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**CLOSING DATE FOR JUNE SUBMISSIONS
& CHANGES of ADDRESS**

MAY 15 Th

Please send in **Microsoft Word** to: -

[flechettr@gmail.com](mailto:flechetr@gmail.com)

While I like my car to have brakes, PLEASE, PLEASE do not insert Page Breaks, Continuation Breaks or any other formatting in your Word Documents.

Editorial

Now what a year 2012 was which ended without the World coming to an end on December 21st.

We had the Spitfire's 50th Birthday celebrated in Pretoria with some 70 odd Triumphs in attendance only to be followed by Cape Town celebrating their 40th with a wonderful turnout in Stellenbosch of 40 Triumphs.

There is a saying that there is always something new out of Africa. In the case of Triumphs we had several new cars that are perhaps in years not so new. There was Bill Flynn's 3 TR3's in three weeks and the re-appearance of the John Simm Italia.

Obviously in order to counter my Christmas Quiz Heinz Koncki, in December, set a puzzle for a small group of us with the barn find of a mystery car that turned out to be a rare South African Special, the Davidon.

Now in 2013 we have another two major Birthdays, these being the Standard Car Company's 90th & the TR2's 60th.

Is it all possible that we could organise to arrange to get 60 TR2's & 3's together somewhere in SA for this special event?

A great part of my New Year has been taken up in reading John Dobbins Library of Sabrina's from the very first one way back in 1975.

What a store of information both interesting & illuminating. If one does not already exist perhaps it is time to establishing an official club archive/library.

During the year I will certainly use some of them as illustrated by the Graham Cheetham & Triumph Conrero items in this issue.

Essentially they bring three things to mind & the first is worrying & that is that the majority of the contributions come from the same sources as today. Rene de Villiers, John Dobbins, Nols Pienaar & the Editor. To borrow two ancient phrases

"Your Sabrina needs YOU" and

"Ask not what Sabrina can do, for you ask what YOU can do for Sabrina".

There are many rebuilding stories in the manner of December's superb GT6 tale from Geoff Kriel, so I am sure that there are more out there so get writing.

So there are two that areas that I need your input.

The third item is that the old Sabrina's contain a proliferation of photocopied articles from magazines.

By all means review & preview together with the requisite acknowledgement but straight copies I refuse to use.

Incidentally to all of you who may have been trying to contact me on Face Book I am a non believer in neither it nor Twitter or any other of the so called social networks, by all means contact me by E-Mail or telephone.

So now you have had my rant & rave for 2013 so here's to a great year ahead for us all

Ed

Chairman's Chat

Being involved with a "classic car club" is a way of life for most of us.

It is basically the same as any other hobby where we spend a lot of time "practising" it.

We recently celebrated the 40th anniversary of the Cape Town centre and it was refreshing to see the enthusiasm of everyone present.

There were many past members present who do not have their Triumphs anymore and are thus no longer members of the club, but are still fond of the cars. Many of them indicated that they would like to get into the "movement" again and were suitably impressed with the current strength and enthusiasm of the club and the members after all these years.

It is almost the second quarter of 2013 and you have renewed your subscription to the club again. Every year we lose members and have to ask the question: Why? There are a number of reasons such as people selling their cars and have decided that they do not want to be a part of the club anymore, which is understandable. What worries me is the members that still have their cars and don't renew their subscriptions and are maybe asking the question: What is it that makes any club or association great and what benefits can I get from being a member of the Triumph Sports Car Club (TSCC)??

Please have a chat with them and to reiterate the benefits you are able to receive from being a member of one of the best sports car clubs in the country read below.

Firstly if you have a Triumph, then you will soon realise that is not the same if you drive anywhere on your own as it is with a number of other Triumphs in convoy. You will also realise that there is a very strong support system in place in the TSCC. You can purchase spares at a very decent price at almost cost by contacting Rene de Villiers, getting a landed cost quote and service with a smile.

You will get support from fellow club members on almost any technical issue that you may come across and it is thus not necessary to reinvent the wheel if you experience any technical difficulty with your Triumph, help is normally just a phone call away.

Some clubs have garage noggins where the club is invited to a central place, be it a member's home or garage where help in fixing something specific is offered by experienced members and learning exercise for the not so technical folk. The regional centres also arrange a monthly noggin where members get together to natter about their cars and chat about whatever the feel like.

You will get a quarterly Triumph club magazine, Sabrina bumper packed and full of interesting information about the centres from across the country, event photos, technical information, future events, international news, contact details of the national and regional committee members, etc. You will also receive a monthly newsletter from your local centre where you will most likely feature in. It contains the most interesting news; Triads, information etc. that keep us posted on forthcoming attractions and news. Some clubs also send out sms messages and emails to members from time to time.

Another major benefit is that you will get is that as a member of TSCC, you are entitled to a discount on your classic car insurance in fact, you have to be a member in good standing of the TSCC to be a member. You will also get invitations to exclusive classic cars shows where the club is invited to put Triumphs on display as well as to special event motor racing too. You get to see places that you may not have seen or been to with our outings, shows and national gatherings. You will be able to enter concours if you want to and be prepared to get your car judged and upon receiving you score sheets back, know what to improve on your car to get it even better.

You also meet and get to know great people with the same motoring passion as you in the club and make lasting friendships with like-minded friends. These are only a few of the benefits one can expect when joining the club and it is like with any hobby, you get out of it what you are prepared to put in. Please keep in touch and until next time, keep the Triumphs shining, on the road and enjoy what's left of the summer for 2013!!

Triumphant Regards,
Gerhard P. Vorster

REGISTRARS REPORT

The 'Sidescreen' TRs listed in our South African register are very special to me because they not only represent 45 percent of our current TR listings, but they also form the base around which the TR Register of South Africa was originally formed during the first half of the seventies. At that stage club cars were already far from new while some of them approaching an age of 20 years by 1974.

It seems therefore that new TR7's sold locally in 1981/2 were the only new TR's to enter the club in significant numbers at the time of production.

An analysis of what is currently listed in the respective TR2, TR3, and TR3A South African registers provide interesting information.

TRIUMPH TR	TR2 (1953-1955)	TR3 (1955-1957)	TR3A (1957-1961)
Commission no. range	TS1 – TS8626	TS8627 – TS22013	TS22014 – TS82346
Comm. no. range used for local SA assembly	TS7200 – TS8565	TS12082 – TS820880	TS825725 – TS33811
Units assembled locally	245	535	270
Currently in SA register	45	78 (22 drum brake)	90
Local assembly cars in Register	25	66	71
Imported cars in register	20 (3 long door)	12 (3 ex-Rhodesia)	19

Local assembly of TR2s at Motor Assemblies started relatively late, a fact supported by the high commission numbers range allocated to the CKD kits sent from Coventry, England. This explains why no long door (early variety) cars were ever assembled locally.

In fact, by the time that TR3 production had commenced in the UK in 1955, TR2s appear to have been assembled locally. Some even appear to have been built locally as late as 1956. The relatively high number of imported TR2s vis-a-vis locally assembled ones in the SA register is therefore not surprising

The TR3 has the highest local assembly run of all (18 batches) and account for 51 percent of all locally assembled Sidescreen TR units. Again, local assembly appears to have started fairly late in 1956 and most cars seem to have been built locally in 1957, at a time when the TR3A was already announced overseas. It is interesting to note that commission numbers allocated for local assembly has a far better or representative spread of commission numbers in the range representing the TR3. Accordingly, 15 percent of locally assembled TR3s have drum brakes and low port cylinder heads (a la TR2). Noteworthy is the fact that Girling front disc brakes were introduced at commission number TS13046 while TS13048 (currently being rebuilt by John Roets) appears in our SA register.

Later TR3s were characterised by the extra set of rear indicator lamps in the rear apron (from TS16473 onwards) and as many as 38 percent of the TR3s in our register fall in this category.

With more than 58 000 TR3A units produced it is surprising to note the relatively low local assembly run of only 270 units.

Also, CKD units destined for assembly in South Africa, belonged to fairly early sets of commission numbers that ranged from groups of numbers between TS25725 and TS33811. The last local commission number recorded in the SA register, TS33809 (local number STR1048) was issued in England by June 1958 but this car was probably only assembled locally in 1962.

After TS33809 commission numbers ranging up to TS82346 (approximately August 1960) were issued in Coventry, England, yet none of these 'late' models (more than 48 000 units) were assembled locally.

A number of changes were introduced between June 1958 and August 1962 that were not really seen on locally assembled 3As. It appears that our assignment of CKD units for local assembly were relatively early cars that were assembled in seven lots between 1958 and 1962, and that assembly was slow because of a waning demand after 1960.

Remember, the TR4 was already on sale overseas from July 1961 while Motor Assemblies were labouring to assemble and move the last CKD kits of basically 1958 cars by late 1962.

There are currently only 14 3As with commission numbers beyond TS33809 in our local register and they range from TS37296 (approximately June 1958) to TS82097. They all seem to have been imported privately or brought with by immigrants. At commission number TS60001 (Oct 1959) new body shell tooling was introduced and these cars are characterised on the exterior by raised platforms for the boot lid and bonnet hinges. I can remember that TS81695, a car that belongs to Rodney South (subsequently taken with him to Australia) being one of them.

An unrelated but final last very important plea: please, centre chairmen, let me have the updates of the SA Triumph register I handed to all centre chairmen at the national gathering in Plettenberg Bay in April last year.

Thus far the only updated reports I have is from Port Elizabeth and Pretoria. What happened to the rest that were supposed to have submitted their updates to me by September last year?

Cheers vir eers!

Nols

spares Report/samca

National Road Traffic Act: Microdots

With effect from 1st October 2012 a vehicle has to have microdots before the Police clearance or identification can be obtained. New vehicles now also have microdots.

Microdots, which have to comply with an SABS standard, are sprayed on the chassis/body, engine and major components of the vehicle as a theft deterrent.

Before spending a lot of time and money on a bare metal restoration of a vehicle it is prudent to obtain a Police clearance. The problem is, however, that in the course of such a restoration – or even a partial restoration- all (or some) of the microdots will be removed. If such a vehicle is subsequently inspected for microdots it will look as if the vehicle, or parts of it, is/are stolen, and that the microdots have been interfered with. It is possible that such a vehicle may be impounded on the spot.

