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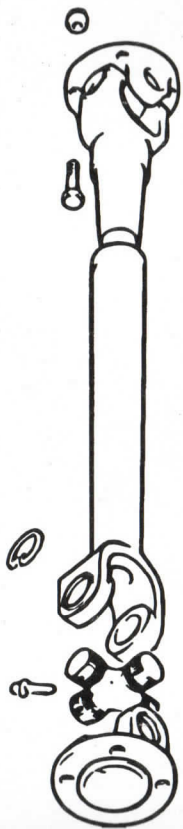


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TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA

4 Hermitage Way, DURBANVILLE 7550

JUNE 2001 - VOL 26, No 2

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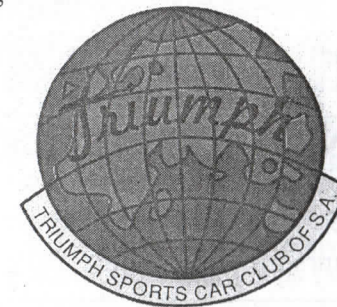
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INDEX

Item	Contents	Page No.
1	Club Officials, Regional Spares Contacts, Insurance, Editor	1
2	Regional Officials	2
3	Index	3
4	Editorial	4
5	Deadline for September 2001 issue of Sabrina	4
6	From the Chair	5
7	New Members	6
8	Report: Pretoria Centre	9
9	Report: Johannesburg Centre	10
10	Report: Port Elizabeth Centre	11
11	Report: Border Centre	12
12	Report: Cape Town Centre	14
13	National Gathering Update	19
14	Nationals 2002 Booking Update as at 24th May 2001	20
15	Registrar's Report	21
16	Letters to the Editor	23
17	Wanted and For Sale	27
18	Confessions of a Mis-spent Youth	29
19	"It's not about cars so much as about the people who drive them"	31
20	Going Racing - Part 3	33
21	Has your Triumph ever run into your other one in your own garage?	36
22	Tool Time: TR2 - 3B Tool Roll Discussion	38
23	Humour for Sabrina	44
24	Defining a Triumph Enthusiast	46
25	Posidriv, not Phillips	47
26	The Sidescreen Story	48
27	Starter ring fixing	60



the nationals. I've already bought most of the parts I need (they tell me that's the easy part, but I keep telling them that at today's prices that's the difficult part), and as soon as I have the body painted and back on the chassis it must be plain sailing all the way down to Storms River! *Watch this space!*

Regards to all and happy motoring. I bit of advice from someone who knows - start early if you have lots of work to do on your car before the nationals!

Gino

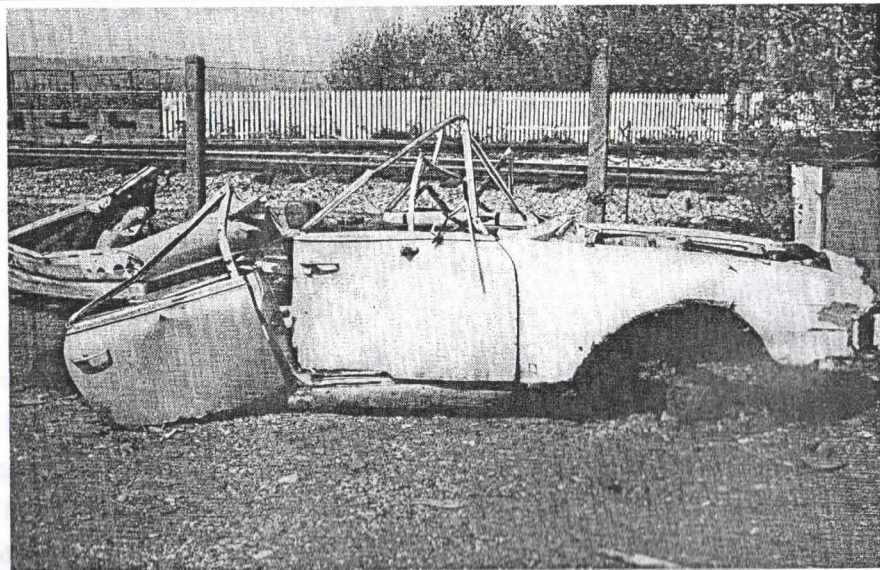
NEW MEMBERS

The following persons have recently joined the Triumph Sports Car Club of South Africa, and we hope that they will participate in, and enjoy the activities of their respective local Centres.

- | | |
|-------------------------------------------------------------------------------------------------|-----------------------|
| 2124 A Blom
<i>P.O. Box 990, STRAND 7140</i> | Spitfire MkIII |
| 2125 M Carstens
<i>P.O. Box 2173, BELLVILLE 7535</i> | Vitesse Conv. |
| 2126 PH Mitchell
<i>Unit 12066, Blue Valley Avenue, Bokkemenskloof, HOUT BAY 7806</i> | TR6 |
| 2127 M Hillier
<i>2 Gelder Close, MARINA DA GAMA 7951</i> | Herald Conv. |
| 2128 F Robinson
<i>P.O. Box 273, STANFORD 7210</i> | Spitfire MkII |
| 2129 A Uytenbogaardt
<i>20 Joe Simon Street, MONTE VISTA 7460</i> | Spitfire MkI |
| 2130 K Gibbons
<i>P.O. Box 1742, HALFWAY HOUSE 1685</i> | |
| 2131 C Pienaar
<i>P.O. Box 33199, GLENSTANTIA 0010</i> | Partner, TR6 |
| 2132 AI Falcon
<i>P.O. Box 1191, FOURWAYS 2055</i> | TR6 |
| 2133 SR Callaghan
<i>P.O. Box 1186, CRESTA 2118</i> | Spitfire MkIII |

- | | |
|------------------------------------------------------------------------------------|-----------------------|
| 2134 C Steele
<i>P.O. Box 82732, SOUTHDALE 2135</i> | TR4A |
| 2135 AJ Backler
<i>P.O. Box 1568, FERNDALE 2160</i> | Partner, TR7 |
| 2136 A Frampton
<i>5 Balsam Road, ALLEN GROVE 1619</i> | Partner |
| 2137 K McDonald
<i>26 Uplands Drive, KLOOF 3610</i> | Spitfire MkIII |
| 2138 G Ponsamy
<i>126 Flamboyant Drive, ISIPINGO 4110</i> | Spitfire MkIII |
| 2139 J Davis
<i>9 Logies Bay Road, LLANDUDNO 7806</i> | Partner |
| 2140 CN Bowen
<i>75 Ratheloer Avenue, CONSTANTIA 7806</i> | TR3A |
| 2141 RD Twaddle
<i>P.O. Box 725, HALFWAY HOUSE 1685</i> | TR4A |
| 2142 D Ferreira
<i>34 Maple Street, North Head Ext No 4, BENONI 1501</i> | Partner |
| 2143 M Donaldson
<i>P.O. Box A244, MBABANE H001</i> | Partner |
| 2144 I du Plessis
<i>P.O. Box 35636, NORTHCLIFF 2119</i> | Partner |
| 2145 E Setterberg
<i>9 Gwalia Road, KENILWORTH 7708</i> | Partner |
| 2146 D Haydon
<i>33 Davidson Road, Beyer's Park, BOKSBURG 1459</i> | Partner |
| 2147 G Burton
<i>P.O. Box 861, FOURWAYS 2055</i> | Partner |
| 2148 C Dunn
<i>P.O. Box 2401, EDENVALE 1601</i> | Stag |
| 2149 DJ Harris
<i>4 Catherine Avenue, Northcliff Ext 9, GAUTENG 2195</i> | TR6 |

- 2150 **C Harris** Partner
4 Catherine Avenue, Northcliff Ext 9, GAUTENG 2195
- 2151 **F Dely** Spitfire MkII
P.O. Box 374, MORNINGSIDE 2057
- 2152 **J Langenstrasse** Partner
P.O. Box 136335, ALBERTON NORTH 1456
- 2153 **RD Collins**
Postnet Suite 429, Private Bag X23, GALLO MANOR 2052
- 2154 **A Vorster** Spitfire Mk4 1971
P.O. Box 14893, SINOVILLE 0129
- 2155 **WJ Morris** Spitfire MkIV 1972
P.O. Box 388, SILVERTON 0127
- 2156 **P Wright** Partner
P.O. Box 75331, LYNNWOOD RIDGE 0040
- 2157 **J South** Partner
P.O. Box 11323, DIE HOUWES 0163
- 2158 **D Gibbons** Partner
P.O. Box 1742, HALFWAY HOUSE 1685



REPORT: PRETORIA CENTRE

Die Boere geniet nog lekker sonskyn, rugby, braaivleis en baie "Triumphrolet". As I write this we are still enjoying the most magnificent sunny days in late autumn. Our TR's, Spitties and Stags are just begging us to drive them "topless" still. While "topless" encounters could become perhaps a bit more imaginative after dark, the slight nip in the air is now really becoming inhibitive.

So far this year our noggins and events have been very well attended. Despite heavy rain the Sidescreen Run in February was well supported although most TR2/3 drivers preferred their "plastics" on the day. The Forkman Triumph Rally (sponsored by Bruce Leslie) was held in glorious sunshine and attracted many entries from other classic car drivers regularly participating in the CRASSA rally series. The Spitfire Run in April also attracted more than 20 Triumphs although only 6 Spitties were counted on the day. Marko Claasen, the Spitfire house captain, organised a novel yet precise driving test that was won by Gino in Harry's TR2.

The keenly contested house competition has really become a factor in that the house captains encourage their members to attend events in their Triumphs in order to generate points towards the inter-house trophy. The Spitfire pilots managed to take a solid lead of 33 points by February, but consistent attendance and participation in other events such as classic car rallies, benefited the Amaseven-sevens (TR7/8 drivers) greatly. They have now overtaken the Spitfire team: *The points position now is:*

HOUSE	POINTS
Amaseven-seven (TR7/8)	1062
Spitfire (Spit/GT6)	1033
Michelotti (TR4/5/6)	865
Sidescreen (TR2/3)	725
Stagaloon (Stag/Saloon/Herald)	434

We are looking forward to joining the West Rand Centre on their Trout Fishing expedition at the end of May. The Michelotti team will stage their annual run on 24 June while the "Stagaloon Run" is scheduled for 22 July. Many of us are looking forward to the long weekend away in August (9th to 12th) when we intend to drive to the Drakensville resort at the foot of the Oliviershoek pass in the northern Drakensberg region. We will be accompanied by a number of Jo'burg members while some fellows from the Kwazulu-Natal centre will join us at the resort. A great idea!

Since our report in March the following new members strengthened our ranks "officially":

366	Cathy Pienaar	Partner member
367	Andries Vorster	Spitfire Mk4
368	Petra Wright	Partner member
369	Willie Morris	TR7
370	Joan South	Partner member
371	Dot Gibbons	Partner member

Some Triumph bits in conclusion: Gino's restoration of the "Purple People Eater" (his TR6) is making good progress. Bruce Leslie recently added a TR4 to his growing Triumph collection but the car is being rebuilt. Grant Malherbe has a lot on his plate with the acquisition of his latest Meccano set: a TR7 in pieces. The restoration of Harry's Stag is now also completed and the car has made a number of appearances already. The rebuild of Rodney South's magnificent powder blue TR3A is nearing completion.

Fluit-fluit, my storie is uit!

Cheers vir eers

Nols

REPORT: JOHANNESBURG CENTRE

Hello all from Johannesburg. It is time again for me to report on what has been happening in Joey's over the past couple of months.

Having something happening at our noggins has so far been successful and the attendance seems to have improved. Since my last report we have had a Scalextrics Race, a Photo Exhibition, and informative talk on Brakes which was presented by Mark Buckley, and judging by the amount of questions that were asked, was one of great value to the members.

The theme for our last Noggin was a model car concours which was suggested by our intrepid chairman, Keith Kelly. There were some very interesting models on display, particularly the hand-built ones and after judging, which was done by Don from collectable models, I was not surprised that Allan Grant and Harry Fairley walked off with the lion's share of the trophies. Hopefully there will be another model concours next year.

Once again a number of us cruised down to Pietermaritzburg for the Cars in the Park show. As usual the trip down was an all-day affair with plenty of stops for food and refreshment. The Sunday in the park was a wonderful day blessed with perfect weather. We met up with the crowd from the Durban Centre who treated us well once again, and from us all, thanks to David Blair and his crew from Durbs for the hand-outs and hospitality.

We have events between Johannesburg, Pretoria and West Rand Centres and

apart from our usual breakfast runs we have the annual trout farm run and the concours coming up.

This year Johannesburg Centre is hosting the concours and we are busy selecting a venue for this event.

That is all news I have for now, so until the next Sabrina keep well and have fun.

Cheers

Mike

REPORT: PORT ELIZABETH CENTRE

The Port Elizabeth Centre of the Triumph Sports Car Club was formed 20 years ago in 1981 and two of the founder members were Neville Whitford and Rob Elliott. Carl Butlion supplied the club with a copy of the first newsletter. The first meeting was held at the Hunter's Retreat Hotel on Monday the 13th April 1981, and the first event was a drive to Hankey for a champagne breakfast at the Hankey Hotel on the 17th May.

We will be celebrating the 20th anniversary on the 2nd June, and this will take the form of a mystery run organised by Bob Pretorius followed by a buffet supper at the German Club organised by Karl Illenberger.

As usual this centre has been quite active, as we hold a noggin night on the first Monday and then another official event, usually a social outing during each month. On the 16th February we had a very good turn out at a Valentines dance organised by the Victoria Park Bowling Club. Triumph members out numbered the bowling club members and a good time was had by all. I am not sure who has adopted who, but their clubhouse is an excellent venue.

Our March event was a skottel braai at the "Wide Horizon Game Farm" on the 25th. There was a good turn-out and the weather was again very good.

Our April event was organised by Frikkie Viljoen and was a regularity run followed by a "bring and braai". Although the weather initially was not too good it changed and in the end it was a perfect day. *The prize winners (donated by Kwikfit) were as follows:*

1st	Leon and Carol van Loggerenberg
2nd	Terry Blake and Les Rudman
3rd	Mike and Anita O'Donoghue

There was also a prize for the car closest to a secret time and that was won by

Rob Elliott.

Mike O'Donoghue also used this event to unveil his TR7 coupe. He has worked very hard on this restoration and has done a superb job. The car is dark blue, has electric windows, air-conditioning and genuine leather seats.

On the 15th March our local chairman, John Hartman, went down to Cape Town to the Constantiaberg Clinic for a major back operation - he had 6 lower vertebrae fused. He is now well on his way to recovery and is feeling much better since the operation which was very successful. He asked me to convey his appreciation for the friendliness and sincere assistance shown to him by members of the Cape Town Centre, his wife Julie who was always at his side, and to Bruce Puttergill who was acting chairman in his absence. The bad news is that he has sold and exported to Cape Town "Stoffel", his TR3, but the good news is that he has imported "Stoffel Too" - a Triumph Stag from Durban.

A warm welcome to the following new members: Johan Wagner (Triumph Spitfire MkIII), Lesley Rudman, and Guy Vergoes Houwens (Triumph GT6).

Deon de Kock has bought a Triumph TR4 which is on the road but will need some body work.

A past member, Billy McAinsh, who emigrated to Australia about 10 years ago paid us a surprise visit at our last noggin. He lives in Alice Springs and uses a Triumph TR7 as his daily transport. Before he emigrated he owned a TR5.

