

The official Newsletter of the TR Register of S.A .

Introduction

At the close of 1976, the Register had 113 members, with the split as follows : Natal Centre 57 members, Cape Town Centre 14 members and Johannesburg Centre 29 members. The total number of TRs owned by Register members works out as follows : 12 TR2s, 33TR3s, 33TR3As, 3TR4s, 13TR4As, 10TR6s, giving 104 TRs. Let's hope that the membership increases during 1977 as more and more owners hear about us.

I have received a reply from Darryl Uprichard, the International Coordinator of the Register in the U.K., giving us details of affiliation. He confirms that the TR Register of S.A. did affiliate in May last year, and that we can look forward to all the facilities that affiliation can offer. These include three copies of the TR Register Newsletter, all the technical advice that the TR Register has to offer, a 25th Anniversary plaque (presented specifically to Overseas Centres who affiliated during 1976), TR Register regalia (grille badges, T-shirts, pocket badges, etc.), and the borrowing of Register films. For 1977, the affiliation fee is £15, and members of the Register need not be members of the TR Register in the U.K. to derive the same benefits.

I think that our trusty Chairman will have something to say about subscriptions for 1977, but I think continued membership for R2,00 is tremendous value. Just make your postal orders or cheques out to the TR Register of S.A. and send them to me at 4 Highways, Marion Hill Road, Pinetown, 3600. If you joined after 1st November 1976 you are not due for a subscription for 1977.

From the Chair

Well folks, time certainly whizzes past at an alarming rate. It doesn't seem like three months since I last put pen to paper to relate my tales of drama and woe.

You will remember I left you in the last Sabrina with a broken diff. Just to finalise this story, after taking out the complete axle, I found the crown wheel had lost most of a dozen teeth, the pinion had chewed the edges of all it's teeth, and pinion had dropped into the crown wheel carrier and out out some nice new teeth shaped grooves in it. The axle was duly replaced and now I am looking for someone to set up my last diff. for my next project.

The residence of the Chair (which is a large black reclining one by the way) is the scene of much scrap (which must go soon) which is available to any member at extremely reasonable cost, and includes a complete, very rusty body, which may relinquish a few recoverable panels. There is also a very bent chassis, and for anyone contemplating a beach buggy, I have a shortened VW floor pan. If any one of these are interesting to you, ring me or come with a truck before it's all carted away.

Also at the residence two TR projects are under way. One is the assembly of a "racing" engine for the 3A for Historic Races this year. The other is my next TR which is a TR3 of unknown vintage. This one was started about 18 months ago but shelved during our two moves and settling in time. I am now getting moving on it, and hope finish (cash permitting) before October when we in Durban are planning a 3 week TR holiday to the Cape. This will be known as the "Booze Cruise", for reasons which will become obvious to those we meet along the way.

My "racing" engine is getting such goodies as an "ISKEY" cam (nothing under 3000 rpm), lightened flywheel, high compression head, twin side draught 40 Webers, SAH manifold, etc., etc. I am hoping to get about 125 bhp. To help this engine do its work properly, and to keep the whole thing on the road, I have an electric fan to fit (instead of the horrible crankshaft extension and metal fan), an oil cooler, antiroll bar, Panhard rod and hopefully, servo brakes, roll cage, etc., in case of an oops-corbliney nasties like Mr. Schmidt had.

When this engine is finished, the engine from the 3A will (after suitable checking) be installed in the new TR3. This car is to be as near to original as possible with hopefully, real Connolly leather upholstery, this being an option on the original cars.

The Xmas party (held at my humble abode) went off quite successfully, with about 20 members and partners attending. We braai'd, wine'd, and danced with the final departures doing the "Moore Hill Climb" out of my drive around 2.30 a.m. The disappointment of the evening was Neil Gove who retired to his tent by the river at 10.00 p.m. and missed a song dedicated to him called "Take Off Your Clothes" and Pat Wells who insisted on a safety pin for her wayward pants which kept parting company with theirselves. Nevertheless, we all had a good time. Hopefully, the Cape and Joburg Centres can do something similar next year as well.

We have come to the end of our first year of official existence and very unfortunately subscriptions are now due. With any luck you will find an invoice enclosed. Please send in your lolly with all haste as we are running short of

stationary, stickers, etc. and if your money doesn't arrive, the Committee will have to fork out for your Newsletters, etc.

We are still hoping to have a weekend away and A.G.M. in February/March, but costs at suitable venues seem astronomic. However, an A.G.M. will be held somewhere so please send any nominations for Office Bearers, points for the Constitution (enclosed copy) to Graham for inclusion in the Agenda.

Well that will do for the comments from the Chair except to wish you all a good TR New Year, and best of luck with your rebuilds, racing and TR motoring in 1977.

John Moore, Chairman.

New Members

DENIS NIXON, 46 Third Avenue, Claremont, 7700. TR2 (no commission no. quoted).

M. R. DICKER, P.O. Box 66, Jan Kempdorp, 8550. TR2 (no commission no. quoted).

EUGENE LOURENS, S.A.P. Flats No. 6, Alexander Road, Pietermaritzburg, 3201.

TR3 (no commission no. quoted).

KEN BROWN, 32 New England Road, Pietermaritzburg, 3201. TR3 (no commission no. quoted)

KEN CARTER, Post Bag Gewaagd, P.O. Winterton, 3340. TR3A (TS8 27028).

DAVID BLAIR, 120 Dan Pienaar Drive, Dan Pienaar, Bloemfontein, 9301. TR3A (no commission no. quoted).