I visited the Police Vehicle Inspection and Identification Centre in Aeroton, Johannesburg (near NASREC), where I learned the following:

1. If a vehicle which is to be restored is not on the system, the Police will use whatever chassis number it has for the purpose of identifying it. This number is referred to as a “short” VIN number. Microdots are not required for this provisional clearance. You can then spend the time and money knowing that the car is “clean”.
2. When the restoration is completed you will need to complete the usual affidavit in respect of a built-up vehicle so as to get it onto the system. For this you will need all the invoices of costs incurred, have the car weighed, the papers are sent to Pretoria, etc, etc.
3. In the course of this second identification/clearance process the Police will require microdots, and they will punch a “long” VIN number (13 digits) somewhere on the chassis. This official VIN number will thus be permanently linked to the microdots.
4. Microdots will not be applied to window glass, but will be applied to major components such as gearboxes, alternators, engines, back axles etc. – the aim being to discourage theft.

The warrant officer I spoke to acknowledged that the whole matter of microdots, while well intentioned had not been thought through properly and that some grey areas remained. For example, you could buy a replacement gearbox or radiator from a scrap yard.

This component may have microdots on it that will not correspond with those on the rest of your car and it's VIN number. You may have to keep receipts of such purchases with you permanently as proof that such parts are not stolen.

The major, and crucial complication, however, remains: What will happen when you want to bare metal restore a car which has been equipped with microdots. The car may well be on the road and roadworthy, with papers and everything. By removing the microdots you will sever the (supposedly permanent) link with the VIN number. At the next roadblock with a microdot scanner - and these will become the norm in time to come- you will have a problem.

The above supposedly applies countrywide and not just in Johannesburg, but I would be interested in hearing of any differences in other municipal areas. If you have any other inputs or questions, please contact me.

SAMCA members have been asked to identify any other potential problems so that these can be taken up with the National Department of Transport.

René de Villiers.

SAMCA Representative. 083 317 4339.

5th February 2013.

REGIONAL REPORTS

Bloemfontein

A happy & prosperous New Year to all of you, may all your wishes come true in 2013. A rather belated greeting, seeing as I write this, the year is already five weeks gone. All the same, a wonderful year for all of you.

Our year is starting off with four of our members going to the George motor show to have a look around, and hoping to meet up with Triumph club members from other centres! George is not too far from Cape Town, PE and East London, and it will be nice to see the guys (and girls) in lieu of getting together for a Nationals, which is only happening again next year. (How are you Natalians getting along with the organizing?)

Our next event is a fun run to Kimberley where we have been invited to show our cars at a Hot Rod & Classic car show. This will be on Saturday the 30th of March, during the Easter weekend.

We are fortunate to be able to welcome three new members into our club: John Pote (since September), Ingrid Orrock and Walter Muller (since the beginning of the year). May you have many hours of good fellowship and happy motoring with us!.Short & sweet – hope to have a

lot more news for the next Sabrina. Happy motoring & God Bless.
Alan

Border

A new year for Border Triumph with the stepping down of the old committee and electing in of the new... Well, not exactly an electing in, at least not for me; rather a case of me turning up an hour late for the AGM and finding out that I had been voted in as the new Chairman..!!! What comes around goes around my ex committee friends... I will have my day in court..!! (only joking)

So the new committee is myself Phil Morris (Chairman) , Johnno Williams (Treasurer) & Loui Greeff and we soon got together to plan our 2013 with the following objectives to keep our small club alive and kicking:

1. Maintain our monthly Noggins at East London Golf Club (1st Thursday of the month – for any of you Triumph “Out of Towners” should your travels bring you to our neighbourhood).
2. Schedule set monthly outings A.K.A “The No Plastic Run” on the 3rd Sunday of each month... The idea to get the cars out at least monthly and also to enable some of our more senior members to diarise and not forget...!!
3. Grow the membership of the club, as there are more Triumphs in the area than members of the club..
4. Foster improved relations with the MG club.... i.e. we need to look past the fact that these poor souls are driving inferior cars, but rather focus on the fact that they are also driving British Classics...

So objectives done so far:

Noggins are all set to continue with the venue booked for the remainder of the year.

1. We did our 1st “No Plastic Run” to Kidds Beach for a hearty breakfast on the 20th January, well attended with a bit of Formula 1 racing thrown in by Geoff Kriel in his GT6... the rest of us sedately followed having the common sense not to take on Gavin Turner..
2. We are in the midst of going “Digital” having set up Eastern Cape Border Triumph on Facebook... early stages of development and I need to get this sorted in order to broadcast our presence to a wider Border Area population who also own Triumphs.
3. On the 28th of January we met with the committee of the MG Club and have already pencilled in some joint events including a spin around the old Grand Prix circuit in order in order for the MG Club to get a better view of the classic Triumph rear ends and tail lights on the way.

Anyway... will update on our next instalment... Happy motoring and remember to stretch those Triumph legs... that’s why we own them right??

Cheers,
Phil Morris.

Cape Town

Things Triumph have been relatively quiet at this time of the year. Last year saw the Concours and AGM to be held at the club house, except the weather intervened and it was decided to postpone the concours as the rain was lashing down and no one wanted to either drive their cars there or to do any judging!

The AGM took place as planned and there were no major surprises. Dennis Cook and Roger Robeck both stood down from the committee, a very big thank you for all their efforts in the Big Birthday year. Luckily we had 2 really good replacements in Eddie Hughes and Frank Dreher so we have another strong committee for 2013. Gerhard agreed to stay on, as Chairman and Tom Dougan will handle secretarial and financial affairs with Peter Inskip looking after the spares. I will be doing the newsletter and trying to get the register in shape.

One very unexpected event took place in December and that was to meet up with Sasha Marteningo of radio and TV fame who was driving TR3A from Jo'burg to Cape Town via Oudtshoorn and George on behalf of Caltex and was being followed by the social media such as Twitter. His choice of car was decided by a readership poll and the 3A easily came out on top. I met up with him in Hermanus together with Nic Joubert and we drove over to Paarl via the Franschoek pass in miserable weather to meet up with the rest of the club, who were in bright sunshine. After refreshing the inner man, and Sasha doing his PR thing, about 20 cars then drove via the N1 to a Caltex garage that has just opened near Cape Town airport. We were made very welcome with all the cars lined up on the forecourt before Sasha went off to catch his plane and the rest of us to get on with Saturday!

The New Year kicked off with a welcome braai at the clubhouse. This was well attended for a Wednesday night to take advantage of the longer hours of daylight in the summer. The following Sunday was the annual Timour hall car show in aid of charity and we had our usual parking spot plus 20 cars in attendance. The casual observer might have thought we have only sidescreens and TR6's in the club as there was only 1 Michelotti and 2 TR7's in the line up. Hopefully this will be resolved shortly. Ronan Sanderson had a collection of model triumphs in a gazebo and Eddie Hughes had some regalia for sale that went well. The first February run went to the Harold Porter Botanical garden in Betty's Bay. Some 8 cars made the journey to be joined by yours truly coming the other way and we had a really good brunch and chinwag before going our own ways.

The February Saturday noggin is going to be a talk by Andre Bredenkamp on the mountains he has climbed in the world. He is a really good speaker and although this is not a car talk, it should be a really entertaining and stimulating one.

The next event in March will be a run organised by Neil Cameron on the 3rd to avoid the problems with the Argus on the 10th. This will then be followed by the 10th running of the British Sports Car Tour which will be going to La Vierge restaurant in the Hemel en Aarde valley near Hermanus. It promises to be a really outstanding event; we will be limiting the numbers to 100 to ensure there is plenty of space at the venue for cars and people!

JOHANNESBURG

Before I wrote this report I reviewed my cherished album of photos of all the events of the past year. All the better since my son connected my laptop to the LED TV set. And it struck me how blessed we are to be part of such a great club, the friends and places we have visited and the pleasure of owning the catalyst that brings us all together: Triumph! Our last official run before the Christmas Luncheon was another combined visit to Peter and Dawn Manelis' collection of mostly Italian and American classic cars in Alberton. Half of the collection was housed in a showroom above the restoration workshops on the residential property and the rest were found in a shopping centre (Glenvista) basement parking. This was a great photographic opportunity and thanks, on behalf of the club members, go to Mike Bilson and Russell Haselau for organising and guiding us through a collection of at least sixty fascinating cars and memorabilia. The day was rounded off with a few beers and a good lunch on the verandah of Aroma Café within the aforementioned Glenvista Shopping Centre.

The year was suitably rounded off by enjoying a grand buffet Christmas Lunch once again at Kloofzicht Lodge in the Muldersdrift area together with our friends from the Pretoria Centre. It's always a pleasure to combine these events and the more the merrier, I say, with seventy five guests enjoying the day at such a nice country lodge, designed by none other than Gino. Look it up on Google to get a feel of the place.

I have come to realise that my sense of direction is very limited (don't get me started on the inside of shopping malls) so, armed with the news flyer that I compiled for the members, giving directions and a Google Map, complete with nifty little direction arrows, we set off on the Annual SAMCA run to the Sylvania Museum near the Vaal River. A large contingent of enthusiasts from a variety of clubs met at the Engen Blockhouse on the R59 freeway, whereupon we proceeded to the museum.

Horrors of horrors, I found myself leading the pack, dammit; Triumphs, MGs, Porsches and Jaguars, you name it, and of course, when we crossed the Vaal, I realised that, yes, once again, I was lost. To see fifty-odd cars doing U-turns all at once is something akin to rush hour in Delhi! We quickly recovered without incident and arrived at the museum, more or less on time to a bewildered group of local enthusiasts who marveled at the sudden traffic jam at their entrance. I heard later that Bill Flynn had used R600 of liquid gold (Texas Tea) to do the round trip from Pretoria in his restored Ford F100. Oh Dear! Sorry Bill. The venue is classified as a working museum; very interesting and is worthy of a visit for anyone visiting the area and open to the public on the first Sunday of every month. The event was marred somewhat by the incessant smoke of a large stationary steam engine on display, and some of us left early for lunch at Stonehaven on the Vaal River itself.