Ciao, and enjoy your Triumph
Jimmy Sheard

REPORT: BORDER CENTRE

Getting chilly in the mornings nowadays heralding the first days of winter and needing driving gloves and thick Triumph jackets for that early morning topless drive, but oh so exhilarating. The motorcyclists, however, know no better but then I have never been attracted to motorcycles, or should I say riding motorcycles, as to me, one of my favourite sights is a bright shining Harley in all its glory. May I remind readers that the nationals are now only four Sabrina's away (frightening isn't it!)? It will also take place this time of the year, which is not too hot and not too cold, but just dead right for a holiday at the beautiful Storms River. By then I should have my Spit completely re-restored and in concours condition but it is already taking lots of TLC, for the uneducated TLC stands for "Takes Lotsa Cash!" I started by taking the bumpers off for the re-spray but then went on to the Triumph lettering, badges, handles, rear and front

lights and eventually every chrome part there was. Then I took out the windscreen to replace the retaining rubber that was badly perished and found rust underneath leading me to take the whole windscreen frame off. Then I decided to let my Gardner scrape off the excess rubber around the edges of the glass and, yes, you've guessed it one crack through the middle. Thanks to the Triumph club and a few phone calls I found a windscreen from Port Elizabeth, which I believe, is the last one in the country surviving from a number that were locally made some years ago by the Pretoria club. Then there was the question of the dash which now looked kind of tatty seeing that everything else had been removed so guess what? Out with the dash, the controls, the vinyl and all. Now all that is left is to take out the seats and carpeting for replacement and hence the TLC story! Spittie looks absolutely bloody awful at the moment so I must take a few photo's for the before and after story. As for club news it's been a rather rough time with inclement weather forcing the cancellation of most of our events, rain has been the order of the day. Reading the last copy of Sabrina made me really excited as I read that Bloemfontein were getting their act back together. Charles, congratulations and the very best of luck in reviving the club. I seem to have a sort of vested interest in Bloem, maybe because I have two sons there and anyway it's a great city. I was even more interested when the name of Bill James (of Stag fame) cropped up as a likely member. Bill was one of our members a few years back and we miss him, a lot. Do give him our very best regards and make quite sure he joins the club. Also let me know the date of your noggins as I would dearly love to join you should one of my Bloem visits co-incide. Well the last part of this report is that at last we have had a successful run without the weather turning to wet! This took the form of an economy run and was attended by a variety of cars from Mustangs to Cobra's. I had to take my old Austin as believe it or not all my three Spitties are at present in a state of disrepair for one reason or another. The results of the run are not yet known but I will leave readers with one little thought regarding driving economically and that is, Driving up an incline in third gear at the same speed as you could in top gear saves fuel? I'll leave you all with that thought and wish you all happy and economical motoring.

Kind regards,
Trevor Browne.

*One of life's mysteries is how a 2 pound box of chocolates can
make a woman gain 5 pounds!*

My mind not only wanders, it sometimes leaves completely.

Just when I was getting used to yesterday, along came today.

*I gave up jogging for my health when my thighs kept rubbing together
and setting my pantyhose on fire*

REPORT : CAPE TOWN CENTRE

It is with great sadness and shock that I report the death of Elsbeth Mani who passed away on the 28th April. She had suffered a stroke a few days before our AGM at the end of March, and our heartfelt hopes that she would recover were in vain. Gian and Elsbeth joined our Club in 1998 and quickly became popular and well-loved members. We will very much miss Elsbeth's vibrant and warm personality, and we extend our deepest sympathies to Gian, daughter Bianca and son Reto, at this sad time in their lives.

Peter du Sautoy recently underwent surgery but is recovering well. Heletia Oosthuizen has also recovered well from a sudden emergency operation as a result of a routine medical checkup. Liz Boss also underwent surgery for a delicate toe operation and hopes to be back on her feet soon.

Following on our AGM on 31 March, our new committee remains about 50% the same and reads as follows:

Chairman:	<i>Mike Napoli</i>
Secretary:	<i>Nerina Napoli</i>
Treasurer:	<i>Chris Schultz</i>
Committee Members:	<i>Marion Went, Geoff Davis and Gerhard Vorster</i>

We had our usual format, starting with a Concours de Popular whereby all present were asked to vote in order of preference for their three most popular cars. Present were 1 X TR2, 1 X TR7 DHC, 1 X TR7-V8 FHC, 1 X Vitesse, 1 X Herald 948 cc Coupe, 1 X Herald 13/60 Convertible, 1 X Chicane TC a/t, 2 X GT6's, 2 X TR4's, 6 X Spitfires. All the cars were given a number and the three most popular cars chosen were:

1st Nerina's Spitfire,
2nd Paul's TR2 ,and
3rd Jessica's Spitfire.

It was nice to see two Spitfires in the top three and also nice not to have any moaning, groaning and squabbling that usually accompanies any form of Concours "competition"! Unfortunately Nic and I had a setback in that we had to arrive on foot! Nic's newly rebuilt Spitfire "Dinky" was on it's maiden outing but broke down just before the turnoff to the Clubhouse. We were very lucky to have been given a lift by a kind man so we did not have a 20 minute walk to endure carrying all our braai stuff. After much investigation and fetching of petrol the fault was diagnosed as a broken fuel-pump, so we left "Dinky" inside the Clubhouse for Nic to fetch and tow away on Monday. Luckily Nerina was kind enough to give me a lift home to Sea Point and Mike took Nic to Bantry Bay for which we thanked them very much as it was vastly out of their way.

After the AGM our Chairman was deeply touched to receive from Grahame D.R. Johnson on behalf of the sidescreen chapter of the Club, a 1.24 scale model of a TR3. Business completed for another year, we settled down to a very pleasant braai.

We have great pleasure in welcoming two new members - Andrew Uitenbogaardt who has a Spitfire MK3 and Chris Bowen who recently acquired a TR3A.

In February we had a noggin consisting of Dave Gordon's by now famous Quiz. The 17 members present were divided into 3 teams and the quiz got under way. At the end of the evening Team 3 consisting of Chris, Marion, Nic and I emerged the winners by a narrow margin. Dave, in his usual generous way, handed out prizes to losers and winners alike.

Our Run for February was to Cobbs in Scarborough for Breakfast. For the first time in very many months one of the Triumphs misbehaved itself. Des Rudolph's immaculate TR7 started to produce a death-rattle en route which was later diagnosed and remedied as a stretched timing chain, together with bent valves and damaged piston. We were pleased to meet up with Peter and Monika at Cobbs as they live just "over the hill" in Simonstown. Despite such a good turnout and a very pleasant run there, sadly this time the food on offer was not up to the same standard as last year and it is unlikely we shall return there again.

Grahame Johnson brought along to the noggin half a dozen examples of different types of bumper badges with the recommendation that the Club investigates the viability of producing a bumper badge unique to the Cape Town Centre. It was agreed that this proposal would be placed before committee for consideration.

Our March noggin was on a Public Holiday, 21st March and maybe that had something to do with it, but the attendance was poor. However, the dozen or so who did attend were treated to a dismantling and reassembly exercise on a Spitfire gearbox. Valuable input was provided by Ken Boss and our self-acknowledged Spitfire expert, Nic Paxinos. Were it not for Nic and his "special tools" we would never have got the troublesome circlip off the shaft and the exercise would have come to an untimely halt. The people present were most appreciative and more importantly, better informed, and as a consequence thereof less afraid to tackle their own gearboxes! We will do something similar again soon. We also had a video on the National Gathering at Storms River Mouth Resort.

Our new committee member Gerhard wasted no time in trying to sort out our noggins and outings by compiling a questionnaire which 16 people answered, so hopefully the committee has something to work on in this regard.

The April noggin was a technical one with questions and answers related to problems with Triumphs and explanations on how various components work, ending up with tea/coffee and cakes.

For our end of the month run we had something with a difference this time. Praying for good weather (which we had), we decided to drive to Rooi Els on the beautiful coastal run between Gordons Bay and Kleinmond. An excellent spot was picked out for us by Gerhard and we soon set up our skottles for a brunch/braai which was an excellent form of socialising as one could wander from group to group and have a good old chat. We were delighted to see Double Rugged's wife Muriel whom we do not see very often, and then as an added bonus who should pitch up but Professor Gert Vlok whom we seldom see due to the nature of his work, with wife Trix, in his beautiful red Roadster. Geoff Davis blooded his newly acquired TR3 (ex-John Hartman car known affectionately throughout South Africa as "Stoffel"). Nikki Boss had loaned Ken and Liz her TR7 for the day, so she and boyfriend turned out in a plastic (AC Cobra) to partner the only other plastic on parade Nic's (t)rustworthy TR10! The rest consisted of 4 TR7s, 3 Spitfires, 1 TR3, 1 TR3A, 1 Chicane, 1 Roadster and 1 Herald Bushpig. One good thing about a skottle braai - no-one was heard complaining about the food! I really enjoyed it and felt so healthy after sitting in the autumn sun next to the sea for a few hours.

At this time every year there is Ceres Festival and some members of the Club spend the weekend there. This year it took place on 11-13 May. The Chalets are self-catering and one has to take one's own bedding, towels etc. Eight Chalets were booked for the Club.

Our noggin for 16th May will be a general knowledge evening with a difference. Borrowing on a concept stolen from Double Rugged, Geoff has offered to put together a photo-montage quiz evening. The accent of the quiz will be on cars, but we can expect other interesting questions as well. It has been agreed that noggins will now be modified and a brief technical Question and Answer session will replace the silence which usually follows our Chairman's initial Report at the beginning of the noggin. If one has an interesting tip on problem-solving, share it with the rest of the club during this time. Geoff has also requested that people with scrapbooks of previous rebuilds bring same along for a show and tell presentation. If time permits, we will have a video on the history of Triumph. Although Nerina's birthday was at last month's noggin, she has undertaken to ensure that this vital aspect of noggins will be provided, namely cakes and coffee.

The May Run will be replaced by the Cape Classic Safari on Sunday 20th May. There will be two starting-points, Constantia Village shopping centre and the Parow Clubhouse by 9 am. Cars will be flagged away from these two points and will follow a pre-set route of approximately 45 kms (from Constantia) before arriving at the River Club in Hartleyvale for a "Cars in the Park" dis

play. Most of the Marque clubs will be in attendance and this presents a grand opportunity to display our cars. An autojumble will also take place.

Snippets:

Maxwell Coetzee recently acquired a 1963 Herald Coupe 948 cc in immaculate condition and in running order. This is now on sale.

The Timour Hall Cape Classic Car Show realised 823,000.00 after deductions for the Reach for a Dream Charity. *Well done to all clubs!*

Grahame Johnson has bought a lovely Chicane (which our Chairman and I voted for at our Concours de Popular at the AGM). It has auto transmission, radio tape, wind-up power brakes and soft cloth-covered seats. Quo vadis the Double Rugged title now??!!

Port Elizabeth Chairman John Hartman has been convalescing in the Cape after major back surgery. Unfortunately owing to the nature of his convalescence he was not able to get out and about, but fortunately wife Julie was at his side. We wish them well.

Ronan Sanderson was seen buying Spitfire spares at a recent autojumble - *dare we hold our breaths?*

Chris Schultz appears to have adopted a "lets do it all at once" approach. The Herald has had its engine-box reunited with the chassis and the "Lady in Red" is simultaneously having her body rubbed down, ready for a change of dress. Fortunately the red will remain. As can be expected from a lady of this age, getting the curves just right, particularly around the headlights, is proving a bit problematic. From Chris Schultz's TR7 drivers handbook - "the TR7 cylinder head is capable of using Leaded or Unleaded fuel". Just thought you should know.

Rob and Clare Mitchell have got married and we wish them both well. We congratulate Michael Green and Anastasia who have announced their engagement.

Geoff Davis has purchased a TR3, and what a fine example it is too.

Neil Cameron has been putting up some scorching lap times at Killarney in the Chicane. He will be in action again on 26 May.

Des Rudolph and Edith are off to Germany and France for a bit of a break. Gerhard Vorster and Istvan Rietoff's father-in-law has obviously decided that if you can't beat them you might as well join them, and is now the proud owner of a Spitfire.

Amazing how Dave Gordon's Bushpig no longer struggles to keep up with the convoy on the hills. 1200cc and twin S.U's WHEN PROPERLY SORTED OUT, appears to work wonders!

We had a letter from Jamie Hart talking about finding spares for our cars, and decrying the fact of how irritating it is to have an expensive import only to find the part locally at a fraction of the cost and aggravation. For example, Nissan brake parts fit many Triumphs due to Girling having sold them manufacturing rights in the early 60's. Jamie suggested that we compile a list of spares that

could be found locally - where and at what sort of price and what sort of service we could expect. He would like us to let him know of any local shops where any of us have bought Triumph spares and if possible part numbers, and he will make up some sort of a list for future reference. I agree with him - I need a ring-gear for my 948 cc Herald and wonder if I shall ever find one??!

Almost every month in our newsletter we have Sidescreen Scribbles from Grahame Double Rugged Johnson and Bushpig Gruntings from Dave Gordon. Unfortunately space precludes me from reporting fully on these excellent and amusing articles, but I for one thoroughly enjoy them both and read them avidly every month. I have developed a deep affection for Bushpig, that beautiful blue/grey Herald of Dave's, and read with trepidation every month of what Dave has been doing and is going to do to him! Dave talks about a respray in the future - please Dave keep that lovely, unusual and distinctive colour. In his March article, Grahame made a plea for someone in the Cape Town area to organise what he considers to be "true sports car events". Some of his happiest days were when he started rallying in 1957 and he points out that many events were won by club members driving very ordinary cars. Cape Town with its magnificent mountain passes and challenging roads is a rallyists paradise. These factors would surely guarantee the success of this branch of motor sport. Grahame asks if there is anyone out there in any club prepared to help him in this regard? Grahame and Muriel have recently been on a trip to England and Grahame managed to get a quick visit to Moss for spares, visited Brooklands Motor Museum and attended a classic car auction. At the latter, the standard of cars was surprisingly not high, and one of the best cars he saw was an immaculate TR7 showing 35000 kms. which was previously owned by Lord Stokes, Chairman of British Leyland. This car only fetched £2400. A TR6 went for £5800 and a TR7/8 for a similar amount. In his May Report, Grahame has decided to give a Dubble Rugged of the month award to Geoff Davis who bought a sidescreen TR in P.E. and drove it back to Cape Town in pouring rain with no windscreenwipers, and a 15 tonne truck metres from his back bumper. *Well done Geoff!!* Till next time - take care and drive safely!

Yours in Triumph,
MARGARET YOUNG

The trouble with some women is that they get all excited about nothing and then they marry him.

I read this article that said the typical symptoms of stress are: eating too much, impulsive buying, and driving too fast. Are they kidding? That is my idea of a perfect day!

Sometimes I think I understand everything, then I regain consciousness.

The older you get, the tougher it is to lose weight because by then, your body and your fat are really good friends.

NATIONAL GATHERING UPDATE

It seems like yesterday that I sat down and compiled the last report for Sabrina and now I have to do it again. At the rate that time flies and the days are disappearing behind us, by the time we wipe the proverbial sleep from our eyes the National will be upon us. For those who have not yet booked, I strongly recommend that you do so without delay as the only remaining accommodation at the resort is 16 bush huts situated under the forest canopy. These consist of one room sleeping 2 people with a deck and braai facility with the use of a communal kitchen and bathroom all of which in true Parks Board tradition is of a very high standard. The bonus of course that the cost for these are substantially lower.

Those who require more substantial accommodation can contact the Old Village Inn at Storms River Village on phone number 042 281 1711 or fax number 042 281 1669. The village offer excellent accommodation at a rate similar to that at the resort with full restaurant, etc., and is situated 14 kilometers from Storms River Mouth and is very central for the planned activities.