MICK DE LANGE, 51 High Street, New Germany, 3600. TR3 (TS 10970).

ROBERT CRISP, c/o 137 Minerva Avenue, Glenadrienne, Sandton, 2199. TR3A (no commission no. quoted).

PETER WOOLEY, 12 Grove Road, Rondebosch, 7700. TR3 (TS 14310).

SUSAN EMBY, 84 South Sands, Prince Street, South Beach, Durban, 4001. Associate.

ROBIN TILNEY, P.O. Box 778, Gaborone, Botswana. TR6.

JIMMY STANBURY, Doctors Quarters, Addington Hospital, P.O. Box 977, Durban, 4000. Associate.

HARRY ROOS, 56 Bailey Road, Athlone Park, Umbogintwini, 4125. TR3 (TS 17579).

HERMAN ROOS, 56 Bailey Road, Athlone Park, Umbogintwini, 4125. TR3A (no commission no. quoted).

IAN CANTOR, P.O. Box 52006, Saxonwold, 2132. TR6.

RAYMOND TAYLOR, 9 Dillon Road, Bluff, Durban, 4052. Associate.

DANIEL SLAEBERT, 17 The Grove, Montclair, Durban, 4001. Associate.

GAVIN TURNER, P.O. Box 1274, East London, 5200. TR4A.

HENNIE VAN DEN BERG, 100 Westville Road, Westville, 3630. Associate.

ALAN WILSON, 13 Chelsea Drive, Durban North, 4051. Associate.

DIANE MOORE, y.w.c.a., 128 Decorte Street, Civic Centre, Johannesburg, 2001. Associate.

CHRIS MATSSON, 6 Colt Place, Montclair, Durban, 4001. Associate.

JOHN MAIDMENT, P.O. Box 1067, Gaborone, Botswana. TR6.

W. A. PLOTZ, 1 Jan Hofmeyr Road, Welkom, 9460. TR3 (TS 12184).

PETER SPIERS, P.O. Box 75, Rivonia, Sandton, 2146. TR3 (no commission no. quoted).

BRIAN ATTWOOD-SMITH, P.O. Box 70158, Bryanston, 2021. TR3A (no commission no. quoted)

GRANT WEBSTER, 149 Woodgate Road, Plumstead, 7800. TR3A (TS 78267 L).

TERRY VINAGRE, 11 Mirimar, Ocean View Drive, Sea Point, Cape Town, 8001. TR4A.

LIN MCLINTOCK, 64 Park Lane, Sandton, Johannesburg, 2196. TR3A (TS 49136).

RICHARD DE BEER, 32 Kipling Road, Farrarmere, Benoni, 1500. TR3A (TS 57695).

DAVE MOULT, 4A Amersham Road, Westville North, 3630. Associate.

An Engine Called SABRINA

The development of Sabrina (history, you fools) really centres around the problems of replacing the TR3A with an updated body (called development) and to be known as the TR4.

It was also felt at this time by the Triumph management that competition was the best way not only to advertise a car, but to bring in new innovation. They decided that the Le Mans 24-hour race would be the race to concentrate on, and the desire was to win the manufacturers team prize. Unfortunately, since the TR2s had raced there in 1954 and 1955, at an average speed of 85 mph, the Organisers had increased the qualifying speeds so that the standard pushrod engine was not good enough.

Not wishing to use a body of special design (the public would not relate the racing version with the car on sale to them), a new engine would be developed.

Work on the new 2-litre engine probably started in 1958, and first appeared in the TR3A body at the 1959 Le Mans test day. What appeared was a purposeful, if rather bulky, twin-cam of altogether conventional design. It looked rather like the Ferrari 2-litre Mondial. It was obviously very strong, obviously only at the start of its development, and not nearly as powerful as it might become after a year or two's work on it. The twin-cam cylinder head accommodated valves opposed at an

angle of 73 degrees, and its total weight including all hang-on accessories such as clutch, dynamo and starter was said to be 438 lb., slightly lighter than the normal pushrod engine. In general construction the TR3 engine was clamped together rather like a multimetal sandwich. From bottom to top there was the large cast sump, the lower crankcase casting, the upper crankcase, the separate cylinder block and the aluminium cylinder head. All auxiliary drives were grouped together at the front of the engine - camshafts, distributor, water and oil pumps - and there was provision for fan blades on the nose of the crankshaft pulley.

Like most new projects being developed in a car factory, the TR3 engine soon acquired a nickname. One of the supporting characters in a popular Arthur Askey TV series at the time was a young lady with an extremely well-endowed figure, called SABRINA, and a look at the profile of the overhead camshaft timing gear covers at the front of the engine will immediately show why the workshop fitters plumped for SABRINA as their engine's nickname.

The cylinder dimensions were fashionably over-square, with a bore of 90 mm and a stroke of 78 mm adding up to a capacity of 1985 cc. At first the compression ratio was a modest 9.25 to 1, and with the twin-choke S.U. carburettors fitted the power was in excess of 150 bhp at about 6500 rpm.

The cylinder head layout was conventional Jaguar with large inlet valves and single offset ignition. The target power output for the engine was set at about 200 bhp.

The engine dimensions were found to be 3.75 ins. longer than the standard TR engine, and measured 26.25 ins. long. It was hoped by the factory that SABRINA would be used in a TR as a high priced option, but to fit the engine into a chassis would require lengthening the existing TR3A chassis by 6 ins.