New beginnings for January. As a result of members expressing a need for change, a new venue has been found and we brought in the New Year by having our first Noggin at the Route 101 Bistro which forms part of the Classic Car Centre in Midrand. We had a bumper attendance with Pretoria Centre joining us. This stretched the caterers somewhat, but they did a fine job and a few teething problems will be sorted out by the time we have our next Noggin. The Pretoria Centre will revert back to their Wednesday evening meetings. The evening was a time for renewing annual subscriptions which kept Eddie Steele on his toes and for a short presentation by Ryan Ferreira of Evans Cooling Systems. He discussed the merits of waterless engine coolants: No water, no overheating, no corrosion, no pressure and no scaling/liner pitting. Check out the website on www.evanscooling.co.za. It was particularly nice to see Vernon and Liz Roeder at our Noggin after a long absence, as was the good turnout of members. Judging by a consensus, it has been decided to use this facility again. For those who are not aware, the facility offers final detailed restoration to vehicles that have been refurbished. They offer upkeep and storage of classic cars, cars for sale, etc.; and of interest to regular customers of Motor Books, they have relocated to these premises from Jan Smuts Avenue. The Classic Car Centre is also a supply and fitting agent for the waterless coolant, mentioned earlier. Essentially, the owners would like the facility to become a hub for all clubs to congregate, be it social, a meeting place before or after Sunday runs, or a venue for noggins.

British Car Day at the Piston Ring Club and Historic racing (some call it Histrionics) at Zwartkops and Kyalami has come and gone for January/February and it was good to see Triumph enthusiasts supporting the events. Alan Grant experienced a few gremlins both on and off the track (restored Lotus 61 single seater) so we wish you well, Alan.

Cheers,
Mike Gilchrist.

KZN

Rain has been a major influence in our region and washed out a braai evening for the pre-Christmas Noggin.

It also threatened our run to Byrne Valley in January organised by Bing and Val Bowden. Fortunately the day dawned beautifully clear and 14 Triumphs and a couple of plastics met up at the BP Oasis at Inchanga. Terry Newell's TR3 needed some TLC to the fuel filter and we were off. The road via Umlaas Road and Richmond is a delight for Triumphs and we were soon having a slap up breakfast at a restaurant called the Blue Parrot.

Our hosts handled the chaos of 30 hungry members hollering for breakfast with aplomb and things quietened down a little as everyone tucked in. Well done to the Bowden's for organising this trip to a beautiful part of KZN.

The latest Classic and Performance Car magazine made me personally very happy as they featured the Triumph 2000 and 2500 saloon models. These are underrated classics with great performance, comfort and reliability. If I had only one Triumph it would probably be my Chicane.

Nationals 2014:

Venue: T O Strand on the lower south coast. A delightful resort with a private beach, swimming pool and river lagoon.

Dates: Friday 27th April 2014 to Thursday 1st May 2014.

Accommodation Rates have been aggressively negotiated to make the event affordable to all.

Booking procedure: This will happen via our renovated website which will be up and running in the near future. NB. All bookings must follow this procedure, as it is part of the requirements with T O Strand to qualify for the special rates.

Once the website and registration documentation is in place a bulletin will be sent to all the Chairmen. They can then communicate the website address to their respective members and bookings can commence.

So please start saving or decide which body-part you are going to sell but make sure you get here!

Keep the revs up!

Darryl Hurter.

PORT ELIZABETH

Well we have celebrated Christmas and are well on into the New Year!

As reported previously by Beyers our last 2012 event/outing was the Motor Fair in Port Elizabeth on 01 December. For the rest of December the Club “rested” as is traditionally what the Port Elizabeth Centre does. Aply organized by Beyers Vermaak, we went to Cape St Francis to the Chocca Block Restaurant for lunch, taking a leisurely scenic drive to, first of all, St Francis Bay to view the devastation wreaked by the recent fire they had there. Many of the houses of this holiday- house village were virtually burnt to the ground with only the parts made of concrete or brick left standing. No definitive cause of the fire has yet been made public.

In some cases the owners had already demolished what was left and were preparing to rebuild.

From here we went on to St Francis Bay (about 20 km away) and had a nice seafood lunch while we took in the fresh sea air and watched the activities in the harbour from the restaurant windows.

One of our party was Johan Marais who invited us all to his house in Jeffreys Bay (for coffee and to view his recent “Triumph” acquisitions). Some of us did this and I can report that Johan (and hence the Club) has acquired another Mk 3 Spitfire and a very rare TR3 (but with a totally different body). This body has been designed and hand built by the late David Lawton who christened the car as a “Davton” Triumph. The car is in pieces and needs to be meticulously put together but it is all there.

Johan has also reported in our local newsletter that at last count there are 11 Triumphs in Jeffreys Bay and its immediate surroundings, (being a TR4, a TR6, six Spitfire Mk3's, two Spitfire Mk2's and a Spitfire 1500).

Another outing, (not an official Triumph Club Port Elizabeth outing), was the very recent George Old Car Show, which some of us attended. The most interesting part was the car auction where 45

classic/vintage/veteran cars went under the hammer. One of our previous members sold his Triumph GT6 at the Motor Fair in Port Elizabeth by auction for R 60 000.00 and this same car was again sold by auction barely three months later for R 80 000.00, (at this George car show auction).

Heinz Koncki's Jabbeke TR2 was on display with display boards about the history of the top speed achieved by a TR2 at Jabekke in Belgium. There were two Triumphs from Natal, (David Lugg's and Brian Hansell's, if I remember correctly).

The show gave us the opportunity to socialize with other “petrol heads” and buy car parts that could be used in future. It was also the opportunity to glean information on where and how certain rare parts could be sourced.

In all, although a relatively quiet time of year (from an outing perspective, two memorable events!

Jon Rademan

pretoria

2013.....A Good Number.....A Good Year

This year we broke away from our traditional Jo'burg/Pta beginning of the year braai at Glenburn Lodge, and opted to join the SAMCA all clubs run to Sylviadale Heritage Museum just outside Vanderbijl Park, and what a good idea that was.

This type of event epitomises to me what classic car clubs are all about. Not only were we there with our Jo'burg friends, in our Triumphs, meeting at the Blockhouse Engen, but also arrived to see all the other classic marques from all around our area.



We then drove in a looong convoy of all classics to Vanderbijl to arrive at the Sylviadale Museum..... What a great sight to behold.....and then spent the morning browsing through the very well preserved museum.



Old cars, bicycles, motorcycles, toys, horse carriages and all types of parafanalia of years gone by. This was a bit of a wakeup call for me, as I remember too many of these museum pieces when they were new.....Ah Well, I guess I'm becoming a museum piece myself. Food was a plenty with the traditional "boerie" rolls and hamburgers, but some of us decided to take our ladies out for a decent lunch just across the road to Stonehaven on the Vaal. This alone is an experience, as Stonehaven is a Historical Homestead on the Vaal river. For me this was a great start to the year for our classic car hobby.

Again we broke with tradition and had our first Noggin with the Jo'burg club at a new venue in Midrand called the "Classic Car Centre" and again I thought this was in keeping with our classic car hobby. Our next Noggin will be held back at our Pretoria MG/Triumph clubhouse. February as always is Valentine Month, and again we have arranged a Valentine Run together with Jo'burg centre to "Blanford Manor" this is a great old english type setting within Botanical Gardens. Classic Cars, old english manor setting, and being with our ladies, well that works for me. What Next ? Well with all the Classic Car activity in and around Gauteng, all depending on our individual members involvement and enthusiasm. From our Pretoria Triumph Club side we will have our monthly Noggins and Sunday outings, all of which are and will be discussed at our Noggin and published in our Pretoria "Triumph Herald" newsletter. We are planning an away week-end for April, before the weather changes, and have so far decided to go to Groblersdaal, which is +/- 160kms away in the beautiful Limpopo area. Also there is the forthcoming Classic Car Show at Nasrec in March and Angela's picnic at Delta Park on Sunday 7th April. Mike Gilchrist from Jo'burg centre and myself keep in touch so many of our runs will be combined. This makes complete sence to us as we have all become good friends, yet still keep our PTA/JHB club identities. The next Nationals in 2014 now need planning from all the centres, as 12 months or so will simply fly away, and I for one have to get my "ass" in gear if I want to go to Natal in my STAG (or as my wife points out to me I may end up there just plain STAG, on my ownsome.) I guess I am also not the only one who has to start planning. Our Triumph scene here in Gauteng is alive and well, so I wish you all a great year ahead. Triumphantly at your service. Bill Flynn

WELCOME

A very warm welcome new members who unfortunately are nameless due to the fact that none of the regions sent me their list. So any way Welcome.

Ed

TRIUMPHs from the Past Where are they now?



Julian Stephens has sent me this photo from Cornwall of a TR6' carrying a Sandton number plate. The photograph was taken in 1982 & the 6 then belonged to Mike Parry. Mike was a Johannesburg member but unfortunately Julian has lost track of him.

For sale.

Triumph TR3 1957

In great all round condition and comes complete with all of the desirable extras including wire wheels and overdrive. Interior is all perfect, paintwork sound and mechanically excellent.



Offered at only R150 000

because minor body repairs would improve it.

Geoff Bowers 0836587195 or email: geoff@schippersteel.co.za

TR3's for rebuild

Enough bits to build 2 cars – located in Mthatha 3

Engine/gearboxes complete (one with overdrive) 3 chassis body parts for two and a half cars. boxes and boxes of parts including all latches, hinges, badges brakes, alternators, hooters etc. Many new parts including, a set of spoked rims, two new floorboards, two new side rails, one new instrument panel and more I only have one set of seats. I am looking for R80, 000.00 for the lot. Contact Alan Paul, 083 256 3939 or email: alan@mrbread.co.za

TR7

2 x TR7s For sale TR7 Coupe complete but not running. TR7 soft-top completely stripped down bodywork nearly ready for spraying lots of body panels and spares. Body stands so in can be turned upside down 1 x V8 rover engine Offers on the whole lot to John Markland 082 374 8620 or johnsts@iafrica.com.