As mentioned in previous reports there are a few pleasant surprises and I am now in a position to divulge some of them.

As a result of a generous sponsorship from Goodyear S.A. the meal at the welcoming beach party will be free as well as the light lunch which will be served on the day of the concours at the concours venue where lots of activities are planned for those not directly involved in the concours. A further sponsorship of 30 litres of petrol per Triumph entered in the country drive has been secured from Total S.A. and the Total petro port at Storms River Bridge. In view of this I ask that where ever possible we use Goodyear tyres and Total petrol. If all goes to plan there may be some further surprises at a later stage.

Well, time is few and my working day is about to start, so get those cars ready for what will be the most fantastic National ever, if it is not, then you can all turf the organising committee into the sea on the last day.

Cheers for now.
Frikkie Viljoen.

The art of medicine consists of amusing the patient while nature cures the disease.

A budget is a system of going broke methodically.

*"Darling, will you love me when I'm old and feeble?"
"Of course I do".*

**NATIONALS 2002 BOOKING UPDATE
AS AT 24 MAY 2001**

All accommodation has been sold except for 16 Bush huts. The bush huts are small A-framed cabins sleeping two with shared ablutions and kitchen. It should be noted that these facilities are of a high standard and well maintained.

I made enquiries regarding the availability of caravans as alternative accommodation but with little success. Club members wishing to further explore this route are welcome to do so in their personal capacity.

I have responded to all bookings and enquiries so should you not have heard from me please phone me. A concern is the postal strike earlier this year when mail was destroyed in local post offices so there is no guarantee that I have received everything. I also received a blank two page fax from fax number 011 892 3397 on 28 April 2001. I responded but to date have had no reply. Could the owner please contact me.

Equally I have not received all the booking forms as much correspondence was via e-mail. Please forward all outstanding booking forms as a priority.

APPEAL

Club members making use of caravans, tents or any form of privately booked accommodation in the area please forward your booking forms endorsed accordingly. This is important for catering purposes and events planning.

I have also received a number of queries regarding the accommodation. I will prepare a question and answer information sheet for publication in the next Sabrina.

In conclusion thanks to all for your prompt bookings and payments. I have enjoyed working with you, and Dee and I are looking forward to meeting you at the Nationals.

Regards
Les Cock
Tel/Fax: 043 748 4504

Love is just a dirty trick played on us to achieve the continuation of the species.

At last someone has invented a solar clothes dryer - a length of rope and a handful of pegs.

REGISTRAR'S REPORT

When I think about the level of support our effort to build a new TSCC car register receives from some of our members, my thoughts often go to the old Afrikaans idiomatic expression that says "*Agteros kom ook in die kraal*". This saying of course goes back to the era when our ancestors used oxen on their farms. When it took a long time and a lot of effort to get the span of oxen into the kraal (pen) at the end of the working day, the above word of consolation was often uttered. It literally means that if you are patient and have enough faith the very last ox will eventually make it into the kraal. That must be why patience is regarded as a virtue.

Well, it seems that I must be very patient with a fairly large section of our club membership as well as some of their chairmen. Maybe one day in the distant future my patience will be rewarded to the extent that my report could start on a much more positive note or my only lament would be based on the one or two register forms that are still outstanding but awaiting imminent delivery in the postal system! Nuff said.....

I am naturally very happy that 55 members responded since I wrote the previous report. *Four centres deserve a mention:* Our Cape Town friends earned themselves a special word of thanks for supporting Mike's effort that enabled him and Nerina to post me a nice fat batch of completed register forms. Thanks must also go to Keith Kelly and his Jo'burg boys (14 replies) as well as the Pretoria Boere (10 responses). Last, but not least, the men from Algoa Bay also did themselves proud by more than doubling their previous number of completed register forms. Even the number of naughty chairmen not responding is now down to three. What shall we do with them? The best and most original suggestion could earn bonus points at the end of the year!

The centres have now responded as follows:

CENTRE	FEB. FIGURES		MAY FIGURES	
	Members	Cars	Members	Cars
Pretoria	31	54	41	70
Johannesburg	19	27	33	47
Cape Town	12	17	29	36
KwaZulu-Natal	13	22	16	27
Port Elizabeth	6	11	14	23
Border	4	2	4	2
Bloemfontein	1	1	3	5
West Rand	1	1	2	2
Non-club	0	0	2	2
TOTAL	87	135	144	209

Although I am very pleased with the additional responses that came in, we still

have a long way to go. If we use last years's membership of 368 we will note that the percentage response has grown 22,5 to 39,1. Come on guys, get us 40 more members to send in their National Register forms and we could celebrate a 50% response! *Do you guys hear me over there in Durban, East London, Bloemfontein and Randfontein?*

Maybe we should investigate a system of rewarding the number of cars and their details rather than the number of members responding. I would like members to supply details of all Triumph cars in SA even if their owners are not club members. I myself have started to respond to Triumphs advertised in the local press as a means of finding new entries for the register. In the process I discovered cars not previously listed or cars that have changed hands a number of times since they were first listed a decade or more ago. It is also a very interesting and rewarding way to discover unknown Triumphs in your part of the world. Some centres may have fewer members than others, but could have more Triumphs in the towns and cities of their regions, just waiting to be discovered. In this context I particularly wish to refer to places such the greater Cape Town area, Durban-Pinetown-Maritzburg, Bloemfontein-Welkom, and East London-Kingwilliamstown. You may be surprised to discover how many Triumphs actually appear for sale in the various regional editions of Junk Mail and even in Auto Trader.

I know that Ken Boss issues a National Register form, together with membership card, to every new member as he/she joins. Yet I remain amazed when I note the new members announced in every issue of Sabrina; for some or other reason they refrain from sending in their register forms!

Please guys, if you need new forms, have any ideas on how we could improve our members' responses, or are critical of the way I am handling the register, please contact me and air your views.

Nols Pienaar
e-mail: Pienapa@unisa.ac.za
Home phone:012-9934621
Office phone:012-4296471
Cell phone: 083-4683145
Fax at office: 012-4293221
Postal address: P O Box 33199, GLENSTANTIA 0010

Doctor: "Your cough is a little better today".

Student: "It ought to be, I've been practicing all night".

"I just love to be in bed in the morning and ring for the valet."

"My goodness, you mean to tell me you have a valet?"

"Oh, no. But I do have a bell."

LETTERS TO THE EDITOR

279 Silver Street
Muckleneuk
PRETORIA 0002
25-05-2001

Ken

I've just received the enclosed letter from England which I thought you might like to publish in Sabrina.

Gino Casieri

Firs House Nether Lane
Hazelwood
Derbys DE56 4AP
Phone/Fax No. 01773 550120
Email: johnmsaunders@hotmail.com
14/5/2001

Dear Group Leader,

Triumph TR2 Rear light bezels and fittings for TR2's under TS1307

If you have been following the TS2 restoration project you may be aware that one part which has proved completely unobtainable has been the light surround and related parts as fitted to the TR2's in late 1953/early 1954, pre TS1307. These have been effectively unobtainable since the 1970's. Apart from a limited edition of cast bezels produced in America a few years ago, everyone has had to revert to fitting the later Morris Minor style complete corner light fittings. There was obviously a demand for authentic parts, even if only in limited numbers.

As project co-ordinator for TS2 on behalf of the TR Register, I decided that the only way forward was to remanufacture the necessary parts if TS2 was to look correct. Hans Kooy in Holland, a leading TR2 restorer, has produced the necessary tooling which has enabled the bezels to be pressed out in brass strip and chromed to a high quality finish. In England I have been successful in getting the special rubber gasket copied and remanufactured. I was also fortunate in finding original (NOS) stock bulb holders only needing the holding brackets which have been manufactured separately. The kit has now been successfully fitted to TS2 and a number of people in the UK and Holland have

already acquired the kits.

I can now supply you the parts for these early lights which were unobtainable before. All you need to do is to obtain a plastic or glass lens, which are commonly available already. As we are merely helping out fellow enthusiasts, we are selling them at the lowest possible price to recover our costs. You will find that the quality is first class.

If any member of your Group has such an early car, then can I ask you to let them have a copy of the order form or contact me via email if there are any questions to answer. The project has the support of the TR Register and the Spares Development Fund.

Yours sincerely

John M Saunders

TS2 Project Co-ordinator Register Member No. 597

P.S. The brackets for the rear hanging reflectors are also being remanufactured at present, please enquire about availability and price (hoped circa £9.50). We have not yet sourced a supply of authentic Reflectors, but are hopeful that this will be soon.

Prices:

Complete light set per side: £47.00

Individual parts in the set:

Pressed chromed early pattern bezels: £29.50 each

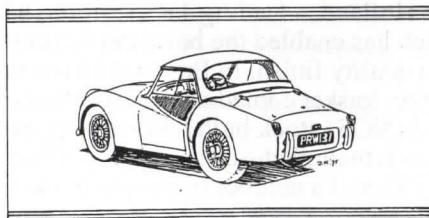
Special backing gaskets: £6.00 each

Original period bulb fittings: £3.50 each

Bulb brackets - handmade - completed: £8.00 each

Please note:

- 1 chrome screws are not available at present (May 2001) - Hopefully available soon.
- 2 The required plastic (or glass) lenses are not yet supplied, but are readily available.
- 3 brackets for hanging reflectors available end May 2001.
- 4 Carriage (South Africa): £8.00



Dear Ken,

I have just read the the latest action packed Sabrina issue. There are many items worthy of comment but in order not to fill your entire magazine with my ramblings let me briefly heartily endorse your editorial comments regarding Concours judging. One omission in your comments is the screening of cars prior to judging. How is it possible for a car with no cooling fan, and a host of non standard items including, brakes, air filters, bonnet stay etc to be entered in the d'etat category??? In addition how is it possible for a judge's decision to be overuled, and who does the overuling? In every competition that I know of the judges decision is always final, so, if a judge decides that a car should not be placed who decides against the judges decision and why? The next question has to be why bother with judges? Until these questions are answered one has to question the validity and integrity of concours competitions.

However my main purpose in writing to you is to seek clarification on the Registrars report. It is stated that a points system has been put in place—one point for every member who submits details of their car(s) to the Registrar—and that the winning centre, i.e. the centre with the most returns, will be announced at the end of the year. According to my limited ability in understanding higher maths it would appear apparent that the Centre with the highest number of members must win. What incentive is there for the smaller Centres to compete in this arena? If Centre "A" has a membership of 100 and 90 people submit their forms the Centre's success rate is 90%. Centre "B" has a membership of 80 people ALL of whom return their forms i.e. a 100% success rate. Under the current scoring system Centre "A" will win. *Is this fair?*

The Registrar is also critical, and correctly so in my view, of Chairpersons who, by not returning their completed forms, have failed to lead by example. As Chairman of the Cape Town Centre I have to admit that I have not submitted my forms as yet. I have however over the last three months carried monthly "urgings" in our Newsletter, including an article on where to find commission numbers on most of the Triumph range, organised one meeting where all Triumphs present at a local car show were inspected and assistance offered in completing the form, the second and last assistance offer of which will happen at our AGM on the 31st March. Then, and only then, all completed forms in my possession, including my own cars' details will be forwarded to the registrar.

As far as I can ascertain Cape Town is the only Centre which has gone to such lengths to assist the Registrar in his thankless task, certainly the Newsletters of other centres make no mention of the National Register at all. I trust that there are bonus points available for these efforts and that Cape Towns score will be adjusted accordingly in the next issue of Sabrina. But seriously, for this subject

to remain topical, is it possible for you to get Nols to explain his scoring system and include his response in the same issue?

Yours cheerfully,
Mike Napoli

Nols Pienaar
21 May 2001

Dear Ken

Thank you for the opportunity to respond to Mike Napoli's observations on the last registrar's report.

It is very satisfying to know that my report managed to elicit some response. I often get the feeling that many club members do not regard the establishment and maintenance of a functional register of club cars as very important, hence the relatively poor support.

The national register belongs to the club and all its members. I am merely the custodian to whom the task of maintenance and improvement is entrusted, but my aim is to try and encourage members to help build and maintain a national club resource that will benefit all of us. My initial idea was therefore to try to reward those centres that support the effort by awarding one point per member who submits his/her Triumph details to the register. If this system, however, has become suspect and is being regarded as potentially discriminatory towards some centres, it will have to be reconsidered and be replaced by something more equitable and acceptable. If points must be awarded as say a percentage of a centre's membership, I will need to be supplied with membership numbers from each centre before the due date of the December issue of Sabrina.

Mike's observations and reservations are valid and valuable. If it leads to debate on the matter and its outcome leaves us with an improved and generally acceptable system of reward it should be encouraged. I myself have subsequently been toying with the idea that it should perhaps be better to reward centres for the number of cars and their details than the number of members.

After all, its Triumphs I'm after!

Regards Nols

Got a new car for my wife - great trade!

Sometimes the road less travelled is less travelled for a reason.

Ever since i gave up hope, I feel much better.

That money talks I'll not deny. I heard it once - it said "Goodbye".

WANTED AND FOR SALE

- 1 **FOR SALE.** TR7 (1981) convertible. Excellent condition. R33 000 ono. Phone Cedric 012 361 7277.
 - 2 **FOR SALE.** Red Triumph dust cover for TR7. R50,00. Phone Cedric 012 361 7277.
 - 3 **FOR SALE.** Back issues of Triumph World magazine. 12 off at R50,00 the lot. Phone Cedric 012 361 7277.
 - 4 **FOR SALE.** Imported TR7 reconditioned radiator, needs repair. R100. Phone Cedric 012 361 7277.
 - 5 **FOR SALE.** Blue dust/rain cover suitable for TR's or Spitfires, R50,00. Phone Cedric 012 361 7277.
 - 6 **WANTED.** A list of needed TR3 parts is attached, and my most crucial TR 3 needs are:
 - 1) Seat rails (sliding mechanisms) Ugly seat slides ... no problem, I'll restore them. TS 10795 is currently fitted with TR 4 A seat slides so I really would appreciate TR 3 slides (in any condition) .
 - 2) Bonnet / hood safety catch. I do have the rod, but for one or other reason the previous owner decided to cut the catch off .
 - 3) Vent lid and mechanism (lid , spring , hinge , link etc.) . Previous owner welded the vent lid to the body and removed the operating mechanism.
 - 4) TR 3 A outer door handles .
 - 5) Hard Top fixing kit (I have a hard top , but none of the brackets to attach it to the vehicle) .
 - 6) Heater kit (I have no heater or anything else associated with the heater)
 - 7) Sill edge finishers (Lh + Rh)
 - 8) Speedometer (Mph or Kph) .
 - 9) Windscreen washer pump and knob (Trafalgar) .
 - 10) Door pull and door pull end finisher (x 2) .
 - 11) Thermostat housing (Previous owner did some strange modifications to the housing) .
 - 12) Clutch kit. (My clutch suddenly gave up the ghost, so this is probably my most urgent need)
 - 13) Floorpan
- Any help would be highly appreciated.**

Should anyone be interested I have the following for sale or swap

- 1) 1962 Triumph Herald 1200 Coupe (removable steel hard top) Unrestored original vehicle fitted with heater. All glass , badges (except exhaust and tires .Paint in poor condition . Engine must be reconditioned Could be supplied in primer after professional sandblasting.
- 2) 1965 Triumph Herald 12/50 convertible Registered and licensed. Red

with black vinyl upholstery and refurbished wood (walnut) dash . Equipped with heater. Engine , gearbox , body and upholstery in fair condition. Needs new soft top (old one tatty and should only be used as a pattern) . New black carpet, front indicator lights and windscreen not yet installed. All glass , badges , instruments / gauges and chrome in good condition.