For 1959, the TR3S was developed which incorporated several differences from the existing TR3A. The chassis was lengthened by 6 ins., the track both front and rear was widened and rack-and-pinion steering replaced the cam-and-lever layout. The wider track necessitated the fitting of much more bulbous wings, but the changes had a tremendous effect upon the car's performance. The road going TRs were known as TR3Bs and used a standard length frame and the 2.2-litre engine, whilst the TR3S had the longer chassis to accommodate SABRINA.

It is surprising to record that the Le Mans TR3S cars weighed some 2025 lb., whilst the original TR2 weighed only 1848 lb. As a result speeds along the Mulsanne Straight were only about 135 mph - the TR2s had recorded speeds of 120 mph.

The race itself was a bit of a disaster to say the least. It had been decided to run the cars with fans and two of the cars retired because of broken fan blades going through the radiator. The third car had had its fan blades removed and was circulating in seventh place after 22 hours when the car retired with oil pump drive failure.

By 1960, the race for a replacement body for the TR3A had hotted up, and as a result it was decided to run at Le Mans with a modified body. The car itself used the TR3S chassis and running gear, but was fitted with a new Michelotti designed Zoom body. Again for some inexplicable reason, the weight of the cars was even heavier than in 1959, now being 2180 lb. However, the cars ran very much better and finished second, third and fourth in the 2-litre class, although their performance was insufficient to be classed as a finisher. The reason for this appears to have been due to a loss of valve clearance due to the valve inserts being hammered down, due to the use of metal of a reduced hardness (this being the recommendation of the supplier).

It is fortuitous that under the financial pressure that Triumph were under during 1960/61 that the team was entered for the 1961 Le Mans race. Because the result was a complete vindication of all that the SABRINA's engine designers had ever hoped for, though there was many a sour note raised against the great weight and ponderous appearance of the cars themselves. With the best of the engines now pulling at least 155 bhp before the race (and notably slightly more than that afterwards) and no further attention given to streamlining, the best lap times were reduced by at least 8 seconds and the best race average rose dramatically to 98.91 mph, with a distance covered of 2373 miles, (this compares with a best lap speed of 89.56 mph and 2149 miles covered in 1960). Better than that, all three cars finished, two strongly and one not so strongly, in ninth, eleventh and fifteenth places, and the coveted team prize was won at last. Keith Ballisat and Peter Bolton shared the fastest car, and was the first British car to finish.

The Zoom cars used in 1960 and 1961 were eventually combined with another Michelotti design exercise to create what was to become the TR4, but rather sadly the SABRINA engine was never put into any production car.

The twin-cam racing cars seem to have disappeared. During the autumn of 1961 and winter of 1962 they were re-assembled, and eventually shipped over to the New York premises of Standard-Triumph, where it was intended to use them for a motor racing programme. That never seems to have materialised, and what remains of the unique

twin-cam cars is mouldering at the back of a garage somewhere in North America.

Letters to SABRINA

Dear John (and TR Register)

Thanks very much, I received my two T-shirts and my copy of SABRINA this week. I have just finished reading it and now realise how many people are suffering with this blooming fuel injection. Two weeks ago the car started to hiccup, only at speeds within the speed limit, darn it. So I started to check. "Shall I start with the injectors again" I thought, but no I went into the ignition first, could find nothing, but to be on the safe side, got hold of some new H.T. leads and fittings and made a nice loom and put it all together, the leads were a bit weather beaten anyway. But all this was to no avail. Still messing around. The next day (Saturday) I had another go, new plugs, etc., etc. This business went on for four days, until I spoke to my diesel fitter friend who suggested I check the pump. So I climbed in and started to strip it. When I was half way through stripping it I began to pray that the pump was O.K. because it was the most beautifully machined "miniature" gear pump I have ever seen, and was certain spares would be a fortune. Anyway, pump O.K., so now I moved on to the motor, pretty dirty but O.K. Governor (or do they call them restrictors) all O.K. Then believe it or not the filter. Yes, you're right, the filter was clogged to the eyeballs with fluff, grit and believe it or not stones as big as $\frac{1}{2}$ ins. diameter. Problem solved.

Now the car was running smoothly again, and this brings me to the point I meant to make in the first place. Having read about the differential story with ND 148060. The car had been running nicely for two days when I noticed a resounding "clunk" when I "what did you call it, went into overrun", took my foot off the accelerator. Immediately I got home, got the brute on the ramps to check for play in the diff., but perfect. But after about ten minutes pondering the situation found the U.J. on the gearbox end of the propshaft absolutely shattered. So once again another strip down job. Battling to get the propshaft out in the end I decided the easiest way was to drop the diff. as well, which was quite easy really (considering I had been fighting for about another $\frac{3}{4}$ ins. to save me from taking the diff. out), anyway, 11 o'clock that night I loaded the propshaft into the boot of the other car. The following day I took it to work with me to strip it and try and get U.J. sizes etc. Talking to the foreman, he says, "We have two of those types in stock, one a Leyland and the other G.M. You can have a couple of the G.M. ones if you want as we don't have any G.M. vehicles any more". With a smile on my face I rummaged through the old stock in the stores and I found them, superior to the Leyland ones as they have grease nipples and plastic grease seals whereas the Leyland ones are "pre-packed". I rebuilt the shaft at work and when I got home it took me about three hours to complete the job, including splitting the diff. to check it. Once again all is well and the motoring is good. The only thing that bothers me is I see the pics. of you guys and your TRs with tops off. Now with mine being a removeable hardtop I'm a bit snookered for travelling any distance without the top, especially at this time of year. Do you know of anybody who makes soft top for TRs as I would love to know of such people.