Spitfire parts

Differential unit R900 Carburetors R600 Removable hard top R500

Gregory Carlse: cell no 0720808053 preferably after 4pm. Or email: gregcarlse@live.com

Stag

This Stag is up for sale again. Price reduced to R 45K. Has papers,

hardtop, softop. New diff. Ford V6 motor with S/S down pipes.

Body not modified. If anyone is looking for a Stag, paintjob aside, the V6 motor is a great every day option.

The car is in Klerksdorp.

Commission number LD35663 Paint job looks of good quality.

Both bumpers will need straightening and re-chroming. Front overriders missing. Holes in fenders for indicators and Stag badges have been closed. Soft top is available but not fitted to the car, rear window yellowed badly. All wiring will have to be re-done. Engine has performance cam (rough idle). 5 speed Toyota gearbox.

Needs new steering wheel and door rubbers.

Contact via Beyers Vermaak at beyersvermaak@gmail.com

FREE GT6 MK iii owner's handbook.

Contact Mark Stewardson

At Mark@mineralcorp.co.za

Or on 076 731 1400

TR6

John Dobbins has a pretty good TR6 with 77,000 believed genuine miles it is white with usable but not perfect soft-top, paintwork needs attention & some trim & badges are missing.

Com No is CR9290 (with J type overdrive), engine No CR783HE

Negotiable price is R130,000

Contact John on 082 508 0910



From the bookshelf

The TR Registers TRAction featured 2 full pages of Sabrina articles in

their December issue, these being the TRS/TR4S article & John Simm's Italia story. Also in December the TRDriver magazine featured a full page of the Pretoria Spitfire Birthday complete with photograph.

Not to be outdone the Belgian Register had another two pages on our Plettenberg Nationals courtesy of Gertjan de Klaashorst. The latest Classic Car has a great coloured 4-page article by Stuart Grant on the Triumph 2000. Classic Car & Sportscar will feature John Simm's Italia in a forthcoming issue.

WHAT CAR IS THIS?

Name the Make.
Name the Model.
Give the engine size.
Where was it made & when?
Does it have Triumph DNA?



decembers Mystery Car

This is a Sammio Spyder. It is a complete body shell & space frame fitted to a Herald or Vitesse rolling chassis. Hailing from Preston in England it is not strictly a kit car. It retains its original registration, is tax exempt but takes the Sammio name. Even when presented to the local licencing office there is no charge.



Thanks for the Memory

We continue Bob Pretorius's booklet "Down Memory Lane" which contains articles by several well-known members. Here follows the recollections of Rob Elliott (a past Chairman from P E Centre:

4H. ROB ELLIOTT

In **1979** the Company I worked for newly opened a garage in Kempston Road RMS Motors (Rondebosch Motor Supplies). My boss, John Davis, had bought his Triumph TR2 Sports Car a couple of months earlier from Leon Nel (Leons Motors) in Commercial Road on a Saturday afternoon, when Leon was in a rather happy mood for R150, 00 and got Dickies to tow it away,



before Leon sobered up and changed his mind. When Ashley Benn joined the Co to run RMS the Triumph was brought to the garage and Ashley stripped the car. Before the rebuild could be completed the garage closed down and John Davis, not being mechanically inclined, sold the stripped car to me for, if I remember correctly, R300.00.

My girlfriend lived in East London at the time and one weekend while visiting I came across a Cars In The Park and saw these Triumph TR's which appeared to be similar to what I had, only mine appeared to be bigger. The folk suggested I contact **Prof Roux van der Merwe in PE**, as he was a member of the TR Register. I contacted Roux who was very helpful and encouraging. I joined the TR Register that at approximately this time became the Triumph Sports Car Club of SA incorporating the TR Reg. In late 1979 (Mem. No. 340)

I contacted the other members Tim Robertson, Barry Dix-Peek, Dennis Hurter, Mel Wright and G Schmidt **also Roux**, and arranged a showing of the movie that had been taken of the First National Gathering at Maselspoort. The MG Car Club had arranged for me to use the EPVC Clubhouse. At this meeting I suggested to the members that as there were so few of us, that we take up the offer that the MG Club had made of allowing us to become associate members. I must thank them for this as I joined and remained a member for many years and enjoyed the outings and camaraderie.

In the meantime the late Neville Whitford, who was living in Humansdorp, his wife Lorna had bought a Spitfire that Neville commandeered and he had joined the Triumph Club (Hon. Mem. 0278). We got in contact and together **with Jon Rademan, Carl Butlion and Karl Illenberger;** we ended up with a list of Triumph owners. We sent a letter dated 23 March **1981** inviting them to **our first meeting on Monday 13 April 1981** at the Hunters Retreat Hotel. 17 attended (copies of documents attached). **The FIRST outing was on Sunday 17 May 1981 – breakfast at the Hankey Hotel,**

As of now March 2008 the Triumph TR 2 that I bought 29 years ago has had a huge influence on my life, the wonderful friends that I've made and places I've been – thanks to my TRIUMPH.TR2.

4I. DENNIS COOK (Cape Town Centre)

At Drakensville, during the recent national gathering I met up with old friend Dave Lugg, who most of you will remember. We were reminiscing about the early days of the club in Cape Town, swapping stories, and so I thought I might add to some of the Club history that Margaret has chronicled, and awake memories for some.

In 1972 I purchased a sadly neglected TR3 A which I drove home from Durbanville with the intention to rebuild it, but found that the chassis had been badly damaged, and subsequently purchased the rotting remnants of a TR3 (for R 200!) for the



chassis and other bits. Not long after, I came across a nucleus of enthusiasts led by one Mike Allan who lived in Claremont and drove quite a nice blue TR3. The club was a rather loose affiliation then, and used to meet in a hotel in Rondebosch.

Members that I recall from this time (73/74) were the late Chris Schultz; Rob Ingleby and Bruce Erasmus. Chris was rebuilding a TR 3 that subsequently went to his son in Jhb. In 1974, while I was partially into the rebuild of my car, I was posted to the Middle East for nearly 4 years and the car had to be stored.

My job took me back to South Africa in 1978, but to Durban, where I came across a beautiful gathering of TR's at a hypermarket and met Graham Cheetham for the first time; found that he had organised a National Association and joined the Durban club. My employer, who had originally promised to send me back to Simonstown after my stint overseas, refused to transport my car and other stuff that had been stored to Durban, so I resigned to return to Cape Town, where I made contact with the Cape Town Centre, then under the chairmanship of Rob Ingleby who was chairman for several years.

Today we are fortunate to have the multi-motor clubhouse; because club meetings back in the late 70s and early 80s were held in a garage in Wynberg that was rented by Dave Lugg and another for their restorations. Whilst there were a few rickety chairs, and an empty beer crate, one generally stood around or sat on the chassis of a TR undergoing a rebuild. (Dave Lugg was the original 'one day'). In good weather we sat outside and enjoyed the chats and the beers.

One of the larger-than-life characters in the club at that time was Bruce Erasmus; for whom the Castle Quart was renamed the "Erasmus dumpy", because of his huge capacity. Bruce owned a very original and un-restored black TR2. To show how values of our cars have changed, I recall that Bruce purchased a beautifully restored Austin Healey 3000 and we were staggered that someone would pay the price of R6,000 for such a car! (A running TR 3 for rebuild could be had then for R 500) Bruce, like Rob Ingleby, was your genuine bachelor about town, but we were all delighted when he

met a lovely lady who had been through an extremely unhappy marriage, and started making plans to settle down together. Alas, it was not to be; they were driving in the Healey on the N2 near the Pinelands cooling towers where the municipality had been burning grass, and the visibility was poor. The traffic had almost come to a stop when some idiot came tearing down the highway at great speed and smashed into the back of them, rupturing the fuel tank and setting the car ablaze. Sadly they both perished in the fire before anyone could help them. Bruce's TR 2 was subsequently restored by his brother in PE.

Rob Ingleby, during his tenure was a popular chairman, and a great organiser of social events, most of which took place around the Peninsula; usually assisted by Hinke Nixon and Sheila Maggs. He was also a dedicated enthusiast and, as I recall, attended the first couple of National gatherings on his own in his TR3.

He was of invaluable assistance in helping get my TR rebuilt; which I had to do in a single garage in the little house that I had bought in Zeekoevlei, following a divorce. He spent many a Saturday afternoon in that garage, teaching me panel beating, and helping me to rewire the car. Dave Lugg was another who unselfishly helped a great deal because I literally had to rebuild the car on a shoestring; committed as most of my salary was then to alimony and maintenance. Dave did the machining of the engine components, put in new valve seats in the head, and welded new sills on the body, as I had no access to welding equipment.

Hinke and the late Dennis Nixon were active members and Hinke was a key player in the committee for several years. I found that Dennis had acquired the blue TR3 from Mike Allan, who had packed for Perth like so many others at that time. The Nixon's were working hard to realise their dream of building a house in Constantia, and raising a family, so the car was never used nor rebuilt. I think that the car was sold before Dennis was so tragically killed by a burglar in 2007, and I wonder what happened to it? Hinke, showing her commitment to Triumphs, drove a nice Triumph 2000 station wagon and eventually took over from Rob as Chairman about the time that I moved to Johannesburg in 1983. Having been a theatre sister who assisted Dr Chris Barnard in the world's first ever heart transplant, it was no surprise that she was assertive, if not bossy, but she was a Club stalwart and I was very fond of her. It was not her fault that she could not find me a new life partner from her wide circle of beautiful and unattached women.

There were two members with Roadsters at that time; one was owned by Pat Ellis, who with his wife Marlene, was an enthusiastic club member- one of only 2 members from the northern suburbs at that time; the other being Dr Gert Vlok who also owned a roadster. I see that Gert's roadster is still listed under the member cars on the website, and it is a pity that he could not make it to the recent classic car show as he used to live (and probably still does) close enough to the clubhouse to be able to push the car there.

Brian Maggs was rebuilding his TR 2 at the time, and in a manner similar to the Nixons, it was Sheila who was the active committee member for so many years; continuing long after I had left for the "Vaal". That must undoubtedly make them the longest standing continuous members of the Cape Town club, with Dave Gordon, ever championing the unlovable Herald, probably next in line.

