The rpm capabilities are upped to permit higher airflow rates. This is usually done by changing to stronger parts such as connecting rods, pistons, crankshafts and valve springs. If the engine is turbocharged, a larger turbo and intercooler along with forged pistons and stronger rods are



fitted to handle the loads. Raising the redline will not make any more power, in most cases unless the engine components are modified to efficiently pass that increased airflow.

On naturally aspirated engines, the compression ratio is often raised substantially to boost torque and power. This is possible when using high octane race fuel. On turbo engines, the compression ratio may either be raised or lowered depending upon fuel octane allowed, maximum boost pressure and possible fuel limits for the race.

As you can see, the two engines vary considerably in requirements and execution. The problem comes in when someone wishes to increase the power output of a street driven engine beyond reasonable limits while expecting no major degradation in "streetable" qualities.



Naturally Aspirated Engines for the Street

On atmo engines for street use, there are only a few ways to substantially increase airflow and thus power.

Porting the head will improve airflow if done correctly. If the ports and runners are enlarged greatly, low speed torque will suffer considerably.

Higher duration and lift cams are the main modification for increasing power. The more duration and valve overlap a cam has generally, the worse the low end torque, fuel

*economy and idle will be. Of course, top end power should be better. On most 4 cylinder engines, going with more than 285 degrees of duration at 0 lift will result in truly gutless bottom end power. With too much cam, the effective powerband becomes so narrow that the car is just plain miserable to drive in traffic. Most street engines spend the majority of their time in the 2000-4500 rpm range. Engines which are heavily cammed may not begin to produce substantial gains until above 4500 rpm and you are paying for this 95% of the time while being able to enjoy that top end only 5% of the time. We see more problems and complaints with people fitting race type cams in street type engines. It makes the EFI hard to tune and the car annoying to drive in many cases. **Don't overcam!***

*Increasing the compression ratio is another way to increase power. It also increases fuel mileage. Unfortunately, the pump fuel available in most areas limits the compression ratio useable on the street to under 10.5 to 1 on most engines. The difference in power is minimal going from say 9 to 10.5 to 1 and it is a lot of work to shave the head or install new pistons. Again, if you get stupid and try to run a 12 to 1 CR on 92 octane fuel, you will suffer with lots of pinging and eventual failure. Many high compression street engines must have their timing severely retarded to avoid detonation which reduces the power right back to stock levels. **Don't raise the compression ratio too high!***

Raising the redline to achieve higher airflow through the engine is another way of increasing power. To do this effectively, you will likely need to install a hotter cam with stiffer valve springs, port the head and possibly install stronger bottom end parts like connecting rods. The factory redline is

there for a reason. If you exceed it repeatedly by a large margin, you may eventually have a catastrophic failure. Installing a header and free flowing exhaust along with a cold air induction system may free up a few more hp on certain engines. Don't expect gains of over 10% with these mods on most engines.

Conclusion

On street driven atmo engines, there are minimal gains to be had on most small engines without sacrificing a lot of driveability. If you need more power, you need a larger engine usually. Expecting your 18 second car to do 13 seconds while retaining good idle and fuel economy when modified is unrealistic most of the time.

Welcome to New Members

There have not been any new members joining this month.

Did you know that we have 75 registered members, including spouses, in our club, not all with cars and some with more than one.

Unlike the Jaguar club, who get members as soon as a new Jag is bought, we rely on enthusiasts investing in an important part of motoring history.

Just a thought!

Year Calendar - Events, Noggins, and Outings 2015

		18th Classic Car and Bike show – Timour Hall – Tom Dougan	31st Prize giving awards and braai MMC - committee
	8th Lunch run to Plaaskombuis Hermanus – Jamie Hart	13th-15th George Motor Show – weekend – Dennis Cooke	25th Noggin - optimizing your ignition system – Frank Dreher
		22nd Lunch run - British sports car tour – John Parker	28th Noggin - Westcliffe school charity event – Dannie Barkhuizen

	<p>19th Breakfast run to finish at Jakes Tokai – Ashley and Maggie</p>		<p>25th Noggin - Auto jumble and regalia sale at the MMC – Eddie and Dennis</p>
	<p>3rd Run to Riebeeck Valley olive festival - Eddie Hughes</p>	<p>8th-10th Knysna Classic Car Show and Regional Gathering– Dennis</p>	<p>30th Noggin - visit Metallica Montague Gardens – Peter Inskip</p>
		<p>21st Breakfast run – with Crankhandle club to Farmhouse restaurant</p>	<p>27th Garage noggin – gearbox rebuild – Frank Dreher</p>
	<p>19th Run - Christmas in July lunch, Spice Route– Dennis Cooke</p>		<p>25th Noggin – presentation, Scchlumph collection – Tom Dougan</p>
		<p>16th Run - to finish at Old Bridge Somerset West – Eddie Hughes</p>	<p>29th Noggin – Gearbox rebuild – Frank Dreher</p>
	<p>20th Run - combined Clubs run and lunch – MM Club</p>	<p>25 or 26th Noggin - SAB brewery tour – Barrie Downes</p>	
	<p>18th Run – brunch at Dam Huis Melkbosstrand – Dennis Cooke</p>	<p>31st Noggin – Annual Concours committee Club -</p>	
	<p>15th THE CENTURY RUN! Watch this space its going to be special – Tom Dougan</p>		<p>28th AGM and Annual Prize giving - committee</p>