Mike D. Allen

TRG CP 750110

We are presently getting information from the U.K. on the supply of hoods and tonneaus, Ed.

Following this letter from Mike, we decided to try and do something about it. Then Doug Drysdale showed us the Works Manual on petrol injection systems, so here is the first installment.

Technical Topics

Petrol Injection : Part 1

Lucas introduced their first petrol injection system, in its Mark 1 form, in high performance cars, particularly in the international racing field, and with special success in the Le Mans Jaguars.

The Mark 2 petrol injection system has now been designed for sports cars and high-powered cars. It is suitable for engines up to 150 bhp, and is engineered to extremely fine limits. Although the Mark 2 is a simplified design, compared to the Mark 1, it retains all the essential features, which have been proved on the racing circuits of the world.

When the petrol injection system is used, the conventional carburettor is not required. Fuel is injected into the cylinders by means of a high-pressure shuttle-metering device.

The advantages claimed for petrol injection are (a) reduced fuel consumption,

(b) smoother running at lower speeds and increased acceleration, (c) increased power output and (d) cleaner exhaust emission.

In the petrol injection system fuel is fed through a filter by a gravity feed system, and the pump together with the pressure relief valve draws fuel from the filter and maintains the fuel pressure in the supply line at 106 - 110 lbf/sq. ins. The valve returns excess fuel to the filter inlet.

Pressurised fuel is supplied to the metering distributor which is driven from a suitable engine take-off point. Fuel charges are delivered to each cylinder, in turn, by means of the injectors. The amount of fuel in these charges is varied to suit the loading on the engine, by means of the mixture control unit, which forms a composite unit with the metering distributor.

A more detailed description of the injection system components now follows.

Fine particles of dust are often carried in suspension in the fuel. If these were allowed to pass into the petrol injection system, they would cause excessive wear to the precision finished surfaces, and irregular running, bad starting and a loss of power would result. The fuel should, therefore, be filtered before it is used in the petrol injection system. The filter incorporates an element, consisting of a number of paper strips, wound about a cylindrical core. These strips are cemented together, top and bottom, so as to form a series of V-shaped coils. The element provides a large filter area of approximately 550 sq. ins. It must be noted that the paper element used in the filter has been specially designed for the petrol injection system. Filter elements designed for diesel oil systems, although very similar in appearance, are NOT suitable. The filter consists of three main parts (a) the filter head, made of cast aluminium and incorporating the inlet and outlet fuel connections, (b) the base, made of cast aluminium, with a control stud, and (c) the filter element enclosed in a metal container. The three parts of the filter unit are held together by means of the centre bolt, which passes through the central stud, in the base. Fuel from the tank enters the filter unit through the inlet. It then passes through the filter element into the base, and then upwards through the central tube, leaving the filter unit by means of the outlet. Abrasive particles are retained by the filter element.

The fuel pump consists of two assemblies, (a) the electric motor and (b) the pump assembly. The fuel pump is driven by electric motor, which enables the complete pump assembly to be more compact. The motor is a 12 volt permanent magnet type, similar to the one used in 12W windscreen wipers. The drive is transmitted to the pump assembly by means of a nylon coupling. (Note : As the motor is a permanent magnet type, special care must be taken not to reverse the leads).

The pump is a twin-gear type. Fuel, which has passed through the filter unit, enters the pump assembly by means of the inlet. (As a precaution against the remote possibility of any particles of dust remaining in the fuel, the pump inlet is fitted with a nylon gauze strainer). The two spur-type gears are rotated by the action of the electric motor. As the gears rotate, fuel is expelled through the pump outlet, and a pressure of about 100 lbf/sq. ins. is exerted on it.

There are four sealing units in the fuel pump. A small shaft seal prevents the entry of fuel into the electric motor. The sealing properties are maintained by means of fuel, directed on to it by the nylon coupling. (A "tell-tale" pipe in the motor end bracket indicates whether the fuel has passed this seal). Leakage of fuel from the pump is prevented by three large sealing rings, one between the body of the pump and the end bracket of the motor, and the other two between the individual plates of the pump body. In spite of its compact size, the fuel pump is very powerful, and is capable of delivering 16 gallons per hour at 100 lbf/sq. ins. with a current consumption of approx. 5A. The pump must be sufficiently large to supply the extra fuel required during starting. Researches have shown that three times the normal amount of fuel is required at 0 F (-17.7 C) to ensure a reasonably rapid start.

Note : The fuel pump must always be replaced on the vehicle in the same position as it was originally fitted.

Rust and TRs (Kindly supplied by Roux van der Merwe)

Body rust, especially at the coast, is a constant headache with most modern cars. The TR is no exception, but fortunately one of the main areas can be dealt with quite effectively. This is the area behind the front wheels, inside the wings, and from there the connected body sills below the doors, and the corner of the body where the rear wing bolts on at its lower front. Left unattended, or worse still, bodged over and sealed in, rust in these areas destroys the inner body sills as well, and many a TR has met its fate this way. (Cox & Buckles, by the way, can supply complete inner sill pressings for replacement, but this is a pretty major bit of surgery).

So if you haven't looked very carefully at these two areas on your TR2-3-3A, then do it now. My own TR2 (ex Transvaal, "No rust in this car") needed major work here, so its not only a coastal problem.