Many will remember Dr. John Ireland and his vivacious wife Jenny who joined the club somewhere around 1980. John had purchased a partially restored left-hand drive TR 3A that originated from the Congo –

I'm sure that most members know that TR's were assembled for a few years in Belgium. John, one of the most respected pediatricians in the country, was a perfectionist. Parts of the car that had been rusted away had been mended by the previous owner with new panels pop riveted in place and as he progressed, he realised that it would never meet his standard unless he started afresh. He subsequently sold the car to someone who exported it, bought a TR 4 A and set about rebuilding it. I spent many an evening and Saturday at their house in Constantia helping him, and I recall that he had a spray painter who was doing the panels for him as he progressed. It was typical of his perfectionist nature that I remember him saying one day that he was not satisfied with the quality of the work and that he could see no reason why someone of his intellectual ability could not do a better job than an uneducated tradesman. This was no idle boast, and he subsequently turned out a really beautifully restored car. Sadly he passed away a couple of years ago and when I last had contact with Jenny she had not yet decided what to do about the car. (*Scribe: Last saw this car at Frost Bros in Knysna*)

Charles Patterson and I used to put the monthly newsletter together in the days before computers and laser printers; typing it onto a wax sheet so that I could run it off on our duplicating machine at work after hours, when the boss had gone home! Charles, who owned a TR 4 A, was another memorable character. He remained a bachelor all of his life and seemed to live exclusively on baked beans on toast. He lived, at the time, in an upstairs flat in Diep River, and kept a complete spare TR 4 engine in the kitchen, so that he could rotate it periodically to keep the parts lubricated. He subsequently relocated to Pretoria, and over the years he acquired a TR 3A, as well as an enormous collection of new parts to rebuild the TR 4A; sadly he died of cancer after a long and tragic battle with cancer and the car was bought by Chris Buckley and restored in Tanzania.

None, of course, are likely to ever forget Nick Paxinos, at one time a lone stalwart championing the cause of the Spitfire in the Club in his strident voice at club meetings. Being so far from home I do not have any pictures with me to add to this article, except one that I hope the editor will publish. It shows Nick together with Hinke Nixon and Jenny Ireland at a braai during a weekend away in Ceres, about 1982. My most memorable recollection of this outing was that while we were driving in the town, a local farmer invited us to see his magnificent collection of cars housed in an enormous barn.

His passion was for Jaguars and MG's, as well as big American cars, but he also had an absolutely pristine, unrestored and original Dove Grey TR3. If he still has it, it must be the best original TR 3 in South Africa. He said that he did not particularly like the car and preferred his MGs, so it remained in almost as new condition.

Dear Nick, I will always cherish the memory of our first Greek spit roast lamb, accompanied by copious quantities of Ouzo, enjoyed on the balcony of your home high on the slopes of Table Mountain. How can I ever forget having to turn the darned spit by hand for hours!!

While I was in the final throes of rebuilding my car I had a visit from a new member, Des Rudolph, who had purchased a TR 4, of which he was proud. He sometimes reminds me that when I looked at his pride and joy, I pointed out the poor quality of repair work and the predominance of glass fibre and body filler; which decided him to rebuild the car. Long standing Club Chairman, crusty and outspoken, Des will be remembered by most of us for many long years. Here is another perfectionist who was not hesitant about going up against the top cars in National Concours in the beautiful TR 4 that he restored and, of course, the subsequent Concours winning TR7.

Sadly some of our members have passed on, some have retired from active motoring; good times come and go, but good friends leave an indelible record. The Triumph Sports car club has been a valued part of my life, and I look forward to more good times together.

Here it is now 40 + in the middle of the day- don't complain about the Cape winter, at least you have

Red wine!

A mysterious barn find

A few weeks before Christmas Beyers Vermaak sent an E-Mail to myself, Nols, Dennis Cook & Heinz Koncki. It contained photos of a strange car discovered in the Easter Cape by Francois Marais and asked if any of us knew what it was. I took the view that it was a rare Hard Top Swallow Doretti, particularly since it had wind up windows. Now during the second week in January Francois has bought & taken home his find. My guess at it being a Swallow Doretti was totally & utterly wrong.

To learn more read the following story that Francois has promised to follow up on as the rebuild progresses.

Ed



HISTORY OF THE DAVDON SPECIAL

(As recorded by the Designer/Builder David W Loudon on 28/5/2002)

Apart from the love of painting and etching in my early years, I was also involved in the design of various mechanical projects, ranging from attempts to make Pulse Jet Engines (V1) to unconventional two-stroke engines, etc.

As all youngsters dream of one day owning a very special car, and more importantly there was not anything available then that would have come up to my expectations and at a price I could have afforded, I decided to design and build something to my liking.

At the time I knew absolutely nothing about physically repairing or assembling a car, let alone designing and building it from scratch. Also, I certainly had no idea then (1947) that it was going to take many, many years, lots of hard work and quite a bit of money to get it right!

My first task was the designing – this to include special features, one of which was to be an automatic fold-away hard-top. I started off with a foolscap-sized sketch and this eventually progressed into a full-scale plan, which occupied the length of the garage wall. To illustrate just how much I knew of what it would entail to actually build the car I had in mind, my knowledge or experience of welding, panel beating, spray-painting, etc. etc, was zero! This is illustrated by the fact that, of all cars available, I decided to buy a 1937 Austin 7, strip the body-work off and started by lengthening and lowering the chassis. This, of course, was the worst possible chassis I could have chosen, as its suspension was an extremely basic set-up and quite unacceptable as a platform for a sports car! As and when each stage was reached, the necessary tools, materials, etc. had to be purchased and I had to teach myself how to use them. With lack of experience, this was no easy task.

Design: The body-work design was influenced by the Jaguar XK120 and also the Ferrari Racing Car of that time.

Body Framework: The frame of the body was constructed of $\frac{3}{4}$ " Conduit. Of course, in those days in South Africa Square Tubing was not available – neither had Fibreglass even been invented – which made the design and construction of the frame-work even more difficult than it should have been. Templates were made of the various curves of the frame-work and the whole lot was eventually welded together with Oxy-Acetylene.

The body panels were made from flat steel sheet brazed to the frame-work and panel-beated to the required curves, using templates.

Dashboard: The instruments on the dashboard were purchased from Lucas agents at the time and incorporated into the design. In order to balance the instruments and to match the temperature gauge, the frame of the clock was made from sheet metal and chromium-plated. The speedometer was from an Austin A55. As a matter of interest, the radio fitted is a His Master's Voice unit, which is valve operated, there being no electronics in those days.

Steering: The steering mechanism is, of course, that of the Triumph TR3, except for the actual wheel.

Seats and Door Panels: The seats were hand-made of genuine Cow Hide, padded with foam rubber and mounted on a steel frame, so that the entire unit could be removed from the car. In order to make the door panels, hardboard was cut to the shape of the door. The hardboard was then covered with the same leather as the seats; these panels were machine-stitched.

Windscreen: Initially, the windscreen was a v-type Perspex in an extruded brass chromium-plated frame.

Quite a number of years later it was changed to the current one, which was purchased from a local scrap dealer and was the rear window of a Buick (1958?)

Rear Window The rear window, was made of Perspex, moulded to the required shape and fitted into a chromium-plated extruded brass, frame.

Side Windows: The side windows were also made of Perspex and operated in a removable frame; this was so that the frame, with the car hood off, could be removed and stored in the boot, the Perspex windows remaining inside the door. The side windows were electrically operated via a 12-point switch on the door panels.

Boot: The boot lid was spring-loaded to open when the latch mechanisms were released.

Hood: The hood was lowered into the boot by radius rods, which supported its weight and ensured that it fitted in snugly before the lid was closed.

Lights: Originally Austin A30 head-lights ex Lucas were fitted but later changed to larger diameter units off an Austin A55.

Bumper & Grille: The rear bumper was hand-made from sheet metal and fitted with an extruded aluminium trimming. The front of the car had no bumper at all. Not being able to make a grille similar to that of the Ferrari, I decided in the end to make it according to my own design of solid steel bars so that it would also act as the front bumper.

Wheels: Initially 16" Austin 7 wheels were used and fitted with solid discs to disguise them. These were eventually replaced with the Triumph wheels.

Hubcaps: The hubcaps were purchased from a Bodywork Trimming Company, as the original Triumph ones did not come with the scrapped vehicle and were not available at the time.

Spray-Painting: Because of changes in design, etc, spray-painting had to be done on quite a number of occasions.

As you will gather from the above, various changes were made over the years and these came about as follows:

Designing started in 1947; the Austin 7 was purchased so that the chassis could be used as the platform to start from. As I said before I knew nothing about cars and later realised that this chassis was absolutely useless for a sports car. I then had to lengthen and lower it but was left with a complete inadequate suspension.

I also decided that the Austin 7 engine was not suitable and disposed of it, together with the body. A Singer Le Mans engine was then fitted and test driven on the nearby Rossmore Race Course. Believe it or not, after all the work I had already done, the Singer Le Mans engine was also scrapped and this time replaced with a Brough Superior Racing Engine (JAP – JA Prestwich), which must have been the noisiest engine ever.

Of course, each time these changes were made, many extra years were spent trying to get it finished, licensed and on the road.

In December 1955 Christene and I were married, moved into a flat, and so that I could continue working on the car, we spent week-ends at my parent's home.

At long last, in 1957, we could afford a home of our own and a garage, in Hurlyvale. But here I must mention that apart from spending a lot of time on the Davdon, I was also involved in research and development of various products, one of which was a fluid flywheel.

With all my activities, apart from being involved in those days in a full-time job as a Sales Manager, the time spent on the car got less and so did the space in the garage. As I needed more space, we eventually moved into our Bryanston home, where I had just about all the facilities, including a Lathe, etc. etc, to make life a bit easier. It was then that I decided it was time for another change, as I was not satisfied with the Brough Superior engine and its noise.