3) 1966 Triumph Spitfire 4 Mk 2 Old English White with white vinyl upholstery (red piping) . All in fair condition including a new radiator. Engine must be reconditioned. Needs new windscreen , wiring , exhaust and tires . All badges are correct except the Spitfire 4 and Mk2 script badges which are missing on the boot. Fitted with rare / original deep dish rally wheels (could be substituted with factory / standard rims which I have spare) . Fitted with steel racing bonnet which looks similar to a GT6 bonnet (could also be substituted with factory / standard bonnet which I have spare) . Instruments / gauges and steering wheel are all correct . All lights are correct .

4) 1963 Triumph Spitfire 4 (Mk 1) Parts car No chassis , bootlid , seats or windscreen . Basically a body , bonnet , front valence , windscreen frame, complete doors with handles , glass etc. Engine must be reconditioned. Vehicle has been sandblasted and is supplied in primer.

5) Various Spitfire (Mk 1 - Mk 3) and Herald mechanical and body parts .

Also willing to swap / trade for a TR 4A or TR 5 . Yeah, I'm an optimist

Kind regards . Your friend. Chris de Wet. PO Box 472 , Ifafi , 0260 , South Africa. Cell 0839989744. Office 0123398071. Home 012-2591129. Fax 012-3398201 .

'56 TR 3 (TS 10795) + '64 Spitfire 4 Mk 1 (FC 25680) .

Triumph Sports Car Club of South Africa membership number: 2117

Triumph Sports Car Club (Pretoria Centre) membership number: 356 .

Projects : '62 Herald 1200 Coupe, '65 Herald 12/50 (convertible) , '63 Spitfire 4 Mk 1 , '66 Spitfire 4 Mk 2 .

Chris has a very long and detailed list of other TR3 spares he requires, and if you are able to help at all, please contact him, so that he can let you have a copy.

I wish Noah had swotted those two flies.

What we call progress is the exchange of one nuisance for another.

A rich man is just as easy to love as a poor man - but not so easy to find.

At the racecourse: "You said he was a great horse and you were right.

It took 11 other horses to beat him."

CONFESSIONS OF A MIS-SPENT YOUTH

by

Dennis Cook

Having read Brian Brown's article last issue about grey men, I fell to pondering how this obsession with sports cars, and particularly Triumphs began, and what makes some of us sports car nuts different from "normal" people. We are all, to a greater or lesser extent, products of our environment, and many people have had a hand in shaping our opinions and preferences. Yes, you guessed it- I have to find someone to blame, and I remember who it was.

I know that I am getting old, as I can remember when the only birds on Boulders beach were not of the endangered variety- unless you can call "birds" being chased by young guys who had imbibed too much Lieberstein in the sun, endangered! I can also remember when a pub-crawl from Simonstown to Muizenberg took drinking companions with much stamina. In those early apartheid days when the world did not hate us too much, foreign ships often visited Simonstown, and watering holes were plentiful. Just one drink at each pub from Rhodesia by the Sea, through the St Georges, British, Alfred and Lord Nelson Hotels in main road Simonstown was enough to put on "flying speed". Resisting the temptation to stay too long at the Glencairn hotel, where a good game of snooker was to be had, one was virtually forced to have a double there, as the great barren wasteland of Vishoek lay ahead. To say that Vishoek was dry, had little to do with the lack of pubs, but related more to the inhabitants - strange, but it still has not changed - they are just different old farts than they were back then.

Now, the Kalk Bay/ St James stretch was a challenge- do you remember the Majestic, Balmoral, New Kings, Robin Gordon and the Grand old Dame - the St James hotel - all old age homes today (including the St James as far as I am concerned). I hope that some of the people who shelter there remember the good old days. If you made it to Muizenberg - well, there were many more pubs awaiting you, too numerous to catalogue here. Further down the line waited the Blue Moon Hotel with the best-sprung dance floor in the southern hemisphere.

It seems that more TR 2's and 3's have survived than pubs and hotels in that neck of the woods.

Having grown up in Simonstown, it was inevitable that I would either become a barman or join the Navy. Since there were no vacancies for barmen, it had to be the latter. One of my sometime drinking companions was a naval boxing champion who went under the dubious nickname of "Killer". He often used to

get us into trouble, but was extremely knowledgeable about cars and motor sport. I spent many happy hours in the Naval barracks listening to his record collection of motor races, and motoring events. Killer had the good fortune to inherit some money from an old Aunt and became the proud owner of a TR3 that was then about 6 or 7 years old. On the first outing in it, he demonstrated how he could reach 100mph in third gear. In his hands, what with wheelies from every traffic light, it went through two diffs in about six months. I mention this to show how much abuse these cars used to take at the time - it really is remarkable that any of them survived! This guy had loosened the large nut holding the steering wheel on to the shaft, having dispensed with indicators and hooters. One of his favourite tricks was to pull the steering wheel off and hand it to any passenger who criticised his wild driving style, saying, "Here man you drive then".

I recall the moment that he first let me take the wheel - it was on Boyes drive above Kalk Bay, one balmy Saturday afternoon. I sank into the little seats with their worn horse hair padding and sagging springs; peering over the curves of the headlights which seemed to be way out front. (I was the owner of a 853cc ohv Split Screen Morris Minor at the time). One push on the loud pedal brought that characteristic sucking sound of the large SU's, and we rocketed forward in a way that left me breathless. Negotiating the tight curves of Boyes drive at speed was exhilarating. I loved the buffeting of the air through the cut away doors, and the characteristic smell of oil leaking onto the chassis! I was overcome by the same sense of lust and longing that I had experienced only once before- when I saw Elizabeth Taylor as Cleopatra with her bosom so generously displayed. I knew that I had to have a TR3 someday. (I certainly was not going to get Elizabeth Taylor!)

One of the highlights of the short time that my friend had his TR3 that I recall, apart from Boulevard cruising in Sea Point, was a night drive from Hout Bay across Chapman's Peak drive. It was one of those rare, wind-free late summer Cape nights, with just a touch of autumn in the air. We had had a Burger at the Doll's house and were headed back to Simonstown over the Drive. My friend was more than a little punchy- and knew no fear, although he claimed to be the only one who had a certificate to prove that he was sane. This he received following a period at Valkenberg for observation!

Anyway we sped over Chapman's Peak drive with tyres screaming on each bend, tail of the TR attempting to whip past the nose, lots of opposite lock and adrenaline pumping full blast. In one corner we lost it, and spun twice before coming to rest at the slope of the mountain - ready to do the descent a decade or two before the famed Mercedes Benz in the ad. I learned that every part of the TR has a function - the grab handle is not only to stop you falling onto the driver, but also to lever yourself down onto the floor in the case of crisis. When I opened my eyes, I was literally huddled in the foot well of the passenger's side.

This car went the way of so many at the time- a few weeks later "Killer" tried unsuccessfully to negotiate the bend in the main road at Rondebosch police station, and put it into one of the old oak trees. I remember looking at the car at the police station after visiting him in hospital. He had bald spotted the left front Michelin under braking and the tyre had burst.

The first sports car that I owned was not, in fact, a TR3, but came close. It was an MGA into which a TR3 engine with half race cam and worked head had been shoehorned, mated to a TR3 gearbox. It was frighteningly fast, spinning the back wheels right up to third gear under acceleration. The weight distribution was all wrong though, and it was too heavy in front- this created terrible understeer if one lifted off in a corner. As long as you kept the power on though, it was OK. Eventually along came marriage, the first child and the MGA had to go. I wonder if some lucky dude in Cape Town is still driving this hybrid today?

Now I look forward to having the time to enjoy the Cape in my TR 3 being restored for the second time. We have bought a plot in Simonstown where we intend to live when my contract is up in Botswana. I dream of driving under the oaks in Constantia again one day, hearing the muted roar of the exhaust echoing back from the trees. Margaret, I devour your report each issue, savouring thoughts of being able to enjoy Ceres, Tulbagh, the wine route and dinner at the Blue Peter in company with other TR "nuts", and experiencing that wonderful freedom of swift open air motoring, amongst some of the best scenery in the world, of which one never tires.

Life is good- but with a TR it is better!

"IT'S NOT ABOUT CARS SO MUCH AS ABOUT THE PEOPLE WHO DRIVE THEM"

by

John Hartman

I have always maintained that "sports car fanatics" are a breed apart. "Free spirits", I would say, "they are an exclusive band of brothers"! I would like to use the Sabrina to thank a special group of people from different Triumph centres in the country.

I have just recovered from having six lower vertebrae reconstructed with no less than 12 - 50mm self tapping titanium screws, with lots of other bits and

pieces to construct a cage to support the back.

My fellow Triumpher's in the P.E. club were most caring with a farewell supper at Frikkie and Carolyn Viljoen's home and cards and presents plus a beautiful little bear complete with a bandage around its back.

Julie and I flew to Cape Town and the 10-hour operation was done on the 15th May at Constantiaberg Clinic.

I would like to thank Ken and Liz Boss for their visits, card, basket and book. To Mike and Nerina Napoli for their visit, chocolates and card, also the naughty Get Well Card and good wishes signed by all the Cape Town members at their monthly noggin.

I would also like to thank Peter and Denise Du Sautoy for their visit; I hear Peter is over his health problems and is well on the road to recovery.

One of our P.E. club members, Leon von Loggerenberg, who was twice in Cape Town for business meetings, still found the time to visit. Also a special thanks to Bruce and Joyce Puttergill, dear friends who especially drove to Cape Town to be there for me in case there were complications, (which is one of the many reasons why he won the National Graham Cheetham trophy). To Frikkie Viljoen who found a kombi to take me back to P.E. I came back over Easter so all the kombi's for hire had been booked in advance.

Let it be known that that is definitely the way to travel - Sealy mattress, duvet, fitted sheet and four cushions. Thanks Frikkie and Jon Rademan for furnishing the bed on wheels. For all of you who sent cards and good wishes, for all the phone calls I am truly indebted. Last but not least to my wife, Julie, thank you so much for being there at all times and for putting up with all my nonsense. So there, you see if I had not been a Triumph member what a sad experience it would have been, instead it was a truly heart warming time spent in the Cape, hopefully not to be repeated.

In the late Neville Whitford's words, "*it was a truly triumphant experience*".

John Hartman
P.E. Centre

P S Now for other things on a lighter side. "Stoffel" has been adopted officially by Geoff Davies from Cape Town who is a committee member there.

Stoffel sneaked out on E-mail the other day to say he is extremely pleased to be back in Cape Town where he was born and spent the early part of his life. Geoff, I hope you and Jillian will enjoy Stoffel to the fullest in the future, he also says he enjoys his cousins, the two red TR4A twins.

Harry take note, Stoffel will definitely be at the next nationals "Boot & All"! I am in the process of getting an Ian Johnson car (club member 16), - a 1974 Stag - totally original. *Harry how's your stag - stagnant?*

Let me also say, as you can see with Frikkie and his team for the National, the National at the beautiful coastal resort of Storms River Mouth, with Frikkie's energy, know-how and enthusiasm, is going to be a national gathering to be remembered!

GOING RACING - PART 3

by

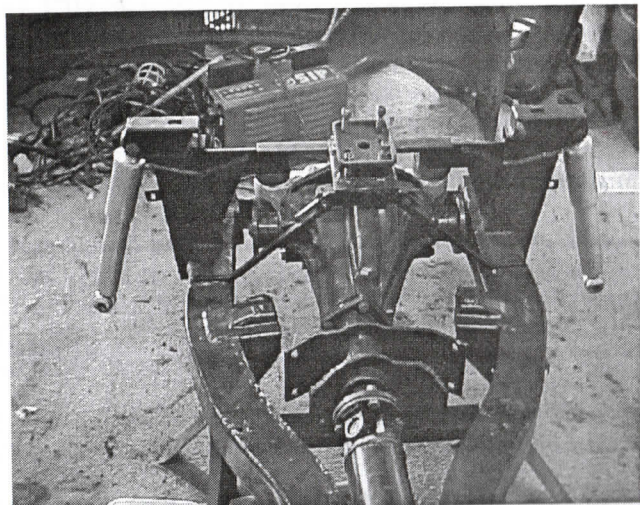
Mike Napoli

Following Ken Boss's idea it became time to investigate the possibilities of fitting the Chicane diff into the Spitfire chassis. The prognosis was not too good as it soon became evident that the diff would never fit without some surgery being carried out on the chassis. After two weeks of procrastination, and fortified by the advice of Ashley Ellis—"*remember Michael you are building a race car NOT a road car*"—I took out the dreaded angle grinder and hacked away the back member and cross bracing of the chassis—no going back now!! The Chicane diff was offered up and, *Hey Presto*, suddenly we had potential. Nights were spent playing with various temporary permutations until, finally, I got it right. Now it had to be made permanent, time for a 'phone call to my manager. Being the splendid manager that he is the workshop facility was made available, and as my welding skills can best be described as dubious, he furthermore arranged for the services of a skilled welder to assist us with the transplant.

The naked chassis and diff were transported to the workshop and three days later, after many measurements, much filing and grinding of metal parts and precision welding by Norman the welding man, the diff was mated to the chassis. (Three weeks later my hands began to recover) Three days I hear you ask, what were these guys on strike?

Not really, one of the many problems encountered was sorting out a carrier for the rear spring as clearly the Chicane diff makes no provision for carrying the rear spring in the manner that the original diff does. The solution was to create a trapezium carrier at the correct height in order to carry the spring independently of the diff.

Another prerequisite was that all parts, spring, diff etc had to be readily accessible for servicing/replacement without having to take half the car apart, and in

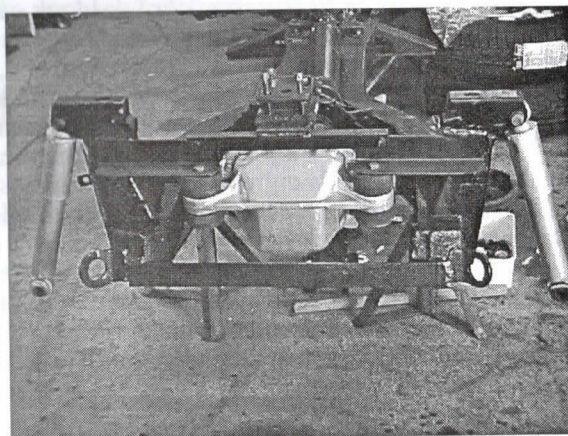


Front end view of diff as fitted. Note trapezium carrier for rear spring.

this area we appear to have succeeded.

The attached photographs and text will hopefully explain the finer details of what was done. The manager kept up the good work and for the next two days put one of his staff members on to the laborious task of flattening and cleaning the chassis, ready for spraying.

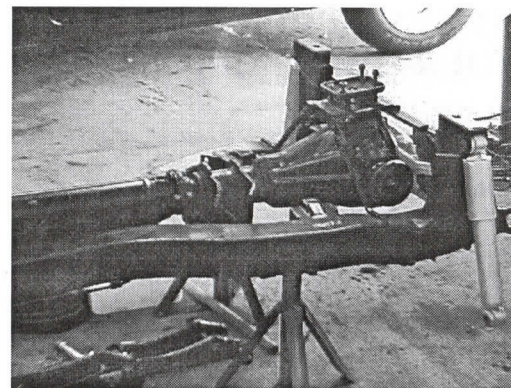
That very weekend Nerina and I were back at the workshop and Nerina proved to be very adept at applying paint to the chassis—not bad for the first time out with a spray gun, the only problem of note is that I forgot to tell her that Duco 300, unlike other paints that she is used to, isn't edible.