So to work : Remove the front wheel and look at the splash area under the wing, behind the wheel. You will find a removeable metal plate section held on by 5 studs, and having a rubber seal along its edge meeting the wing, and in the corner at the top.

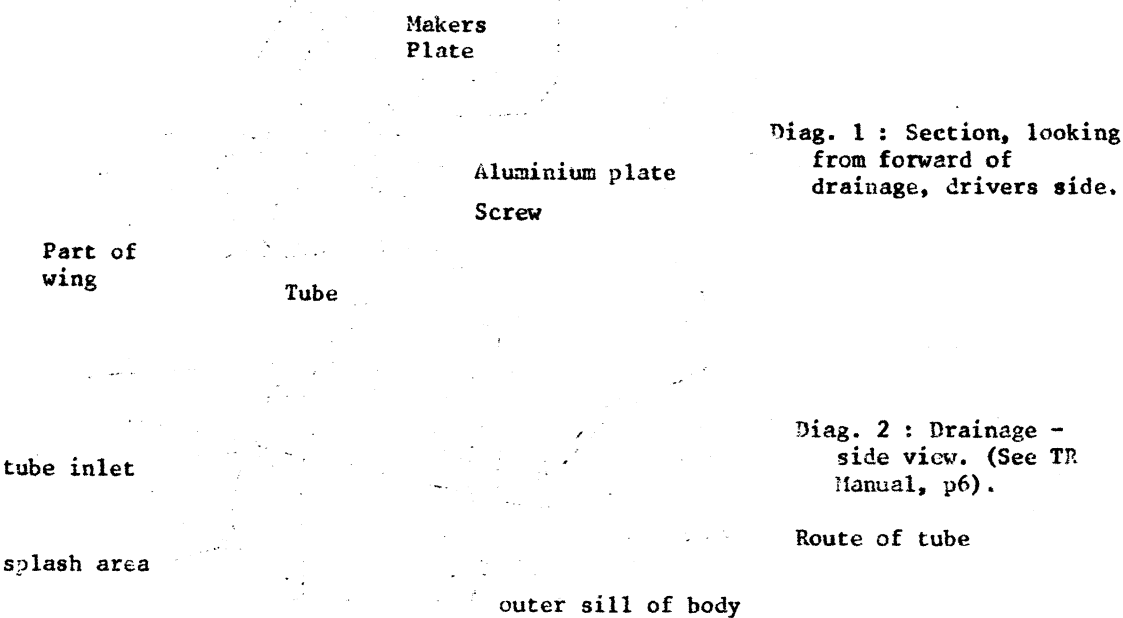
Take it off.

If yours is an average TR, you will find anything up to 5 inches depth of sand, mud and muck between the inner body sill and the wing. As the space is not enough to get your hand in, make a couple of hooked scrapers from wire or metal strip, and remove all this muck. If, when all the dust etc. is out, and all surface rust scraped off, you find that the metal is intact, then simply paint liberally with Crown PA10 etch primer, leave at least 48 hours to dry, and then cover with your favorite enamel, Tectyl or the like.

If, like I did, you find drama and disaster and big holes in the sills, read the next gripping episode, when I shall describe the replacement of an outer body sill.

For the rest of you lucky ones, once you are satisfied that everything is clean and dry and painted, you have two things to do to ensure that no muck and moisture ever gets in again.

1. Re-route the bonnet drainage.
 2. Seal the rubber seal on to the front wing.
1. Bonnet Drainage : You will see that the gutter which runs along the top edge of the front wing (under the bonnet) and drains the bonnet, in fact discharges through a hole at the back corner, into this very cavity behind the wing which you have just cleaned and painted. This will not do, so arm yourself with a length of $\frac{3}{4}$ ins. inside diameter plastic tubing. The inlet end of this tubing is fixed at the end of this gutter and held in place with a small aluminium plate, self-tapped in place (see diag. 1). Seal gaps and corners with Prestik or similar so that all water coming down the gutter ends up in the tube. The other end of the tube goes through the drain hole at the bottom edge of the front wing. (See dig. 2).



2. Sealing the "Bulkhead Sealer Plate" (Ref. : Manual, Body, p4, item 9) : Clean the area where the rubber sealer touches the wing, also clean the rubber seal. Screw sealer plate back into position. Now, using Pliobond or Bostik Contact, seal the rubber to the wing by pasting over an approx. 1 ins. strip of fabric (cotton tape or similar). Paste this in strips to take the curve at the top. Do it as you like but be sure that NO moisture can penetrate the joint ANYWHERE. The adhesive and fabric will be sufficiently flexible to take up vibration, etc. When the initial "stick up" is dry, give another coat of adhesive and when this is dry, paint this area with your favorite under mudguard finish.

You have just done more to stop your TR from rusting away than you realise. In the next article, I shall describe how I replaced my outer body sill, and dealt

with fairly serious rust in this area.

Spares News

As predicted earlier in the year, problems have arisen with our overseas order. Firstly the Bank would not give us a Sterling draught for the money to go with the order without a pro-forma invoice. Secondly I wrote to the U.K. for said invoice and have received to date no reply. Probably this is because of Xmas mails both here and in the U.K., but in the meantime, I apologise and ask you all to be patient. Those whose orders arrived after our order had gone will have their orders processed as soon as I know the first is coming.

Little else has happened on the new spares front, but I will publish a list of larger items later in this report.