To my delight, I came across a Triumph TR3A, of which the body had been scrapped. Needless to say, this was the beginning of a long, long period of making changes to accommodate the mechanical parts of the Triumph as well as the previously mentioned items. I eventually, in 1968, finished it, had it registered and licensed, and used it to travel into Johannesburg daily for many years. It was always quite amusing to watch people driving past and see the expressions on their faces trying to figure out exactly what it was that I was driving. Sometimes I would have the hood up and sometimes down, depending on the weather. This was then the only car in the country with fold-away (in the boot) hard-top. In 1993 it was decided to move down to Gordon's Bay. As I wanted to make sure that the Davdon would arrive here safely, it was arranged that it would be transported together with our household furniture in a Pantehnicon. During the journey the truck developed a tyre blow-out and our possessions, including the Davdon, had to be moved into another vehicle. Unfortunately, the Davdon was used to stand on in order to reach items stacked higher up, which resulted in extensive damage to the body. Due to the fact that insurance cover was only for Third Party, Fire and Theft, I was unable to claim for the damage done. Before moving into our current home, the Davdon was parked outside in our courtyard, resulting in the damage escalating further. In Cayman Beach I could house the Davdon in our garage but, due to illness, was unable to repair the damage.

Until a few weeks ago, I had given up hope of ever hearing about the Davdon again, when a much unexpected happening occurred – a visit from Alfie and Tia. I will never be able to describe the joy I felt on seeing photos of the work done and hear all they had to say about the Davdon and its potential, neither will I be able to find the words to express my appreciation for that which Alfie and Tia had done and are still doing.

Note: Alfie was the 2nd owner of the Davdon and started restoring it. Sadly, David W Loudon passed away a few years ago. Johan Marais, PE Centre, is the new owner.

You will note that I have called this the Davdon Special, because in my opinion it was not built by Triumph although having Triumph DNA it cannot correctly be called a Triumph. It is a bit like calling 60's Morgan +4's Triumphs because they have TR engines & transmissions.

Sadly the late David Loudon did not build it with Davdon as a Company & hence it should be referred to as a Davdon Special.

Maybe our Registrar Nols would like to comment.

Ed

Triumphs Rally & Race 1

My article in the December issue wherein I maintained that the famed Le Mans TRS was in fact entered as a TR4S was reproduced in the December issue of the TR Register's TRAction.

It resulted in quite some discussion including a letter from Graham Robson in which he disputed my claims & questioned my source of information. I have replied as follows & maybe some of you will check my references.

It was a delight to read Graham Robson & Alec Pringle's comments to my article on the TR4S/TRS confusion. In my five years as Editor of Sabrina (TSCC of SA) I have often wondered how many people actually read it. For this reason I always try to include something contentious. It explains my delight to see that the TR Action is indeed read & commented on.

I pride myself in doing my homework & discovered this TR4S/TRS anomaly when trying to link the Le Mans Triumph registrations with their competition numbers.

The question is from where did I get this information well here are a few which you can try: -

www.racedatabase.com

www.experiencelemans.com

even Wikipedia shows the official results.

On examining my Motor Sport CD archive I found that there was no Le Mans report for 1960 although Dennis Jenkinson's Continental report mentions it.

So what about 1961 & there on page 552 are the results & 24hour performance chart. You have guessed it the plot thickens because the Triumphs are shown as TR3S's !!!!!.

What is more it shows number 24 completing only 23 hours, and numbers 25 & 26 only completing 23 hours. This is why they are shown as being not classified since they did not complete the 24 hours.

My last resort was to consult my copy of

“Le Mans 24 Hours: The Official History 1960-69 Sports & Prototypes” By Quentin Spurring, published by Haynes Publishing & stating that it is officially licensed by the ACO. Who of course are the organisers of the Le Mans 24 hours. This book follows each race virtually hour by hour with full details of pit stops, position in the race etc. It seems logical that they would have provided all this data from their records. Thus when they list the Triumphs as TR4S's then I was fully prepared to believe them.

Eric Fletcher

Triumphs Rally & Race 2

Now this piece almost appeared as the mystery car in this issue of Sabrina however as you shall see it follows on from the 1960 & 1961 Le Mans & concerns a Triumph that I had never heard of and which I will not be alone in wishing for one.

So without further ado here below is one of the rare photos of the **TRIUMPH CONERO**



For being introduced to this rare beauty I am indebted to the Sabrina of May 1983 in which there is a Photostat of an article by Graham Robson that appeared in the March 1978 issue of “Thoroughbred & Classic Cars “ entitled

CONRERO’S SECRET TRIUMPH ---the 1962 Le Mans car that never raced.

It was realised by Harry Webster (Triumphs technical director) that despite the Sabrina engine being capable of lasting the full 24 hours even flat out that the TR4S's were too heavy (at almost a ton), were not aerodynamic enough & required an even better handling package. What was required was a new ground up designed racing car, which was beyond the capabilities of the Triumph team.

Such a car it was decided should be a closed car (because of the vagaries surrounding the Le Mans windscreen height regulations) The decision was made to put the job out to contract. Robson's article states that the design was by Michelotti but it is not certain whether it was he who introduced Triumph to the Italian engineering company of Virgillio Conrero who did lots of work for Alfa Romeo.

Michellotti & Conrero were given Carte Blanche except with the proviso that as many standard Triumph parts as possible should be utilised.

The result was the beautiful body that you can see in the very rare photographs shown here mounted on a multi-tube chassis. This chassis allowed the TR4S rear axle more vertical movement since it did not utilise the Triumph under-slung chassis design. It did however have the same 88inch wheelbase of the TR3A & TR4 allowing the use of standard prop shafts.

Of course the Sabrina engine was used but the Conrero design did away with the extra 6 inches of wheelbase that the TR4S resorted to.

Two twin choke Webers replaced the twin choke SU's

(see footnote Ed) and an overdrive was fitted in order to raise the gearing, since a higher back axle ratio was unavailable. The target was 150 mph at the 6500rpm limit, the TR4S being only capable of 135mph at those revs. 15-inch wheels dictated against a low nose but despite this the resulting shape appears to be very slippery.

The completed car when delivered in 1961 displayed all the high standard of finish that typified Italian road going sports cars. Notable identifying features which exemplify this attention to detail are the highly detailed engine compartment vents just behind the front wheels, the similarly detailed three grills under the left hand door and the exhaust exiting also on the left side just before the rear wheel. The three vents below the door allowed air circulation around the recessed exhaust silencer.

Now as we know immediately following the 1962 Le Mans British Leyland took control of Triumph, closed the competition department, dispensed with Ken Richardson and sold the four TR4S's & the Conrero as a job lot to North America at the end of 1962.

Our tale may have ended there for there is very little known or recorded about this car except that an American member (Tom Lehmann) of the Vintage Triumph Register arrived at their National Triumph Day in 1975 in what he thought was a 1959 Michelotti TRS.

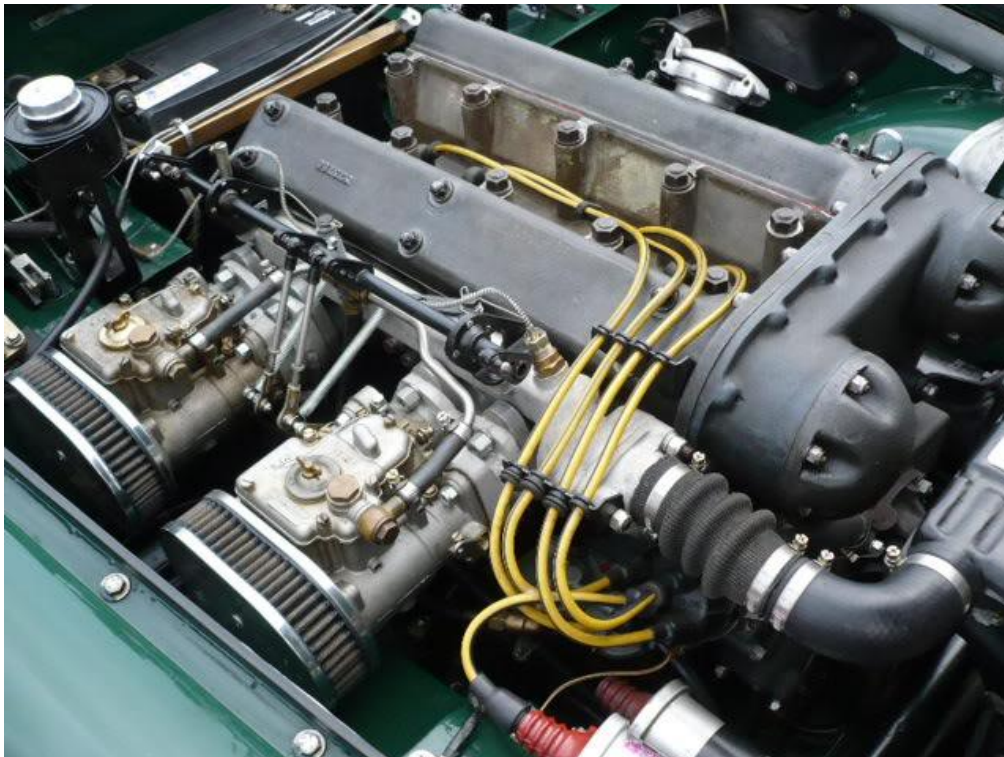
It was purchased in the 1980's by a UK collector & was displayed at the 1980 Brooklands Museum Reunion. Mike Ellis the TR Register TR2/3/3A/Italia Registrar knows the car & the owner who is apparently reluctant to be widely known.

Incidentally in researching this car I came across a 1961 Michelotti-Conrero Alfa Romeo Goccia that displays some striking similarities with the Triumph Conrero.

Below is the Sabrina engine as fitted to the Conrero with two twin choke Webers.

I have put other photos of this gorgeous car on the back cover.

Eric Fletcher

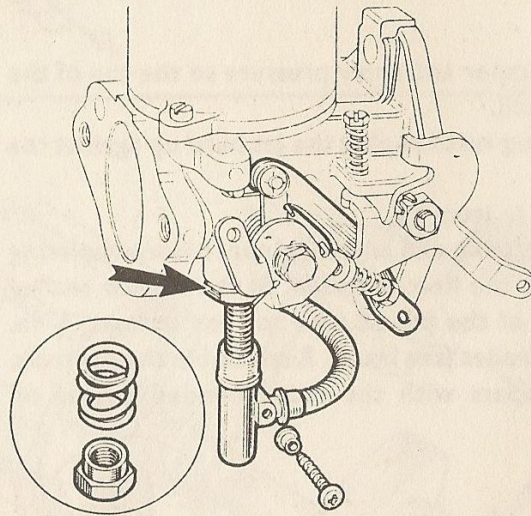


TUNING SU CARBURETTORS (part three)

This is the third in the series to be continued in Sabrina. It is the edited version of a 40 odd page book produced by the magazine "Cars & Car Conversions".