Rear end view showing new bracing

The freshly painted and much modified chassis was taken home in order to resolve the next problem viz, providing drive from the diff to the back wheels. The flange fittings on the Chicane diff are notably larger than the stock Spitfire items, in addition the distance between the flange faces (ie, the width of the diff) is also greater. The Spitfire has a fixed shaft whilst the Chicane has a split sliding shaft. Given the peculiarities of the Spitfire's rear suspension the last thing you need is a drive shaft capable of sliding!!

Somehow the two drive shafts from the Chicane and the Spitfire had to be merged into one working unit—per side obviously! Again, after much measur-

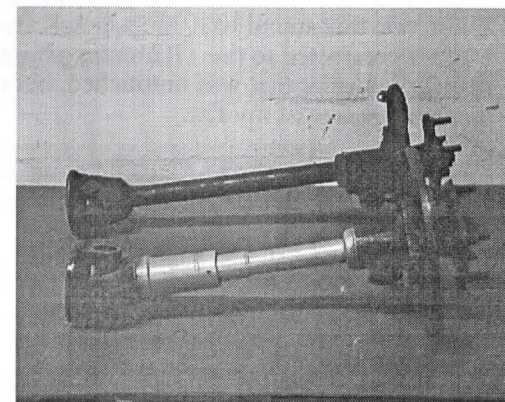


Side view

ing and scratching of head, the work was entrusted to a local engineering firm which specialises in welding.

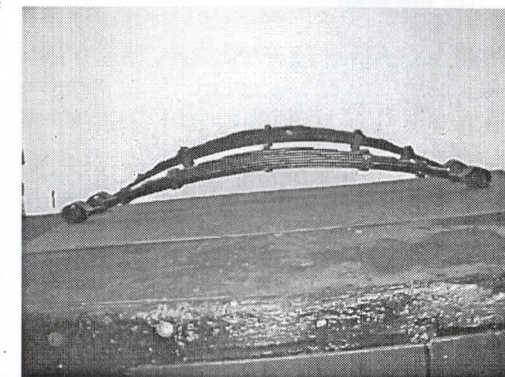
Their brief was to cut the Spitfire shaft approximately 250cm from the backing plate, shorten the Chicane shaft and weld the two together. They were also briefed to weld up the inner and outer sections of the Chicane shaft to eliminate any possibility of them sliding. Their advice was to pin

the inner and outer shafts rather than weld as the distortion factor in this area was considered too risky. Three days later the shafts were ready—again a picture is worth a thousand words and hopefully the photographs will assist in understanding what was done—and the diff and shafts were married to the chassis. **LOOKING GOOD!!**



Modified half shaft clearly different to standard shaft behind.

While the shafts were being done I had taken the rear transverse leaf spring to a local "expert" (more on them when we get to the front suspension) in order to have it de-arched and further stiffened by adding an additional leaf (see before and after photo's). De arching of the rear spring is done in order to achieve approximately 4 degrees of negative camber at the rear wheels.



Modified spring in foreground. Standard item behind.

The modified rear spring was duly installed along with the vertical links, brake assemblies and "slave" wheels. After many months I now had the worlds most impractical and expensive wheel barrow.

Next issue: The front end.

HAS YOUR ONE TRIUMPH EVER RUN INTO YOUR OTHER ONE IN YOUR OWN GARAGE?

by

Brian Brown

Ja - Swaar, it can only happen to me, no one else! I have a history of small dents and dings to my TR cars. Never a major shunt or heavy accident has even come my way, but small dings seem to be my bad luck always. It happened like it should not have when I pulled the seven into my tandem garage.

Up front was the TR2 minding its own late at night when I came in a little too fast with the seven. I misjudged distances because a seven has that long bonnet plus bumper that sticks out far.

There was this sound like, K-R-A-A-K from the front bumper of the seven when it connected to the TR2's rear over rider. Hell, those TR2's have one very strong over rider that was untouched, but the seven had a hole in the plastic bumper the size of my fist.

"What is wrong with you?," I said aloud to myself, "you park the 7 in here every other day, but tonight you must ding it!"

This was after a jol in town but I was as sober as a judge as I have given up drinking and have been on the water cart for over four weeks. The reason for giving up beer? Well, beer just befuddles one's brain and empties your wallet.

Yes, also I got the biggest fright of my life one afternoon late in town when two cops pulled me over for inspection. I had my dark glasses on, my scotch cap pulled low over my eyes, and did damned well in acting sober as I was well over the limit with more than six pints floating in my system.

The cops must have thought I was a tea-totaller as they only checked my car's disc, my driver's licence and let me go on my way. Had they done a breath test I would have spent the night in the slammer.

Having the front bumper repaired is a story all of its own because I have had the front and rear bumpers fixed before in town with a lot of hassles. These two afrikaans guys run this plastic bumper repair shop and what a job it is to get them to finish anything on time. My first encounter with them was a cheap price for repairs, but it took nine months to get them to finish repairing two bumpers and a spoiler.

Anyway, this time I nailed them to finish my dinged front bumper in four days

and 250 bucks later.

All in afrikaans I hammered them, that this coming Thursday I want to pick up my bumper. "Yes, uncle," was the standard reply. T.H.U.R.S. - day I said again. Not Thursday next week or next month or the year 2002. "Yes, uncle, it will be ready on Thursday at twelve o'clock.

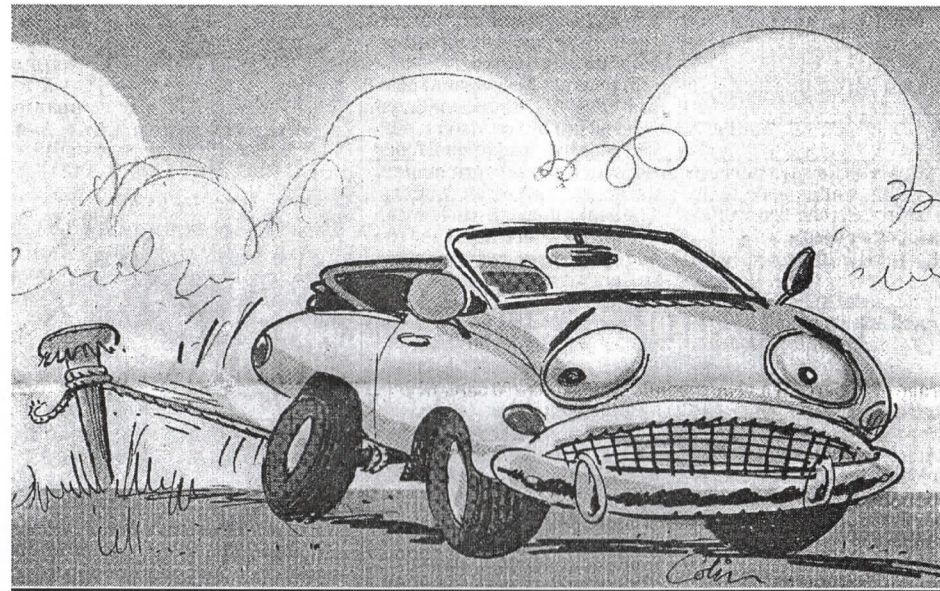
At twelve o'clock I was at their door and lo and behold, they were just giving it a final spray. I could not believe it, but then sometimes things do go right.

Watch out for parking a seven, it's too damn long up front. My TR2 still has battle scars on it that await repair, what with dings up front it got when it ran away from a pub, etc., it so far has not run into the seven in the tandem garage.

Holding thumbs very tight, will take things easy in future.

Watch out Brian, with those two Triumphs cohabiting like that, this could be the result! If it does happen, the back wheel problem is a throw-back to the side-screen, and is probably something DR Johnson in Cape Town is quite familiar with

Editor



There are apparently more men than women in mental institutions, which would seem to show just who is driving whom nuts.

TOOL TIME

TR2 - 3B TOOL ROLL DISCUSSION

By

Teriann Wakeman

Article from the Internet supplied by Dennis Cook

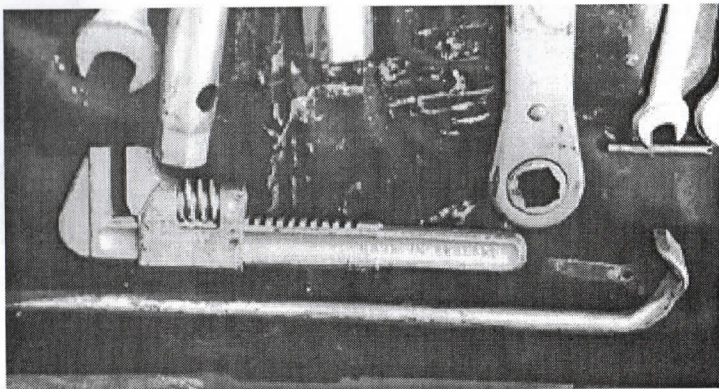
This is an illustrated discussion of what I have learned about the TR2 through TR3B tools.

There seems to be some controversy about what tools were supplied with which car. I suspect that some tools may have been left out or substituted when the factory ran out of stock on hand. Also the tool manufacturers made some changes to their products over time. Then there were original owners who may have lost, added or substituted tools in their kit. So there are lots of opportunities for variations, some manufacturer, some Triumph factory, some previous owners.

However there is a set of tools that are generally accepted as original and normally supplied.

Normally supplied are a tool roll, jack, jack ratchet, starting handle, combination tool, screwdriver, adjustable spanner, pliers, grease gun, three open end spanners, two box or tube spanners, bar for box spanners, feeler gauge, distributor tool, coach key and a valve stem remover. Disk wheel equipped cars also got a wheel brace and a tommy bar for removing the hub caps. TRs equipped with spoke wheels got a knock off hammer. After TS32585 a head-lamp removal tool was added to the tool. Tyre irons appeared in TR2 and 3 tool kits but normally not in TR3A rolls.

Most of the tools supplied in TR2 - 3B tool rolls were made by T. Williams. They will have the T. Williams logo and a "Made in England" label. The



T. Williams logo is a "T" over a "W" inside a circle. The logo and made in England label are raised letters.

The first picture shows the adjustable spanner, and the Tommy bar for removing hubcaps. The valve stem removal tool can be seen at the end of a fixed spanner. The finish of the steel tools is cadmium. The finish on the jack ratchet handle should not be cadmium.

Tool rolls

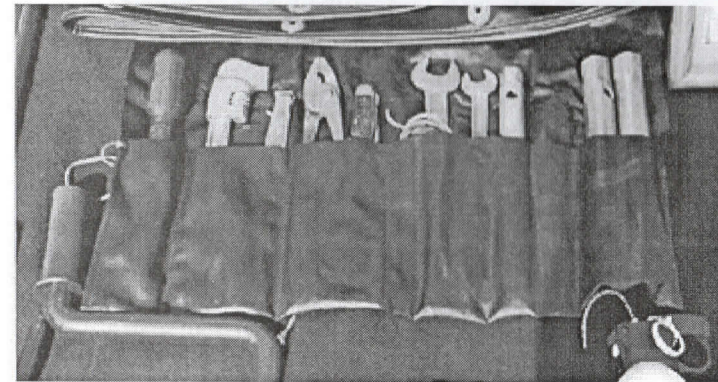
There were two versions of tool rolls. The TR2 and early TR3s had a plastic coated jute roll. The later TR3s and newer TRs had a plastic tool roll. This roll is black in all but the TR3B. TR3B rolls tend to be a peach like colour. Some may have been black.

Adjustable spanner

This is a seven inch adjustable spanner that looks basically like a pipe wrench. There were several manufacturers but T. Williams was by far and away the most common manufacturer of adjustable spanners in TR tool rolls. There were slight variations in the spanner over the years. Adjustable spanners supplied with very early TR2 black oxide. All others finished in clear cadmium.

Feeler gauge

This gauge consists of three feeler leaves riveted together at the center. This allows them to rotate in relation to each other. One leaf is 0.024 inches thick, rectangular 2-5/8th inches long by 5/8ths inch wide. The other two feeler leaves are tapered and rounded at each end. One is 0.010 inch thick, the other is 0.012 inch thick.



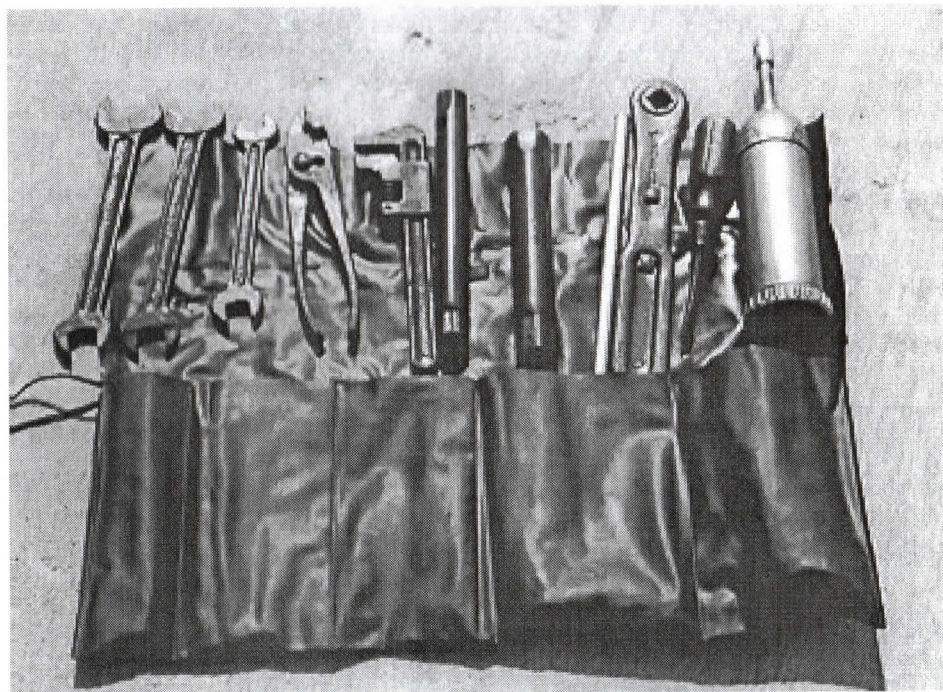
This is a plastic tool roll with cadmium plated tools. This kit has a third box spanner and only two open spanners. The end of a reddish orange coloured crank handle is in the lower left corner. The wood screwdriver seen in the left pocket has the wrong shaped handle and is not original

Screwdriver

A wood handle screwdriver is included in the tool kits. The natural Beach wood finish handle is usually round with a ball shaped end. There is a chrome cap covering the bottom of the handle at the base of the shaft. There were a couple of different shaped shafts used.

Open end spanners

Normally three were provided. In later TR3As sometimes as many as five were provided. The three standard sizes are: 3/8 X 7/16 AF, 1/2 X 9/16 AF and 5/8 X 3/4AF. TR 2 and early TR3 spanners had a black oxide finish with clear metal at the ends. Later were clear cadmium finished. Triumph used the Superslim models of spanner manufactured by T. Williams. The wenches had Made in England on one side and Superslim on the other side. Both sides use raised letters.



The black oxide finish of this kit marks it is a TR2 or early TR3 tool kit. The plastic tool roll is likely unoriginal as most if not all black oxide finished tool sets came in the early plastic coated jute tool rolls. The screwdriver is not the original type. The grease gun is the Tecalimit GB1801 model with blue hammerite paint.