Angus McGee wrote to me with a list of engine spares which he has at "written down cost" (very cheap). These include: Rings (87 mm overbore) R2.00 per set, rings (86 mm standard) R2.09 per set, valves - exhaust high port - R1.90 each, valves - inlet high port/low port R2.00 each, valves - exhaust low port R1.50 each, valve springs R2.00 per set. Angus is at SWISSCO (PTY) LTD., 4 GRAHAMSTOWN STREET MARSHALLTOWN, JOHANNESBURG, tel. 212986.

We have had a very kind offer from a member to cast bonnet hinges for us. These will be in a cast state in brass and so will need fettling and chroming, but with costs local and import at about R14-R18 for the originals in white metal, these can only be an improvement. Prices will be worked out later.

I seem to get a steady dribble of enquiries for second hand spares, which up to now, I have been able to fill from my own accumulated stocks. These are beginning to get a bit low now, so could anyone with second hand spares for sale drop me a line with pieces so I can pass on any enquiries. Favorites are hood frames and sidescreeen frames, if anyone knows of a light engineering company who could make small numbers of these, could they please chat up said company to help us out. Samples can be supplied.

Prices of larger imported spares.

Front bumper TR2/3A	R35.00 each
Overriders front and rear	R35.00 per pair
TR4 grilles	R20.00
TR6 wood dashboard facia	R12.00 right or left hand drive
TR3A grille	R12.00 each
TR4A grille	R14.00 each
TR2/3 floors	R45.00 each (newly constructed as original but without cage nuts).

Quarter panels (next to rear door pillar) R35.00 each.

The above prices do not include delivery which being by sea freight will be higher than by post. Work on approx. 30% and you may just get some change (but no guarantee) or possibly a small bill upon arrival of your goodies.

We hope soon to have prices for most, if not all, of the various rubber seals and gaskets for TR2/3/3A from local sources. If these are reasonable, which I expect they will be, please support us (and improve the look of your car) and buy some.

Don't forget that T-shirts and pocket badge are available. T-shirts to order only, any size at R3.00 plus p & p, and pocket badges ex stock at R2.00. All reports on these items are full of praise. Both can be obtained from Neil Cove (our Treasurer) whose address appears elsewhere.

Keep up the rebuilds and remember to order spares WELL in advance to avoid delaying your rebuild.

All members employed in rebuilding must aim to finish in time for the 25th Anniversary Gathering provisionally set for October 1978. See you there.

Please keep in touch for all your spares needs, and also if you know of any sources of spares for our cars as yet untapped. Many of the long time Leyland Agents are beginning to dump their redundant stock, and these can be bought up cheaply if an approach is made, so check out your local agent and let us know.

That's all for now, but I'll send out a spares news if anything exciting happens. Please let me know if you need any of the above or any other large items not on the list. Do not send any money yet as I would first like to establish quantities.

Stop Press Spares.

1. We have now received a letter from Pete Buckles.
2. We have contacted a light engineering company in Durban North who can make hood frames, stone guards and side screen frames from stainless steel.
3. Ian Johnson has just been quoted R40 for a stainless steel exhaust system for his TR4. Anyone else interested should contact Ian.
4. Oil filters are available from the Register at 75c each. These are the Percolator type.

Bits and Pieces.

Rory Nesbitt (TR4-owning non member) won the 250cc motorcycle race at Hesketh on 6th September whilst his brother Shane won the 125cc race.

John MacCauley put his TR3 on the market but thought better of it after it had been in the sales lot for 2 months.

Petit Prix racing at Roy Hesketh promises to see at least 7 TRs on the track this year with John Dobbins (TR3A), John Moore (TR3A), Chris Schmidt (TR2), Peter ter Wolbeek (TR3), Graham Cheetham (TR3A), Rob Thompson (TR2) and Steve Goddard (TR6) showing interest.

Mike Allen (Cape Town) has sent his regards to Mike Allen Rietkuil, and I hope they maintain the contact - October 1978 is not far off.

Mike Allen (Cape Town) is preparing a racing TR4 to compete in Historic Races at Killarney. He hopes to tow the TR4 with his Concours TR3 to Bloemfontein in 1978. We have 2 TR6 owning members in Botswana, John Maidment and Robin Tilney. At least you can compare notes.

Cheetham is now the proud owner of a TR7. It may only be 2 ins. long, but it is very pretty and stands besides my TR2 and 2 TR3As on my display shelf.

Malcolm Wright has at last got a grab handle for the Black Bomber, which now has an NP registration number. Mally has also introduced Ken Carter to the Register who languishes in the hills around Cathedral Peak - lucky fellow!

Peter Wooley has at last decided to get his TR3A back on to the road - he really does know what he is missing having it off the road. Peter is looking for a good TR3 steel hardtop for which he will pay good money or swap spares. He also has a Bristol 401 (1951) 2-litre if anyone is interested. Peter can be contacted at 12 Grove Road, Rondebosch, 7700.

Colin Burney, who owns a Fairthorpe and a Mk. 3 Spitfire, has just got himself a TR3A (good lad), but is looking for a rear seat for his 2 children. John Moore has got one of these seats, but he uses it for his daughter. However, he might be able to give you construction details.

We have 2 GT6 owning members looking for bits and pieces. Vincent Collett is after a diff, and Daniel Slabbert is looking for another front end and overriders. As he knows the local fibreglass moulders he may be able to organise GT6 front end moulds, provided I let him have an impression of mine.

Cape Town Centre have also got letterheads for their writing paper.