This book was kindly loaned to me by John Dobbins who has owned it since it was published in 1968.

JET CENTREING



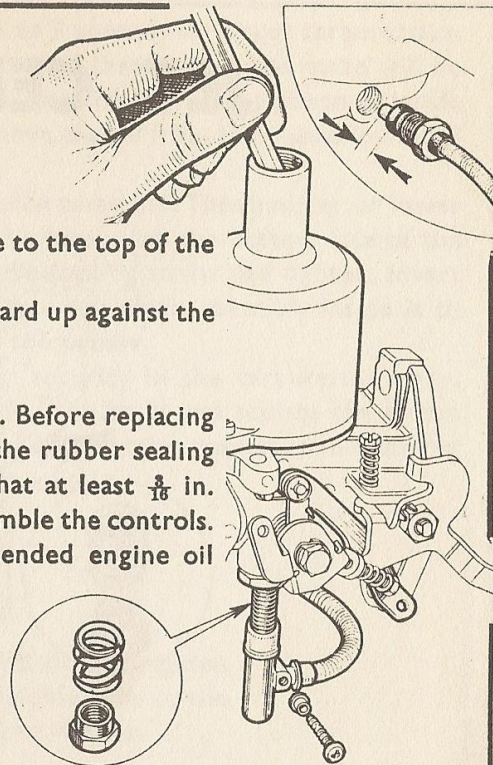
13

The piston should fall freely onto the carburettor bridge with a click when the lifting pin is released with the jet in the fully up position. If it will only do this with the jet lowered then the jet unit requires re-centring. This is done as follows:

- A. Remove the jet head screw to release the control linkage.
- B. Withdraw the jet, disconnecting the fuel feed pipe union in the float-chamber, and removing the rubber sealing washer. Remove the jet locking spring and adjusting nut.
- C. Replace the jet and insert the fuel feed pipe connection into the float-chamber.
- D. Slacken the **jet locking nut** until the assembly is free to rotate.

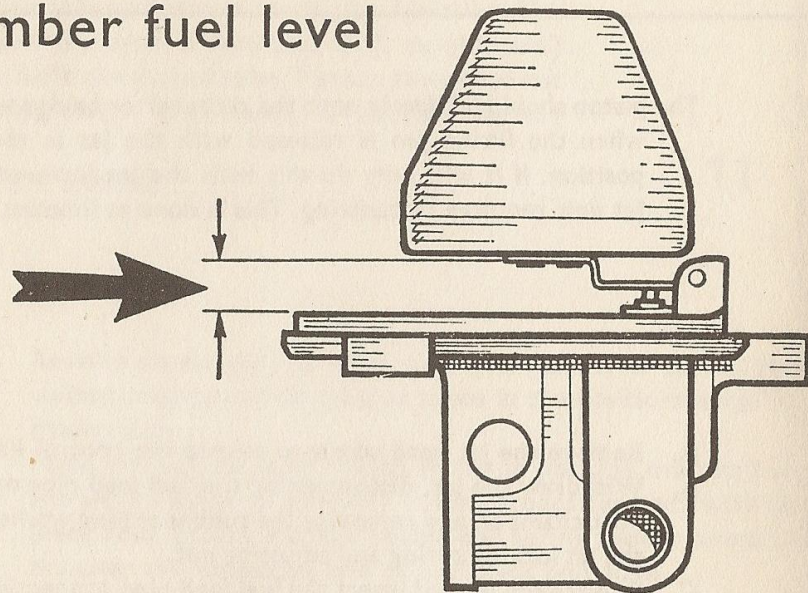
21

- A. Remove the piston damper and apply pressure to the top of the piston rod with a pencil.
- B. Tighten the jet locking nut keeping the jet hard up against the jet bearing.
- C. Finally check again as in item 13.
- D. Re-fit the jet locking spring and adjusting nut. Before replacing the fuel feed pipe into the float-chamber, fit the rubber sealing washer over the end of the plastic pipe so that at least $\frac{1}{8}$ in. (4.8 mm.) of pipe protrudes (see inset). Reassemble the controls.
- E. Refill the piston dampers with the recommended engine oil (see item 26).



14

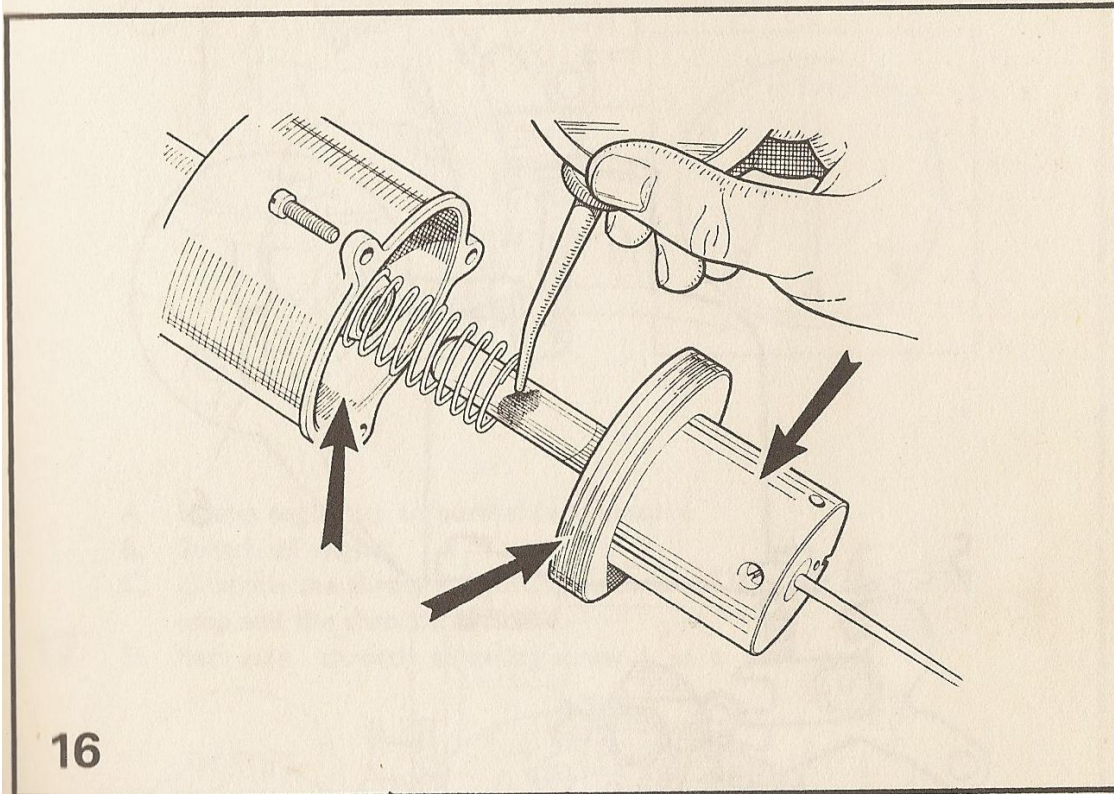
Float-chamber fuel level



- A. Remove and invert the float-chamber lid.
- B. With the needle valve held in the shut-off position by the weight of the float only, there should be a $\frac{1}{8}$ to $\frac{3}{16}$ in. (3.2 to 4.8 mm.) gap between the float lever and the rim of the float-chamber lid.
- C. The float may be set by bending at the crank.

15

ROUTINE CLEANING



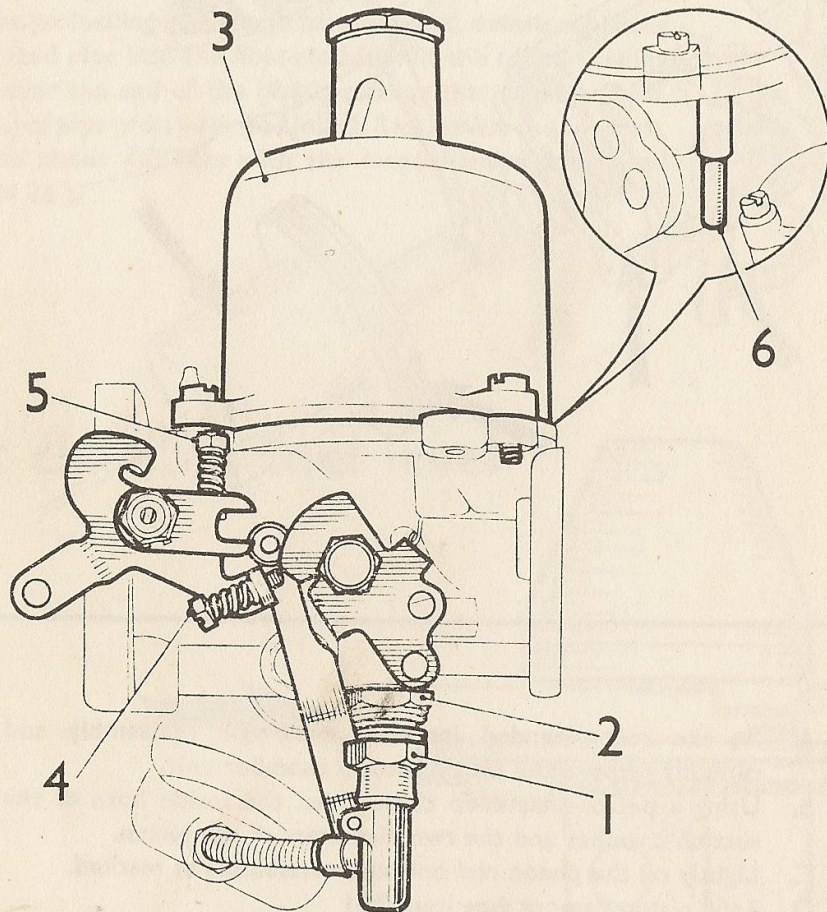
16

- A. At the recommended intervals mark for reassembly and carefully remove the piston/suction chamber unit.
- B. Using a petrol-moistened cloth, clean the inside bore of the suction chamber and the two diameters of the piston.
- C. Lightly oil the piston rod only and reassemble as marked.
- D. Refill piston damper (see item 26)