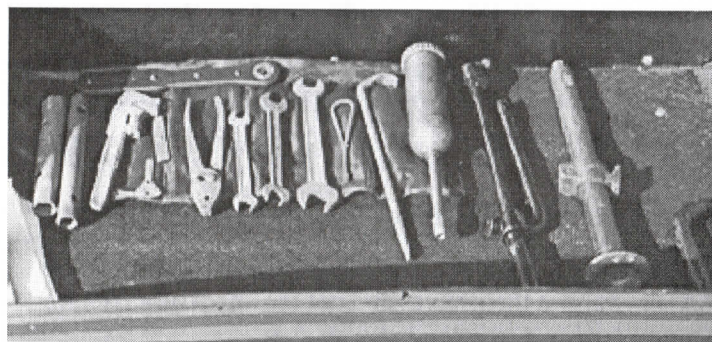
Grease gun

The grease gun appears to be a capped tube with a narrow pipe and fitting at one end. The pipe is spring loaded and injects a squirt of grease then the tube is pressed down. A plunger type grease gun is common in British car tool rolls but was evidently never used in early Triumphs.

Enots manufactured a blued gun that appeared in some TR2 tool rolls. Tecalimit GB1801 grease guns were commonly used in all TR2 through TR3B tool kits. The finish was usually blue hammerite paint, but there were some bronze metallic painted ones.

Pliers

The pliers are standard slip joint gas pliers. Early pliers had the black oxide finish. Later pliers had a clear cadmium finish. Look for the T. Williams logo and "made in England" labels.



Cadmium plated tool set for a steel wheel equipped Triumph. Notice the tommy bar and the wheel brace. The jack is the late style Smiths speedy jack with the bolted on lift hook. The Lucas distributor tool can be seen to the

right of the adjustable spanner's base. The feeler gauge is just above the distributor tool. The jack handle can be seen along the top.

Jack and handle

There are three models of jacks used in the TR2 through TR3B. Very early TR2s used a jack with an external thread and built on handle. All the other TR2 through 3B Triumphs were equipped with a Smiths jack. The early version had the lift hook welded onto the body. The late style had the lift hook clamped and bolted to the outer tube. The earlier jack came in black or an orange red colour. The late jack only came in the orange red colour. The jack base was black oxide on both models. The square top was either black oxide or cadmium plated. Early jacks came with TR2 and TR3s. The late style jack started being provided sometime during the TR3 production run and was provided with TR3A and 3Bs.

The jack handle is a ratchet design. There were two general types of handles. One had a smooth handle. The other had a indented centre handle and came with late TR3A and TR3B Triumphs. The handles came in black oxide, gunmetal blue, black or red paint.

Wheel brace

The wheel brace was provided with Triumphs equipped with steel disc wheels. The colour is black. The inside of the nut socket is blue hammertie paint.

Tyre Irons

Standard Dunlop style finished in black oxide. Provided with TR2 and TR3 models. Unlikely to be found in TR3A models.

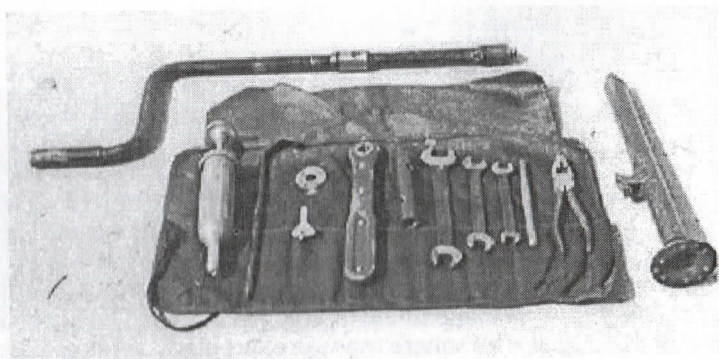
Tommy bar

This is a pry bar that was provided with Triumphs equipped with steel disc wheels. Early versions had a black oxide coating. Late TR2 and newer models had a clear cadmium finish. They were provided to remove the hub caps.

Knockoff hammer

Provided only with wire wheel equipped Triumphs. Manufactured by Thor. Hammer had copper ends on all but the early TR2s. Early TR2 Thor hammers had one leather end. A word of caution. The copper hammers can distort the knockoffs. Lead hammers deform themselves and not the knockoffs. These are unoriginal but treat your knockoffs better.

Early jute tool roll, early black oxide tool finish, early style Smith jack and late style jack handle. Pliers are not original. Grease gun while contemporary is not the original style. The rod between the open spanners and the pliers is inserted into side holes in the box spanner to turn the box spanner. Black finish



starting handle along the top.

Starting handle

Provided with all models. Black or orange red paint.

Box or tube spanner

Two were normally provided. Finish black oxide supplied with early TR2. Finish clear cadmium with later models. One spanner is a 6 inch long spark plug wrench. The other is 7 inches long. Tube spanners have holes in side for steel tubular rod.

Distributor tool

Made by Lucas. Narrow end is a screw driver. Has a blued feeler gauge riveted to the screw driver section. Used to set point gap.

Valve stem tool

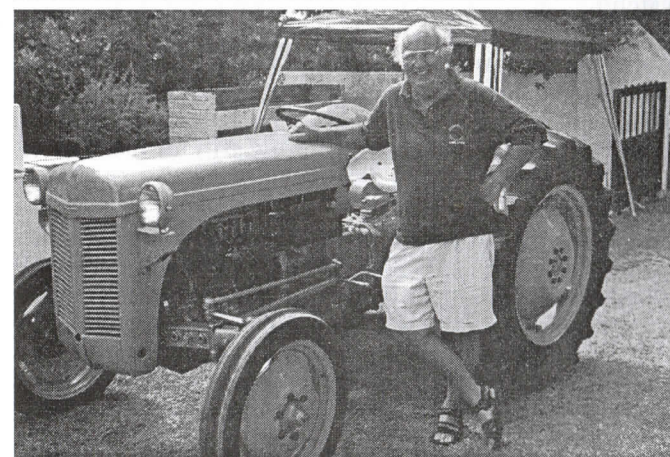
Used to remove valve stems to deflate tyres. Brass cylinder knurled at one end for grip. Notched at the other end. TR3B valve stem tools may be plastic.

Coach key

'T' handle tool for opening the bonnet, spare tyre cover, early boot lids and to attach side curtains. Don't drive a TR without one.

Headlamp rim tool

Provided after TS32585 when the snap in head lamp rims started being used. Five inch long 'L' shaped sheet metal.



Graham "Double-Rugged" Johnson of Cape Town admitting that when it really comes to handling in the rough - his sidescreens cannot compete with this!

Photo by Marion Went.

Humour for Sabrina

supplied by

Dennis Cook

Two married buddies are out drinking one night when one turns to the other and says, "You know, I don't know what else to do. Whenever I go home after we've been out drinking, I turn the headlights off before I get to the driveway, I shut off the engine and coast into the garage, I take my shoes off before I go into the house, I sneak up the stairs, I get undressed in the bathroom, I ease into bed and my wife STILL wakes up and yells at me for staying out so late." His buddy looks at him and says, "Well, you're obviously taking the wrong approach. I screech into the driveway, slam the door, storm up the steps, throw my shoes into the closet, jump into bed, rub my hands on my wife's butt and say, 'How about a little?'" and she pretends that she's asleep!"

WHEN A Man Loves A Woman...

A journalist had done a story on gender roles in Kuwait several years before the Gulf War, and she noted that women customarily walked about ten feet behind their husbands. She returned to Kuwait recently and observed that the men now walked several yards behind their wives. She approached one of the women for an explanation.

"This is marvelous," said the journalist. "What enabled women here to achieve this reversal of roles?"

The Kuwaiti woman replied, "Land mines".

A woman's husband was watching a football game and she was bored. So she went outside and decided to pick up trash in the yard. After a while the husband came outside and was watching her work when he said, "you know, your butt is as big as that Bar B Que grill."

She didn't say anything, she just kept working. That night he crawled into bed and she turned her back to him and he ask her what was wrong didn't she want to have sex with him?

And she said: "Why should I fire up this big old Bar B Que grill for just one little weenie like that!!"

Sandy the blonde began a job as an elementary school counsellor, and she was eager to help. One day during recess she noticed a boy standing by himself on the side of a playing field while the rest of the kids enjoyed a game of soccer at the other. Sandy approached and asked if he was all right.

The boy said he was. A little while later, however, Sandy noticed the boy was in the same spot, still by himself.

Approaching again, Sandy said, "Would you like me to be your friend?" The boy hesitated, then said, "Okay", looking at the woman suspiciously. Feeling

she was making progress, Sandy then asked, "Why are you standing here one?" "Because," the little boy said with great exasperation, "I'm the goalie."

A man is walking down a beach, and accidentally kicks a bottle out of the sand. He opens the bottle, and a genie appears. The genie said, "I am so grateful to get out of that bottle that I will grant you one wish. I can only grant one."

The man thought for a while and finally said, "I have always wanted to go to Hawaii. I've never been able to go because airplanes are much too frightening for me and boats make me seasick. So I wish for a road to be built from here to Hawaii." The genie thought for a few minutes and said, "No, I can't do it. Imagine all the work involved. All the piling to hold up the highway needed and all the pavement. Ask for something else."

"Well," the man said. "I would like to be able to understand women. What makes them laugh and cry, why are they temperamental, why are they so difficult to get along with. Basically, what makes them tick." The genie considered this for a couple of minutes and said, "So, do you want two lanes or four?"

An Irishman had been drinking at a pub all night. The bartender finally said that the bar was closing. So the Irishman stood up to leave and fell flat on his face. He tried to stand one more time; same result. He figured he'll crawl outside and get some fresh air and maybe that will sober him up.

Once outside he stood up and fell flat on his face. So he decided to crawl the 4 blocks to his home. When he arrived at the door he stood up and again fell flat on his face. He crawled through the door and into his bedroom.

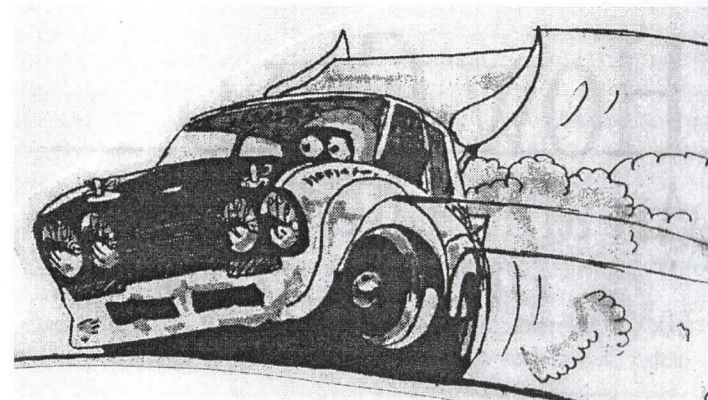
When he reached his bed he tried one more time to stand up. This time he managed to pull himself upright, but he quickly fell right into bed and was sound asleep as soon as his head hit the pillow.

He was awakened the next morning to his wife standing over him, shouting,

"So, you've been out drinking again!!"

"What makes you say that?" he asked, putting on an innocent look.

"The pub called — you left your wheelchair there again."



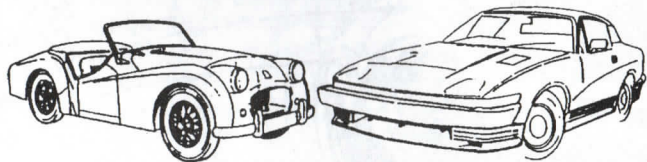
Neil Cameron of the Cape Town Centre is still giving it "Big Stick" on the Killarney racetrack. He is doing very well indeed.

Defining a Triumph Enthusiast.....

Submitted by Dennis Cook

1. Do your **best** T-shirts have oil and grease on them?
2. Do your **best** Levis have battery acid burns on the legs?
3. Do you have permanently black finger nails?
4. Have you ever bought a tool because it looked cool but never used it?
5. Do you have a Massey Ferguson bit that you bought at an autojumble, thinking that it would fit your TR ?
6. Do you worry that you will develop mesothelioma from working on asbestos brake shoes/pads?
7. Do you spend more time listening to the car noises than your partner?
8. Have you ever used the kitchen oven to heat a ring gear or a gearbox in order to remove or fit bearings?
9. Do you have more than two containers half full of unidentifiable petrochemical products around your home right now?
10. Do you have a 1/2 in A/F spanner cut in half to get to the fuel pump nuts?

You Are It !!

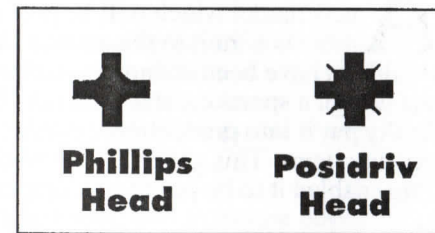


POSIDRIV, NOT PHILLIPS

article supplied by

Ken Boss

Over the past twenty years I have enjoyed restoring British sports cars (I know, I'm a glutton for punishment!). Occasionally, I bump into a newcomer to the hobby (or a "lifer" like me) that vents his frustration about "those nasty little phillips screwheads that always round out when you try to remove them!". The reason they round out is because they are not phillips head screws they are posidriv screws. For those of you who know about this bit of restoration trivia now is the time to find another article, if not, read on.



All original "plus-head" screws on British cars were, in fact, posidriv screws. A posidriv screw can be identified by four thin slashes that are stamped on the head of the fastener (see the illustration above). In addition to the surface slashes there are four additional wedge-shaped cutouts located inside the opening in the head of the fastener. The posidriv screwdriver tip is not as tapered as a phillips tip and it has four additional wedges that fit tightly into the fastener. Therefore, if you use a phillips screwdriver to undo a posidriv screw, it will tend to ride out of the recess in the screw and will round the corners of both the tool tip and the screw recess. As far as I can research, British car makers chose to use posidriv fasteners because the tight fit that could be achieved was ideally suited to their mass-production methods of the period. Well, knowing about posidriv is only half the battle, the other half is getting yourself a set of posidriv screwdrivers. After doing some searching a number of years ago I found that Snap-On Tools had an excellent set of five posidrivers whose tip sizes range from your smallest chrome trim screws to those big ones that are holding your door latch mechanisms on. Since Snap-On does not sell at stores you will need to catch one of their sales trucks stopped at a repair shop, or pull up to a Snap-On truck stopped at a traffic light and ask him to pull over (like I did!). If you can't find a Snap-On dealer try MAC Tools or one of the other "traveling tool dealers".

If you have read this far you are probably suffering from "British Car Restoration Overdose Syndrome" and you should not be left alone for long periods of time. However, if you're still feeling "frisky" go out to the garage and enjoy your new posidrive screwdrivers!

THE SIDESCREEN STORY

article supplied by

Ken Boss

As you probably know, when a large manufacturer decides to introduce a new model which will be produced in small quantities at a low price, there is a limit to the amount that can be spent on tools and equipment. It would not have been economical, therefore, to start with a clean sheet of paper and design a sports car that was new from bumper to bumper, develop it, and finally put it into production. Instead, the car had to be based on a number of existing items. This governed the whole layout of the TR-2, and at the same time enabled it to be produced competitively.

Early in 1952 it was decided that an inexpensive 90 m.p.h. sports car should be produced, the major components being basically similar to those of existing models: the Vanguard engine, the immediate post-war Standard Eight frame, and the Mayflower front suspension and rear axle. "Basically similar" is not intended to mean identical, yet if a large degree of general similarity is maintained, it is possible to machine components with the aid of existing jigs and fixtures, although the actual strength of the components may vary considerably.

There were no existing units that could be used for the body, so this had to be completely new. However, the choice of style was severely restricted by the money that could be spent on press tools. This basic specification influenced the whole character of the car, and explains the course of the development program.

In car development one thing is closely related to another; for example, if the power output of the engine is increased, it is usually necessary to improve the brakes. Indirectly, almost all the development work carried out on the TR2 has been a result of improved performance brought about by increased power output.