Gavin Turner (1965 TR4A) has contacted us from East London, but needs speedo and rev counter cables for the car besides new universals for the rear. Gavin ends his letter by sending his regards to all TR maniacs.

Panos Eraclides seems to have had the misfortune of writing off the front end of his TR6 whilst uninsured. Anyone knowing of such valuable pieces of front and should contact Panos at 22 Merlyl Court, 52 Mons Road, Bellevue, Johannesburg (tel.246210).

Lance Walton of Port Elizabeth has sent us a very interesting tale of his TR3. Bought for R300 in 1971, the car stood for 6 months before being offered for sale at R250, but no offers. At that time Lance threw his hat to the wind and blew the motor up doing a ton down the local Freeway (blissful days!). Consequently the motor was rebuilt, followed by a major body rebuild and respray. Lance reckons his red TR3 is the best in P.E. - he must obviously contact Roux van der Merwe and John Hampson and compare notes, who will have or have nice TRs down there.

It was nice to see Erny Roos in his immaculate TR3 (recently rebuilt) and his son Herman in his ex Mark Batchelor TR3A the other day. Quite a sight!

Chris Schmidt has just to complete a suspension rebuild on the one side and his car will be back on the road. He reckons it will be an improvement on the tin box he is presently driving.

Rob Thompson keeps telling us he will have his car on the road in the near future. It will be worth waiting for the TR2 if it is as good as his Concours winning Austin Nippy.

Steve Geraghty keeps saying he will also have his TR2 back on the road, but I think he needs a bit of convincing. We'll have to gather round and show him his folly.

Christo Prinsloo has just bought himself another TR, TR3 this time. What about some pictures Christo?

Anyone wishing to enter his TR4/4A/5/6 in racing can do so by entering the Petit Prix races at Roy Hesketh. They are not restricted to pre-1964 cars.

Mervyn Harris tells us that they are getting fed up of seeing M.G.s racing at Killarney, and that he has decided to thrash them in the TR3A. Anyone else interested in this type of racing at Killarney should contact Mervyn at 134 Ringwood Drive, Pinelands, 7405.

David Swan has temporarily forsaken his TR3 for an M.G.B. whilst it is being rebuilt, and reckons the B would'nt be too bad if it had the TR motor.

Leyland have upset the M.G. boys by suggesting that the name might be dropped in preference to the Triumph name. We await the outcome with bated breath.

Has anyone got a Mark 3 Spitfire inlet manifold for Julian Wells? Brenda Sudano has one, but it is attached to the engine, which is more than can be said for her hosepipes which seem to burst on her at the wrong moments. Tape works wonders, hey Brenda?

Many congratulations to John Dobbins and Liz Torr who got married on the 18th December. Liz makes our T-Shirts for us and we hope John will be making our rubber moulds.

News from the Centres.

Natal Centre.

Here in banana land, we have enjoyed a very interesting series of events. During November we did not have an event, but did attend the Petit Prix race at Roy Hesketh on the 20th November 1976.

On December 5th, the M.G. Car Club, Natal Centre organised a social motoring day at Roy Hesketh circuit, inviting all the local motoring clubs (TR Register of S.A., Vintage Car Club, Vintage Sports Car Club, Harley-Davidson Club) along for a bit of social competition. The TR Register of S.A. turned out in force and what a delight to see 14 TRs together. Trevor Lewis brought his ex Trevor Crozier supercharged TR3 along, but had a few problems getting the blower to work properly. Another superb car was Ken Korte's TR2 which looked resplendent in maroon paintwork and shod with wire wheels. It was also good to see James Wentworth in the ex John Peate TR2, and Mike Wheeler in the TR3A. With a total of 19 Register cars present, we were the largest contingent there.

The competition itself was won by the Harley-Davidson boys, but the Register did come in second. To those of you who came along to support the event, thank you, and I hope you enjoyed the day's activities.

The Christmas Party was held on 18th December at John's house in Escombe, and once more we met several "new" members. We even had the pleasure of Johannesburg Centre member Peter Spiers who was down on holiday. The whole event was a tremendous success and (it would appear) everyone had a good time. Thanks John for the loan of the house!! Our first event of 1977 was also the first time we have been treated to a light-hearted competition. Chris Schmidt, ably assisted by Sue arranged an observation run from Pinetown to 1000 Hills Hotel.

It was nice to meet old friends after the festive season, and Oliver Hart brought out his beautiful TR3. Jerry le Roux came down from P.M.B. in his LTD TR6 and Brenda Sudano brought out the Spitfire for the first time on a run. On a quite incredible day of cool and hot weather, we had the following result:- 1st John Moore, (TR3A), 2nd Oliver Hart (TR3), 3rd Neil Gove (TR3), 4th Doug Drysdale (Mini), Brenda Sudano (Spitfire), and Chris Matteson (VW), 7th Graham Cheetham (TR3) and Kennie van den Berg (VW), 9th Jerry le Roux (TR6).

It has been decided that a trophy will be donated to the Natal Centre to be awarded to the member scoring the highest number of points in three competitive events to be held later in the year. The points will be awarded according to the number of entrants, so that in the above contest John Moore would score 9 points and Jerry le Roux would score 1 point. Needless to say, we have to keep within Government Regulations, so that contests will be of a completely social nature. More news of this series of events will appear in future copies of Sabrina. And just to put the record straight, the above event will not count towards the new trophy.