Whilst every attempt has been made to retain the planned RUNS on 3rd Sunday of each month and the NOGGINS on the last Saturday of each month, we may not have always got it right. See you there anyway.

Your Club Activities and Events

Don't miss these events!!!!

Run to the Old Bridge Tavern

Sunday 16th August

Meet at the Pot Belly Pantry at Klapmuts at 10:00 for coffee with departure 10:30

Take the R44 exit from the N1 Highway, turn right toward Stellenbosch/Klapmuts and it will be on your right. The pot belly pantry is a farm stall and butcher so you will have some time to shop before we leave.

We will take a scenic drive of about 50 km to end at the Old Bridge Tavern in Somerset West for a pub lunch.

Special car parking under shade at rear has been organised



Seating either inside or outside under the oak trees, depending on weather; enjoy sharing your lunch with the friendly squirrels. Pub Lunch either from menu or Carvery for only R67

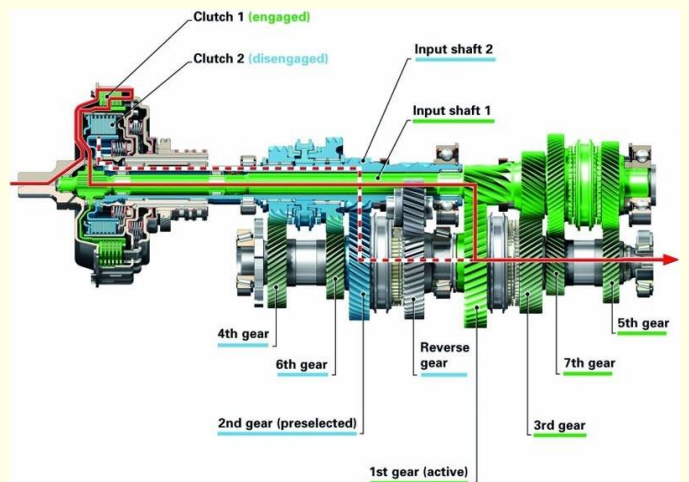
Please confirm attendance with Eddie : eddiehughes@telkomsa.net or 082 555 0256 before 12 August.

Noggin at MMC Clubhouse

29th August - Garage noggin at the Clubhouse.

Our workshop fundi, Frank, will unravel the mysteries of the gearbox when he shows how to strip, repair and assemble a TR gearbox. Don't miss this great opportunity to learn about your car.

Bacon rolls and regalia on sale. Time 10 AM





Pleasant memories

Christmas in July lunch

19th July

What a great constitution Sunday Triumph Car Club trips are. For the most part it's an opportunity to max out the driving & ownership pleasure of one's chosen Triumph model on the highways and byways in and around the peninsula. There's the additional benefit of sharing this pleasure with one's spouse/relative/friend or..... just plain on your own-some.

Deciding upon a destination one cannot ignore the journey & since the Western Cape offers some of the finest scenic drives in South Africa, it's likely we're not going to run out of quality Sunday destination & drive material.

On Sunday 18th July 2015 our destination was The Spice Route Winelands Estate, a collaborative concept offering artisan foods, wines, coffee, chocolate as well as a working brewery and distillery (grappa & eaux de vie). It's worth visiting their website to check out all their offerings &



directions to get there. I loved the website advertising for this food & drink emporium. "A sensory journey of discovery for the modern day explorer".it seems to fit in with the spirit & energy of the Triumph club members don't you think? Well those of course who make it to the start line.



Gathering on the forecourt of the N1 Engen garage with weak wintery sunrays barely warming us, didn't dampen any of our spirits. The arrival of more members & chosen models (the car variety) added a frisson of activity & it

wasn't long, after a few hot coffees had been bought & consumed, that we headed out. There had been a threat of rain in the forecast influencing some members to "go plastic".....didn't matter, we'd made roll call & were primed for a good day out. The drive through the countryside was a delight, there's nothing like getting out and about away from your local 'hood & experiencing what this amazing province offers.