First of all, therefore, came the development that converted a Standard Vanguard engine developing 68 b.h.p. at 4,200 r.p.m. in "bare" engine condition (or 65 b.h.p. in "full road trim,") to the Triumph TR-2 power unit which developed 90 b.h.p. at 4,800 r.p.m.

The story becomes even more interesting when it is realized that the original target figure of 90 m.p.h. was very considerably exceeded, with the result that the TR-2 was one of the cheapest production cars with a genuine three-figure maximum speed attainable in touring trim.

To enable the Triumph to be used in competition in the up-to-2-litre class, it

was necessary to reduce the engine capacity from the 2,088 c.c. of the Standard Vanguard engine. A figure of 1,991 c.c. was obtained by reducing the cylinder bore diameter from 85 to 83 mm, while retaining the 92 mm stroke. This was a simple matter on a Vanguard type engine, as it was necessary only to fit new liners with a smaller bore instead of redesigning the cylinder block; a move which might be necessary on an engine with integral bores if the cylinder walls were to be prevented from becoming too thick.

At the same time the cylinder head was modified to give a compression ratio of 7.5 to 1. New manifolds were fitted, the single downdraft Solex carburettor being replaced by twin S.U. instruments (H4) having 1.5 in. diameter bores. On the brake, and with manual ignition control, this resulted in a power output of 73 b.h.p.-an increase of 8 b.h.p.

The manual ignition control should perhaps be explained: in engine development work, it is usual to run initially with a manual ignition setting to obtain the correct distributor advance curve. When development has been finalised, the necessary automatic advance curve characteristics are produced from data obtained on the test bed.

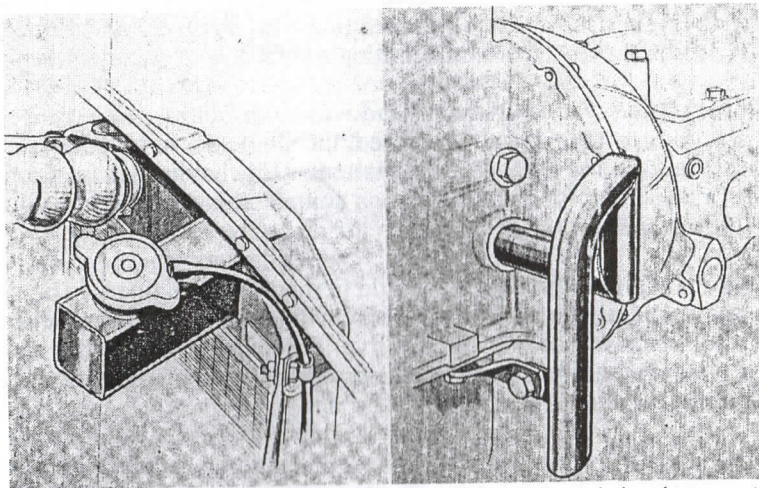
There was still a long way to go before the 90 b.h.p. of the production target was obtained. The next stage was to increase the compression ratio to 8.6 to 1 (slightly higher than the final production figure), which produced 79.7 b.h.p. After this, work on the engine was concerned primarily with camshaft and valves. First the valve lift was increased from 0.36 in. to 0.375 in., still retaining the familiar 10-10, 50-50 valve timing. Then, keeping the 0.375 inch valve lift, the timing was modified to give increased overlap, with the inlet valve opening 15 degrees before top dead centre and closing 55 degrees after bottom dead centre-the exhaust valve opening 55 deg. before bottom dead centre and closing 15 deg. after top dead centre. This resulted in an output of 84.1 b.h.p., another useful step in the upward march of power.

The third stage was to increase the diameter of the inlet valve from 1.5 to 1 9/16 inches in diameter, and suitably to enlarge the inlet ports. This modification resulted in another 3 b.h.p. - the total up to 87-while further development work and final timing on the carburettor needles and distributor curve resulted in an output of around 90 b.h.p., the final production figure of the TR-2. The story is not quite as simple as it sounds; during the development stages a number of difficult problems had to be solved to ensure the complete reliability of the unit, for both normal driving and severe competition work, before it reached the hands of the owner.

In designing any production model-saloon or sports car-weight and cost are kept to a minimum. Consequently, components that give complete reliability in an engine developing 65 b.h.p. will not necessarily do so if the power output is increased to 90. The main function of vehicle development is to find weak

nesses by very strenuous testing and make the necessary modifications. At the same time, the general stressing in the major engine components must be reviewed, and any redesign dictated by increased loading must be incorporated to ensure that no component is overstressed.

Besides ensuring that the power unit operates satisfactorily on the test bed, it is necessary to make certain that it will do equally well on the road. The difference between the two sets of operating conditions



A small extension was built on the back of radiator to allow for expansion of coolant. Crankcase breather was designed to prevent oil being flung out while cornering fast.

can vary tremendously. Although it is possible to vary both the air temperature and conditions of loading when an engine is on the test bed, the power unit in road work is subjected to changes of air velocity which further complicate the problem, as does the flow around the engine compartment.

The raising of power output and b.m.e.p. increases the gas pressure acting on the pistons, and the TR-2 pistons have very stiff crowns. The improved power output also increases the force tending to lift the cylinder head from the block—a force that must be resisted by the cylinder head studs or the head joint gasket will have a very limited life.

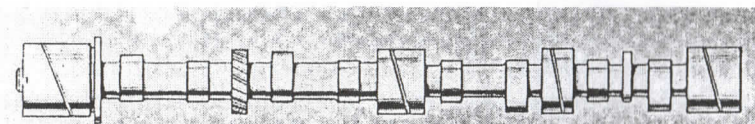
The first weak link in the course of testing was found to be the cylinder block; cracking occurred below some of the intermediate cylinder head stud bosses. On the original engine, lugs were provided locally towards the top of the cylinder block, and the trouble was remedied by altering the main block casting so that the lugs were extended right down the inside of the water jacket wall to the very stiff crankchamber below. With this arrangement, the studs are actually screwed into the upper part of the crankchamber, so that tightening down the head places the water jacket wall in compression—as opposed to tension with the previous arrangement. This modification proved to be entirely satisfactory. But although it solved the cylinder block problem, it did not remedy cylinder head gasket trouble completely.

The bottom joint of each pair of cylinder liners is sealed by a thin figure-of-eight gasket. On the Vanguard this was made of wire-reinforced jointing material, and the thickness of the bottom joint washer must be such that the cylinder liners stand slightly proud of the top joint face, ensuring that the top gasket is completely nipped around the combustion chamber when the head is tightened down.

Because of the increased stud loading imposed by the improved power output, there was a tendency for the bottom gaskets to collapse; this, in turn, caused the cylinder head gasket to blow. Resin-coated steel figure-of-eight gaskets were substituted to form the bottom seal, and these completely cured the trouble. However, it was necessary also to reduce production tolerances on the various components concerned, and also to maintain the cleanliness that is vital during assembly.

The increase in power output was, of course, accompanied by an increase in engine speed, and to test the power unit prototype cars were driven for many hours at maximum speed around the banked high-speed circuit of the Motor Industry Research Association proving ground at Lindley. Initially, between two and three hours' running at a sustained speed equal to 5,200 r.p.m. in direct top gear brought about big-end-bearing failure. The first modification was to substitute indium-coated lead bronze bearings for normal white metal bearings on the big ends.

Although this resulted in some improvement, it did not completely cure the big-end trouble, and attention was next given to the lubrication system. First, modifications were made to the main bearing shells with the idea of permitting oil to pass more quickly - from the crankcase via the main bearings to the crankshaft, and from there to the big-end bearings via crankshaft drillings in the normal way. This was not a complete answer, and it was not until the crankshaft drillings were modified that the problem was completely solved. The crankshaft was originally drilled through from the main bearing to the big-ends. This resulted in considerable loss of oil owing to centrifugal action from the higher crankshaft speeds combined with the increased bearings clearances necessary with the lead-bronze bearings.

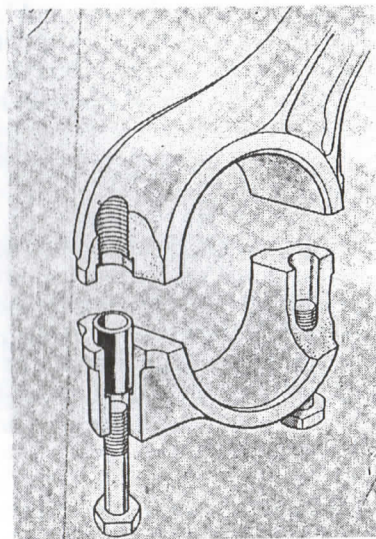


To overcome valve trouble caused by cam deflection, front half of the shaft was increased in diameter.

If the crankshaft drillings are modified so that the oil is discharged at a point around the periphery of the big-end bearing that is closer to the centre line of the crankshaft, this effect will be considerably reduced, and this system of

cross-drilling has been employed on the Triumph. The outer end of the main oilway, where it breaks through to the surface of the big end, has been plugged, and a cross-drilling from the main oilway added. Further, to improve the spread of oil around the bearing, the edges of the holes have been "shelled" and this process also prevents "cutting up" of the bearing shell surface by foreign matter.

It was mentioned earlier that, with the increased power output, it was necessary to re-stress some of the major components, and the connecting rods came into this category. Although the rods did not fail, it was thought desirable to increase their stiffness in order to provide a greater factor of safety; at the same time the system of location between rod and cap was improved. Both the big-end and cap were stiffened considerably to reduce the measure of flexibility that had caused fretting between the backs of the big-end bearing shells and the rods. The diameter of the big-end bolts was increased to 7/16 of an inch, and the rod and cap location was provided by a single tubular dowel in place of a double location—a method that ensures greater accuracy and assists production. Further, the tubular dowel prevents shear loading on the bolt.



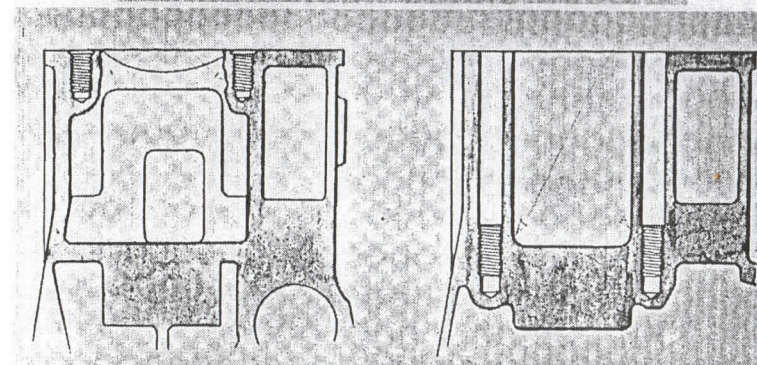
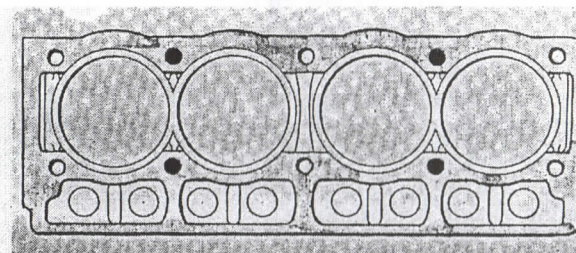
The two halves of the connecting rod are located by a single tubular dowel. This also reduces shear loading on the bolt

After each modification was proved on the test bed it was tried out under high speed road test conditions, the car being driven very much harder than would be possible on normal roads. These tests brought to light additional faults, including troubles with engine breathing, crankshaft oil seals, and valve gear.

Perhaps the most important, and certainly the most interesting problem was that connected with valve gear, as it underlines the point that, in all development work, it is necessary to analyse carefully what is taking place and how it is causing difficulty before the trouble can be remedied effectively.

At this stage of development, when valve gear endurance tests were being conducted, number 1 exhaust valve failed after 246 miles of running at over 5,000 r.p.m. If repeated tests of a similar nature had produced failure of the exhaust valve in other cylinders, it would seem logical to assume that the exhaust valves were not strong enough for the task which they had to perform. The remedy would be to fit stronger valves.

The fact that failure was not general meant that a thorough investigation of the operation of the valve gear was required, and this was carried out on a special valve-test rig enabling the effects of valve gear under high speed operation to be observed by stroboscopic and electronic test equipment. These indicated that, at speeds around 6,000 r.p.m., the camshaft was bending 0.019 in. on number 1 exhaust cam, but only 0.008 in. on number 3 exhaust cam. It should be emphasised that no trouble of this kind was experienced on the normal Vanguard engine which, of course, does not operate at nearly such a high speed. One remedy that was tried was increasing the shaft by 1/8 in. in diameter throughout its length, but this did not solve the problem, and no reduction in bending was obtained. The final solution was to increase the diameter of the front half of the shaft leaving the rear section the original size. At the same time, the valves were strengthened as an added precaution.



Four cylinder head stud bosses are extended to bottom of block so studs are screwed into top of crankchamber.

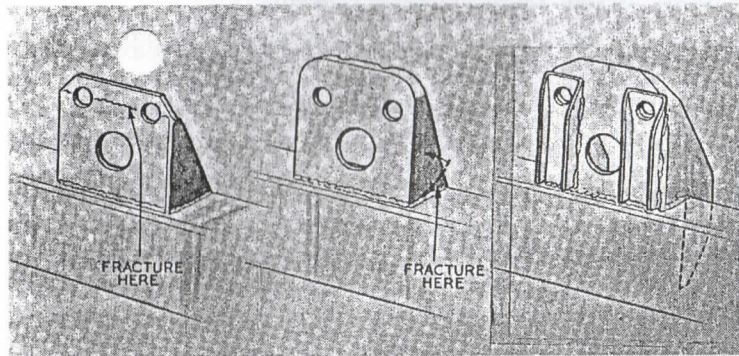
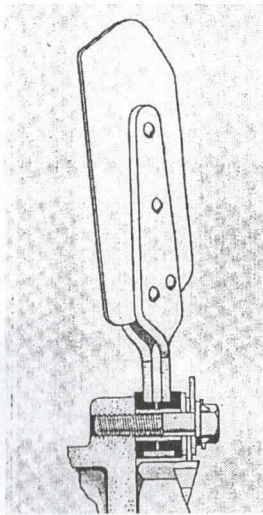
with an outer return oil scroll was modified so that a scroll was provided on the shaft also. This effectively prevented high speed oil leaks from the rear end of the crankshaft, but there was still loss of oil via the crankcase breather. As engine speed and performance are increased, the problems connected with crankcase breathing become more complex. The chamber must be effectively ventilated to prevent the build-up of pressure, yet the increase in road speed may cause the air current over the outer end of the breather pipe to have an extractor effect. An illustration shows the final arrangement, which provides an unobstructed path for the gases; the inclusion of a section of vertical pipe away

For continuous operation at very high speed, it was found necessary to improve both the oil sealing and the crankcase breather arrangements. At the rear end of the crankshaft the normal arrangement of a plain surface in conjunction

from the crankchamber tends to prevent oil from being flung out, and also helps to condense oil vapour and enable it to run back into the sump.

Because of the low height of the hood, the radiator is placed low down in front of the engine-with the result that the normal arrangement of belt-driven fan could not be used, and the fan had to be placed on the front end of the crankshaft. Although this proved to be satisfactory as regards radiator cooling, torsional vibration of the crankshaft caused breakage of the fan. To cure this, rubber bushes were inserted to provide some insulation between the shaft and the fan.

Following these modifications the power unit proved to be completely reliable, and the car could be seen on the banked circuit at M.I.R.A. consistently lapping the track at 100 m.p.h., the only stops being for refuelling every three hours. However, it was also necessary to make a considerable number of modifications to the chassis to keep pace with the ever-increasing performance.