Now to details of events in Natal for the next 3 months : Sunday 27th February : John Moore will be arranging a trip down the South Coast, so, we hope the Umkomaas Lido. Lunch will be included in the entrance price of about R2.00, and we will meet at the 645 Service Station in Moore Road, Durban, leaving at about 10.30am. This should be an excellent event so make sure you come along.

March 19th/20th/21st - The Annual General Meeting to be spent at Everglades Guest Farm at Nottingham Road. Prices are R13 without bath, R14 with shared bath and R15 with bath. Children under 5 are half price and between 5 and 9 three-quarter price. The prices are inclusive from Friday evening meal to Sunday Lunch. This should be a tremendous weekend away and one not to be missed. We haven't been away before, but the first A.G.M. Weekend is likely to be one of the most enjoyable occasions of the year. Ian Johnson is doing all the work so would all those wanting to go please contact Ian at 723990 as soon as possible.

Friday 22nd April : A Noggin 'n Watter evening will be arranged at a venue still to be decided. Hopefully, the evening will feature films sent over to us from the TR Register in the U.K.

All the above events will be notified to local members nearer the scheduled time, informing you of changes and/or additions.

CAPE TOWN CENTRE REPORT:- Well, down here in Cape Town we have been busy organising things, if nothing else.

Every year, about this time, a Motor Show is held at the Goodwood Showgrounds, this year it is being called "Wheels 77". Not such an original title you might think, especially as last year it was called "Wheels 76" but anyway. We have, we think, got space to show about four cars and shall probably exhibit TR2,3, 4 and 4A. We wish we had a member with a 6, but no luck. Should be quite interesting, and we hope to collect a few new members.

On December 16th, being a public holiday, your truly was fiddling with his motor (tightening rear genny mountings a'la Sabrina), when he decided to feel the fan belt tension. Not pausing to switch the engine off, or anything else for that matter, he promptly inserted his finger into the innards, and promptly lost both finger nails - not immediately, one still has to drop off! Oh well. To get back to the motor show; people have suddenly started frantically getting cars either assembled, roadworthied or polished depending on their state. Amazing.

John Schultz, between working on the rebuild of his 3 (going to be good, this one) has been around Shell, B.P. etc. and we are hoping to have some good films shortly. At our last meeting, we had a chap out from the U.K., on holiday, who is a member of the U.K. Register. He is with Aston Martin in the U.K. and brought some slides of his 3. The Centre had a braai recently and a few members of the Austin Healey Car Club were enticed along. Well, well, well. What else have we been up to? Mike Allen is getting busy on his rebuilds, as is John Schultz, mentioned earlier. Tim Kent, who is redoing a 4A is getting on - we should have another mobile member soon. (Mobile members, TR's obviously, 'are entitled to the letters "MM" after their name).

We have a few members in the Cape Town Centre who would dearly love to race their cars (gently) of course, so Mervyn Harris, our "Pres." is organising something with the Western Province Racing Union or something like that.

Well, as you can see, with all the organising going on 1977 looks like being a good year TR wise. We all hope so.

JOHANNESBURG CENTRE:- There is no report from the Johannesburg Centre for this edition of Sabrina.

CARS FOR SALE.

TR3A : Leon Durrheim wants to sell his car. As I have not seen this car I don't know what the condition is like, but Leon has been using it for the past 18 months. Leon can be contacted at the Royal Hotel, P.O. Box 1041, Durban, 4000.

TR2 : Russell Gould, P.O. Box 3, Rosetta, Natal (tel. Rosetta 16) is selling his TR2. BRG with white tonneau, overdrive, body good, engine excellent, with Isky cam, block, gearbox, diff., beads, carbs, wings, bonnet, apron, boot, clutch, as extras. The whole lot R1500. Russell is contactable at above phone from 1st to 15th February, or write College House, Wits University.

TR4A : Terry Vinagre will be selling his car during the next few months. Complete engine and gearbox overhaul at beginning of 1976. Overdrive, tape/radio. Best offer over R2000. Contact Terry at Cape Town 442722 (H), 698531 x 204 (W).

Perhaps I can ask all you guys who sell your cars will inform the new owners of the Register's existence. Incidentally one of our members from Durban spent a few days in the Jo'Burg area and discovered a TR3 just down the street from where he was staying. Being an inquisitive fellow, he went to find the owner, who told him the tale of having found the car in Northern Transvaal and had paid R150 for it. In one week he had been approached several times by locals prepared to pay R1000 or more. There must be a moral there somewhere!!

Addresses.

TR Register of S.A.

Chairman : John Moore, 64 Eldridge Road, Escombe, 4093. 350303 (W).

Secretary : Graham Cheetham, 4 Highways, Marian Hill Road, Pinetown, 3600. 726416 (H), 358131 (W).

Treasurer : Neil Gove, 37 Lonsdale Drive, Durban North, 4016. 415611 (W), 837054 (H).

TR Register of S.A., Johannesburg Centre.

Chairman : Andrew Swan, 57 Sixth Avenue, Sandton, Johannesburg, 2199. 429676 (H).

I.R. Register of S.A., Cape Town Centre.

Chairman : Mervyn Harris, 134 Ringwood Drive, Pinelands, 7405. 534445 (H), 676510 (W).

Secretary : Charles Paterson, Kildonan House, Penrose Road, Tuizenberg, 7945. 85537 (H), 454811 (W).

Articles for Sabrina May 1977.

Please can I have all articles, letters, news and reports by 16th April for inclusion in the May 1977 edition of Sabrina.