The place was alive with families, grandparents & children all enjoying the outdoor & indoor facilities. Due to limited seating numbers at Le Grapperia Pizza restaurant on that particular day, we were a party of 14.....absent members were not forgotten and toasted accordingly. There was a noticeable decline in the conversations when the food was served and the consensus was that it would be a place we'd all go back to with family & friends in the future.

It would be unforgiveable not to declare the day a TRIUMPH in Sunday club runs. M Downes

Thank you to another one of our ladies for your contribution to The Globe

Noggin – Schlumph Collection

25th July Tom Dougan

In spite of the glorious weather simply inviting open top motoring we had a rather disappointing turnout of only 12 people to listen to an interesting and well illustrated talk by Tom Dougan. During his European holiday last year he visited the Schlumph collection in Mulhouse, France, which has been described as 'the most prestigious automobile collection in the world'. Without doubt, no other collection in the world has a history more filled with intrigue. Tom had many interesting photographs to share with us and pointed out that the backdrops to the displays made up an interesting part of the experience.

The public learned of the collection of automobiles assembled by brothers Fritz and Hans Schlumpf in 1977 when workers striking against the Schlumpfs' woollen mills occupied the buildings and seized the collection. By then the Schlumpfs had fled to their native Switzerland and would never again see the collection that had in turns dominated their lives, doomed their business empire and sent them into a permanent exile. Fritz had purchased a Bugatti Type 35B grand prix car immediately before the war and added a Type 57 shortly after the war. A small collection in a shed at Malmerspach was also noted as early as the end of the war. The Mulhouse woollen mill was purchased in July 1957 to house the collection, with an adjacent building converted to a restoration shop employing ten workers at the beginning. The methods employed by the Schlumpfs to build the collection were as secretive as their business affairs. As the existence of the collection and the brothers' interest in acquiring automobiles—particularly Bugattis— became known in the collector world, significant cars were often brought through a network of dealers that emerged to funnel cars to Mulhouse.

The Schlumpfs demanded cars in perfect working order from mechanical and bodywork and they were often prepared to pay well. They appeared to be less discriminate in the quantities of automobiles they were prepared to purchase. In the summer of 1960 alone, ten Bugattis, three Rolls Royces and a pair of Hispano-Suizas were added to the collection, now numbering 40 automobiles. The Schlumpfs purchased nearly 50 Bugattis in 1962.

From late 1962 into 1963 a stunning negotiation was ongoing between the Schlumpfs and American John Shakespeare who had assembled an extraordinary collection of more than 30 Bugattis, including one of the six Bugatti Royales. Also in 1963 the Schlumpfs acquired 14 more Bugattis directly from Ettore Bugatti's Molsheim factory, recently purchased by Hispano-Suiza who were desperately in need of money. The lot included Ettore Bugatti's personal Bugatti Royale and the rear-engine Bugatti Type 251 grand prix car that was meant to restore Bugatti's racing fortunes in the 1950s.

The Bugattis were purchased with many original spares and patterns—over the strong objections of the managing director and Roland Bugatti, Ettore Bugatti's surviving son. Still the acquisitions continued.



The assortment of other automobiles in addition to Bugattis was astonishing. These included racing cars and well-known luxury marques such as Hispano-Suiza, Rolls Royce, Mercedes-Benz, Alfa Romeo, Lancia, Maserati and Ferrari, as well as marques that contributed significantly to French automobile history. The earliest automobiles included a profusion of names seldom if ever known even to historians, including an 1878 Jacquot tonneau à vapeur, Menier and Georges Richard.

The daughter asks her Dad. Dad, there is something that my boyfriend said to me, that I don't understand. He said that I have a beautiful chassis, lovely airbags and a fantastic bumper.'
Her Dad replies, 'You tell your boyfriend that if he opens your bonnet and tries to check your oil with his dipstick, I will tighten his nuts so hard that his headlights will pop out and he will start leaking out of his exhaust pipe.'

A 200,000 sq ft space was prepared in the Mulhouse mill for a museum to house the collection. The space was as opulent as the automobiles to be displayed. Vast areas were prepared with gravel to exhibit the automobiles, while broad tile walkways separated these areas in anticipation of visitors who would one day enter the museum. Three restaurants were constructed, with seating to accommodate 1,200 people. But the crowning touch—aside from the automobiles—was the 800 gas-style lamps modelled after the elegant lamps lining the Pont Alexandre III bridge in Paris. This extravagance was at once characteristic of both the best and the worst of the Schlumpfs' obsession.

The museum had also become an obsession with the union. Men were constantly being seconded to it from union-defined duties, and items as various as tools, concrete and wood were

diverted to Mulhouse. So concerned had the union become that during the general strike of 1968 they put out a list of complaints relating directly to the museum. The brothers ignored it and the demand for living wages until the workers took things into their own hands.