Three stages in development of rear damper mounting brackets

produce a 90 m.p.h. vehicle, it was soon found that they had actually built a 100-mile-an-hour-plus two-seater in standard trim, while 124.095 m.p.h. was reached over a measured mile at Jabbeke in speed trim.

Although the original brakes would have been satisfactory on the car with its original power output, as the engine performance increased they proved to be inadequate; fade was experienced, and pedal pressures were too high. The car had 9-inch drums with an effective lining width of 1 3/4 in. at both front and rear; the shoes were hydraulically operated, with two leading at the front, and leading and trailing shoes at the rear.

After lining tests, the next modification was to increase diameter and width of the front drums to 10x2 1/4 in. and, compared with the 9-inch front brakes, there was a marked improvement, particularly with the addition of Mintex M20 linings in the front drums. A new problem-that of brake judder-was overcome by improving the inner surface finish of the drums. By now the brakes were more than adequate for normal fast touring, and in fact no fade was experienced during the Autocar road test. To give an added safety margin for the strenuous competition work to which the cars might be subjected, the rear brake drum size was increased at a later date to 10 in. x 2 1/4 in.

An example of the utilization of existing tools and equipment to produce new components was shown by the transmission. The Vanguard has a three-speed gear box with synchromesh on all forward ratios; inside a casing of similar size a new gear box was designed for the TR-2 having four forward speeds with synchromesh on top, third and second gears. In place of the steering column change mechanism, a central remote control was produced which is positive and particularly easy to operate.

An interesting feature of the transmission was the extensive use made of the Laycock-de Normanville overdrive in the development stages, as it permitted high-speed endurance tests to be carried out at lower engine speeds than would be possible in direct top gear with the same axle ratio. Before the engine had reached its final stages of development it was found possible, for example, to run for a three-hour period, averaging 100 miles an hour in overdrive, whereas a similar test in direct top gear would have produced engine failure (as already explained.)

The final drive unit first used was similar to that of the Triumph Mayflower. Much development work was done on this component, both on test rigs and on a complete car. As a result of 100-hour rig tests at 5,000 r.p.m. (engine speed), the crown wheel bolts were increased from 5/16 in. to 3/8 in. diameter, and these were secured by plain washers and lock tabs. Following highspeed cornering during road testing, it was found that the centrifugal force caused the oil to be thrown along the axle casing tubes and into the wheel bearings, diluting the grease, which was finally washed out. This was rectified by fitting traps to prevent the oil and grease from coming into contact.

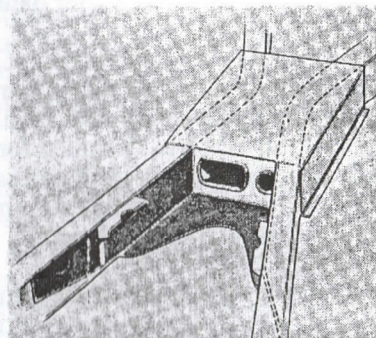
To increase their life, the number of taper rollers in the differential bearings was increased from 16 to 18. Much work was done to determine the correct fit between the bearings and their housings, and the effect of pre-load was also investigated.

It was found that with both the 16 and 18 roller bearings, if the cup was an interference fit in its housing slight pitting occurred after 50 hours' test, and after 100 hours the track of the cup failed through fatigue. However, if the clearance were increased so that the cup was a slack fit inside its housing, no

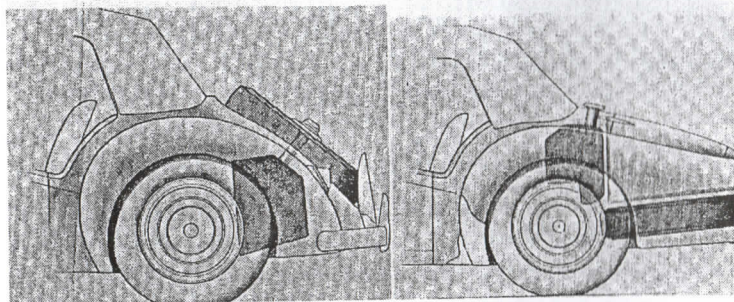
failure was experienced with the same pre-load.

The story of the frame is in many ways similar to that of the brakes—the original design utilised chassis frame members similar to those used on the immediate post-war Standard Eight, suitably modified at the front for the attachment of wishbone and coil spring front suspension. This resulted in a compact and lightweight frame that could be produced cheaply, and strong enough for the car as it was originally designed.

When it became evident that the performance would considerably exceed the original estimate, it was necessary to redesign the frame completely. To facilitate production and economise in jigs and tools, this was achieved without altering the major dimensions. It now had box section side members, and extra stiffening was provided at the centre of the cruciform. The rear end of the chassis is, of course, underslung, and consequently the propeller shaft runs above the centre section of the frame.



A considerable improvement in rigidity was achieved, but the company was still not satisfied that this basic structure was strong enough to withstand rough service in countries such as Belgium, where there were still a good many rough roads. More testing in Belgium showed the need to stiffen the cruciform even more by welding on an extra gusset plate at the front, and enclosing the front cruciform members locally to form a box section. The rear damper bracket was also modified to prevent failure at the attachment point.



First major modification to body style

Attention could now be turned to the suspension units, and again, because of the considerable increase in performance, the pressed-steel lower wishbones used

on the Triumph Mayflower were replaced on the TR-2 by forged components. The inner rubber suspension pivot bearing bushes of the lower wishbones were replaced by nylon bushes. This resulted in greater accuracy of wheel movement by obviating unwanted flexibility, and at the same time increased the bearing

life. The front stub axle flanges were also made stiffer, although no actual failures were experienced during the development stages.

The car was first seen by the public at the London Show in 1952; at this time the power unit was developing 75 b.h.p. The body, with the exception of the front end styling, differed from that used on the production version which was shown at Earls Court the following year.

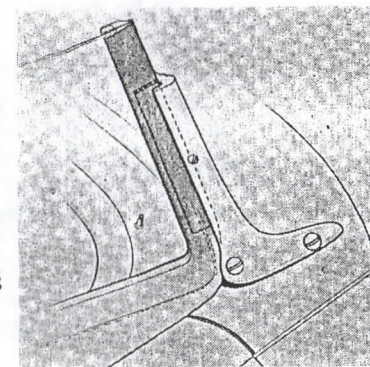
The present production body is the logical outcome of reducing cost to the minimum. As production was originally laid out for relatively small quantities, tool costs had to be kept down; while on any vehicle in the sports car class it is necessary to provide the highest power-to-weight ratio, so the body must be made as light as possible.

Therefore the body was designed so that no double-action presswork was required, and all the panels were joined on the centre line. The front wing panels, for example, have a joint line on the top of the wing. Tool considerations also dictated the arrangement of the head lights in the front panel. To keep weight down, the front and rear overhang was kept as short as possible, while cutaway doors were adopted to reduce body width.

As a result of consumer reaction at the '52 Show, a number of modifications were made to the body. The most important was the rearrangement of the rear components to enclose the spare wheel and provide a separate luggage compartment. The body width was also increased slightly to give more elbow-room. In its modified form the body was subjected to many thousands of miles of endurance testing as the power output of the engine was steadily raised, and it was found necessary to make a few alterations.

Looking at the windshield of the later TR-2, a casual observer would conclude that the glass was flat. And, in fact, flat glass was used on the prototype cars, but when the vehicle was lapping at speeds of 100 miles an hour and more it was found that wind pressure on the screen was sufficient to cause bowing. The screen was given 3/4 in. camber, so that wind pressure would tend to straighten the glass and press it more firmly into the screen frame.

It was also necessary to stiffen up the top frame and its attachment points, particularly where the front of the top is attached to the top of the screen. The deflection caused by the wind had produced a noticeable gap between the top and the top of the screen, so the frame and toggle attachments were stiffened. To prevent air leaks at high speed, brought about

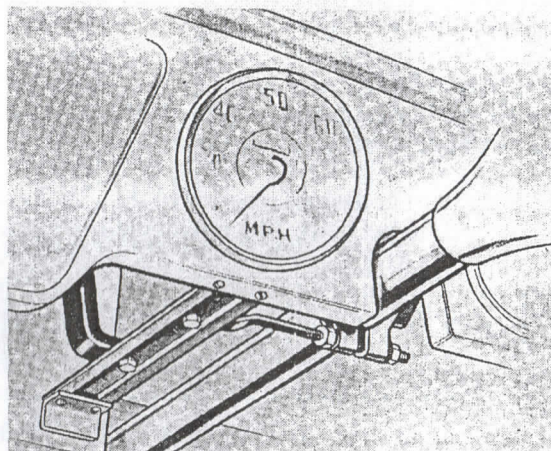


by sidescreen deflection, the leading edge of the screen was fitted into a channel section on the sides of the screen frame. This was arranged so that the two parts came into engagement as the door was closed, with the result that the sealing was considerably improved and screen deflection eliminated.

Slight modifications were made to the scuttle to give increased clearance for the gear lever and passengers' legs, and an extra stiffening bracket was provided to prevent steering column vibration. It was in this form that the body finally went into production, and since production began very few modifications have been made, the only significant one being to the doors. On the early production cars the doors did, in effect, cut the body panels into three parts; later these were modified so that there was a substantial sill joining the front and rear portions of the body. In addition to improving the overall stiffness, this modification raised the door enough so that it could be opened when the car was parked close to a high curb.

An optional extra in the form of a detachable hard top was also made available, so that the car could be converted into a fixedhead coupe for the winter months.

No account of the TR-2 would be complete without mention of the development work that was necessary to prepare the car for competition, and for record-breaking runs such as the test that took place on the



Additional bracket prevents steering column vibration at high speed

Jabbeké motor road in Belgium in 1953. It may be thought that, for this run, the engine had been specially tuned, but this was not so, for the regulations required the engine to be dismantled after the test for a thorough inspection.

How was the extra speed obtained? The runs made at around 124 m.p.h. were with the car in speed trim; this consisted of removing the normal top and sidescreens and the front and rear bumpers, and fitting a complete cockpit cover and an undershield. The effect of these modifications was to reduce the frontal area considerably by removal of the windshield and to cut down drag by fitting an undershield and cockpit cover.

The increase in speed brought about by removing the windshield was demonstrated at Jabbeké when subsequent runs were made with the normal windshield, top and sidescreens in position. In this condition—in standard

touring trim, but with the addition of an undershield - a mean speed of 114.213 m.p.h. was obtained over a measured mile. By comparison with figures obtained in the Autocar road tests, it will be seen that the extra equipment considerably improves performance under a specific limited set of conditions. For very short, high-speed runs, the use of an undershield would be advantageous.

The effect of the undershield under competition conditions over a long period on the temperature of the major chassis components was investigated; it was found that undershields should not be used except for short duration, record-breaking runs. By carrying out tests of this type, and passing the knowledge on to competition-minded owners of their cars, the company not only ensures the reliability of its products but also saves the private owner much expenditure.

The Triumph TR-2 established itself very quickly as a thoroughbred sports car, capable of competing with cars selling at a very much higher price, and no other sports car has provided better value for the money. Unlike American manufacturers, the Triumph people incorporate improvements into their products as they are tested out and proven. The calendar year is not a factor in the schedule.

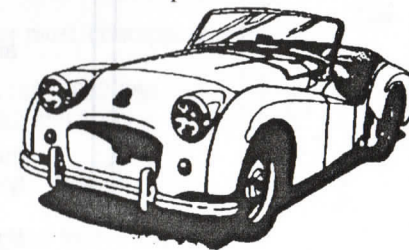
So it was that in 1956 enough modifications had taken place in the TR to justify its being designated the TR-3. The most obvious change was the restyling of the front grill. The most significant change, however, was the addition of disc brakes. The TR-3 became the first production sports car in history to offer these "super-stoppers" as standard equipment. In addition, the engine power was increased to 100 b.h.p. at 5,000 r.p.m.

To the family man, the most welcome modification was the optional rear seat.

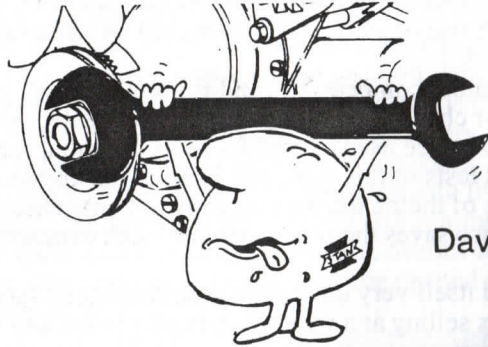
In 1958, further modifications changed the designation once more—this time to the TR-3A. Again the grill was restyled. The seats were redesigned by an orthopaedic specialist, and their comfort becomes apparent after a long day's drive.

We find outside handles on the doors and trunk. The bumpers up front were reinforced to cope with the "back up until you hear glass" parking tactics of many drivers. Even the sidescreens came under scrutiny. For the first time in any car, the sidescreens were built on a jig to insure a near perfect fit.

And the sales of TR-3's continued to climb.



TECHNICAL TIP



Starter ring fixing tool

David Herriman -
Venlo Holland

Have you ever tried to undo the big nut on the end of the crankshaft with the engine in place? Have you ever tried to do it up tight with the engine not stripped?

If you have, then you will know what a difficult job it is. You have to take the starter out and try and jam an old screwdriver in the starter gear. This can only be done if you have someone to help you.

If you are planning to fit a new timing chain, or the oil seal at the front of the crank has "gone", then you will have to undo the said nut.

Here is an idea stolen from my Father.

Using a bendix gear from an old starter plus a bit of old steel you can easily make a tool to stop the engine from turning.

You will need welding or brazing equipment, although if you were to get everything ready, a garage would probably weld the two places for a few pence.

The drawing should be self explanatory.

The measurements of the steel are not critical, only the hole distances

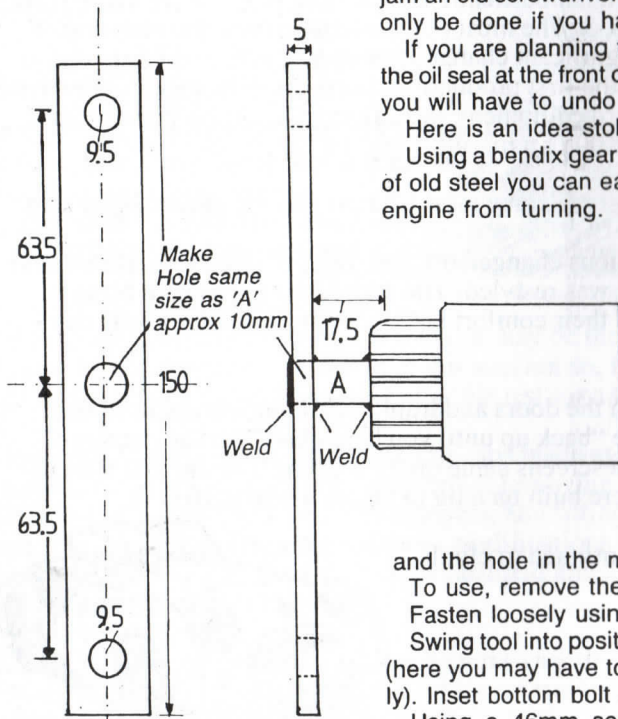
and the hole in the middle must be dead centre.

To use, remove the starter.

Fasten loosely using the top bolt.

Swing tool into position, so that starter gear locks (here you may have to turn the engine very slightly). Inset bottom bolt and tighten.

Using a 46mm socket or a large adjustable, tighten or undo the nut.



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