Thanks Tom for sharing this with us. The collection is now a National Museum; look for more at <http://www.citedelautomobile.com/>

Interesting News and Club Feedback

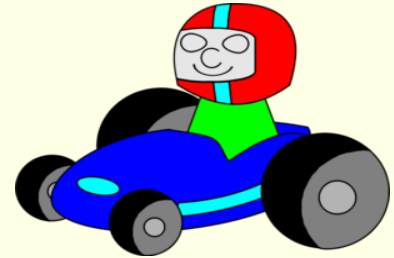
You have seen the advertising in the Globe. We believe this is a positive step forward, for the benefit of the club and will allow the committee to use the revenue to offset costs for the National Gathering. Please support our sponsors.

AFRICAN 9-HOUR CONFIRMED FOR KILLARNEY

The African Endurance Series has confirmed that the African 9-hour race originally planned for Kyalami in November will now happen at Killarney in Cape Town on 12 December 2015.

"Despite delays in the re-opening of Kyalami, we have decided to push on and hold an African 9 Hour this year," series boss Roger Pearce confirmed. "We investigated various options before coming to arrangement with the Western Province Motor Club to hold the 9 Hour at Killarney,

starting 2.00pm with an 11.00pm finish Saturday 12 December. "There will be practice on the Friday and WPMC is planning a Festival for the holiday race weekend".



"The timing of this race also falls into place with our future plans for the African Endurance Series to will see us racing midsummer," Pearce concluded. "Not only will that ensure the best weather and holiday enjoyment for racers and fans around the country, but we trust it will also prove to lure overseas competitors to break their bleak winters and come to the African summer to race, while at the same time enjoying a great holiday."

Further details on the Killarney African 9-hour will be confirmed closer to the event, but it is understood that several new sports, GT and saloon cars will join the grid in December.

NEWSFLASH

Dennis sold his TR6 because of his frustration with the fuel injection system and bought a 200SL Merc (very nice)Then he missed it so much he started looking for another TR6.

Well guess what, he has just bought a STAG!!Is anyone looking for a 200 SL?

Note from Jamie. Cape Town Club Registrar

Please would you fill out the register form which was sent out as soon as possible, OR just send your car details



to me at

Jamie.hart@kingsley.co.za Thanks, Jamie

The feedback from Jamie is that "there has been a slow response from you" and he urges you to get him the information about your car or cars. We need to keep him informed so that we can also keep the national register up to date.

Thanks to those of you already sent your car details.

Your Stories/Have Your Say

James Hibbs TR3A



In 1988 my Dad was putting my brother and I through private schools in the Natal Midlands. A government salary didn't help his interest in sports cars, but this 1958 TR3A won his heart and he looked to find a way to own it.

A friend of his offered to lend what my Dad was short and that was enough motivation to make it his own. The car was a non

original maroon colour and had fatter tires than original too, but always ran beautifully.

As a young boy (10), I was thrilled every time we got the opportunity to go anywhere in the TR. Except once perhaps, when I had broken my finger during a rugby match and was sped down to Greys Hospital in PMB in her.

Unfortunately by 1994, Dad was travelling an awful lot and spent very little time paying the TR attention. So she was parked in their garage from then until last May when she was brought down to the Cape.

And so from June last year, Tommy Maben has performed the most beautiful restoration imaginable. I have thoroughly enjoyed the process with Tommy over the last year. It has been an up front, honest, no surprises adventure. I am always made to feel welcome in his workshop and



made to feel part of the restoration. She is really close to completion now, basically just some tuning and final registration to be done and she'll be back on the road. Dad and Mum were in CT last week to see the completed project and one of the photos is of him sitting in the TR for the first time since 1994 !



Sales/Wanted



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& SPORTS CARS**

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the
Triumphs –
All models
and all
Colours**



1958 Triumph TR3A



1955 Triumph TR2



1960 Triumph Herald



1973 Triumph GT6



1971 Triumph Spitfire



1964 Triumph TR4

Do you have a Triumph gathering dust in your garage that you would like to sell? Or are you looking to buy a Triumph? Give us a call and we can chat!

We buy and sell all makes and models of Classic, Vintage and Sports Cars and urgently need more stock. Consignment sales welcome.



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Contact Jennie - For all your export requirements
jennifer@frostbrothers.co.za
www.frostbrothers.co.za

CTTSCC - Cape Town Centre Committee

Chairman	Dennis Cook	0832615508	cook.dennis@gmail.com
Treasurer	John Parker	0795069450	Johnparker739@gmail.com
Secretary	Vacant		
Regalia	Eddie Hughes	0825550256	eddiehughes@telkomsa.net
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CHEQUES should be mailed to the above address.





Other pics.

Frank with his TR6, last months story



Horses at Spice Route

Plastic and Classic