23

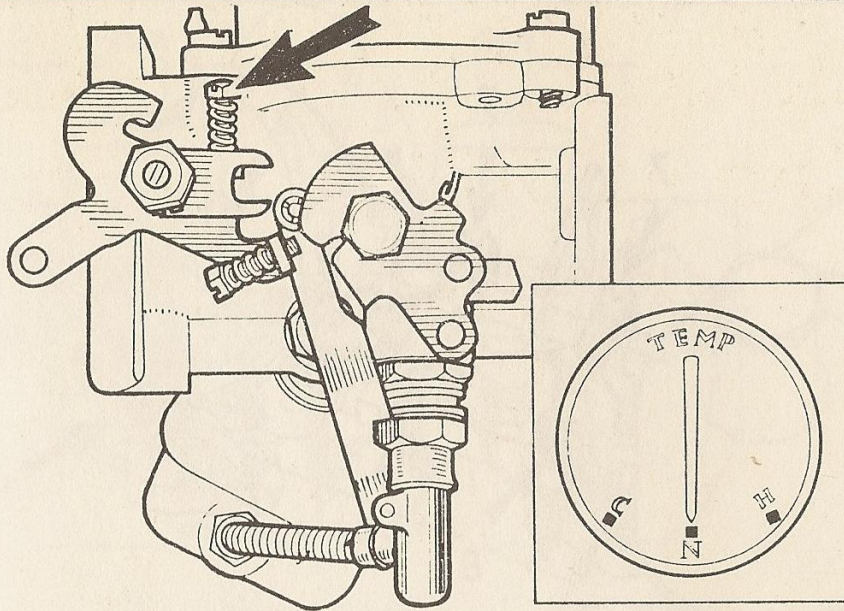
SECTION III

Tuning Multi Carburetters

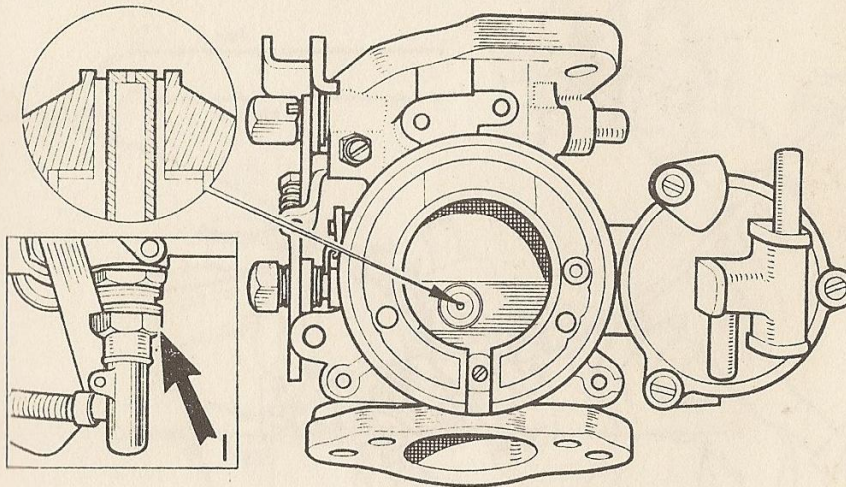


The Type HS Carburetter

- | | |
|----------------------------|-------------------------------|
| 1. Jet adjusting nut. | 4. Fast-idle adjusting screw. |
| 2. Jet locking nut. | 5. Throttle adjusting screw. |
| 3. Piston/suction chamber. | 6. Piston lifting pin. |

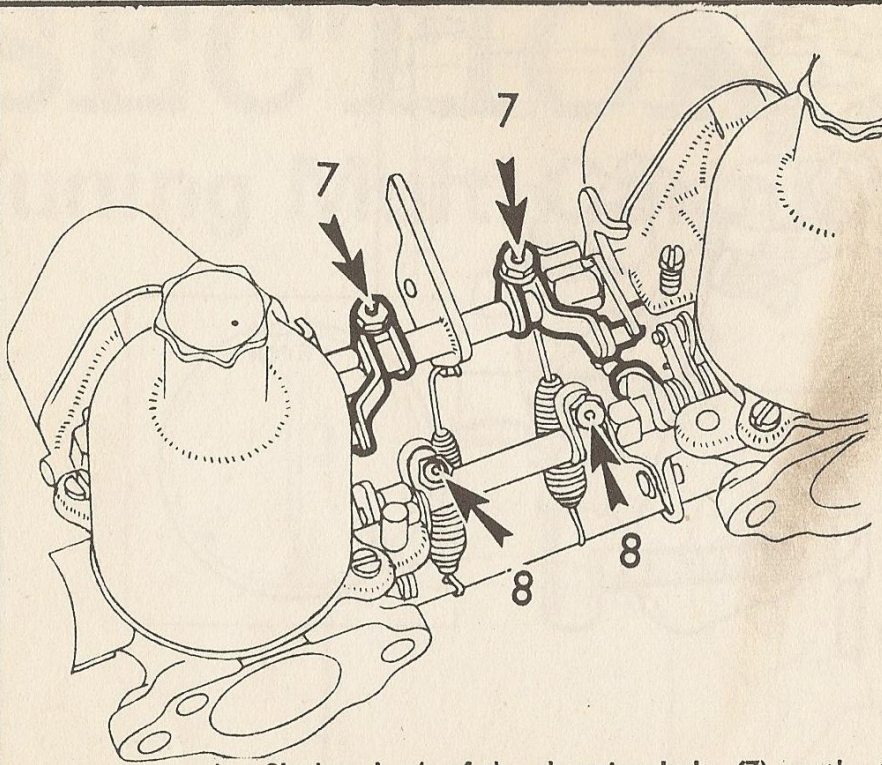


- 17
- A. Warm engine up to normal temperature.
 - B. Switch off engine.
 - C. Unscrew the throttle adjusting screw until it is just clear of its stop and the throttle is closed.
 - D. Set each throttle adjusting screw $\frac{1}{4}$ of a turn open.

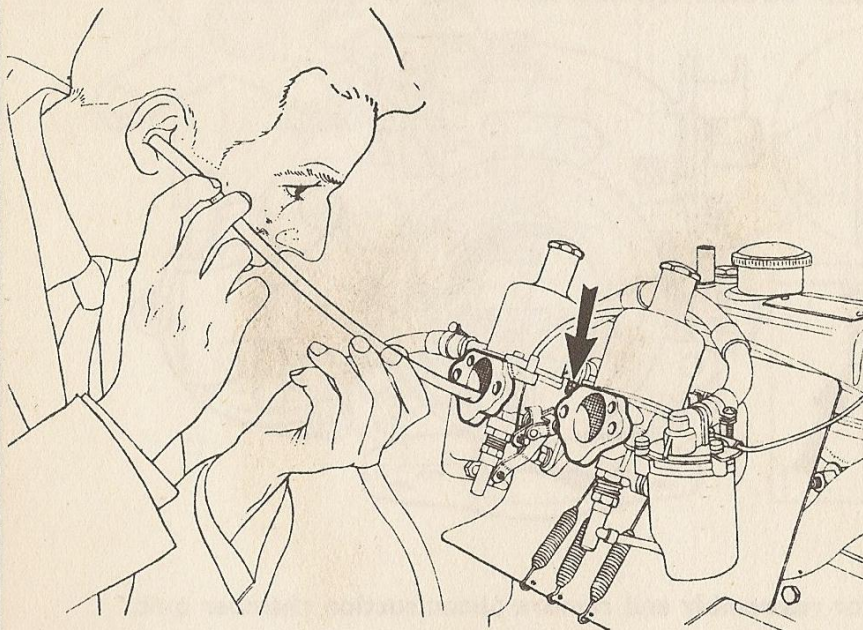


- A. Mark for reassembly and remove piston/suction chamber unit.
- B. Disconnect mixture control wire.
- C. Screw the jet adjusting nut (1) until the jet is flush with the bridge of the carburettor or fully up if this position cannot be obtained.
- D. Replace the piston/suction chamber unit as marked.
- E. Turn down the jet adjusting nut (1) two complete turns.

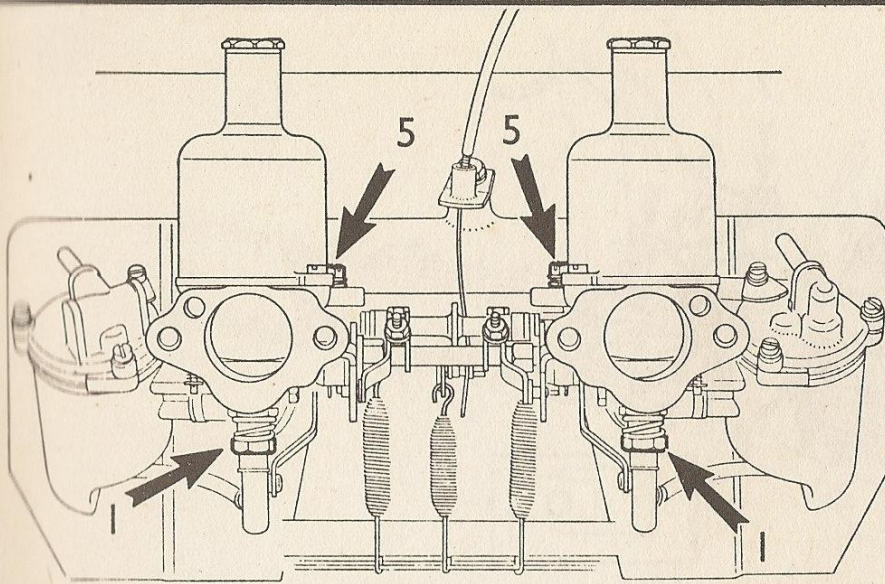
18



- 19**
- A. Slacken both of the clamping bolts (7) on the throttle spindle interconnections.
 - B. Disconnect the jet control interconnection by slackening the clamping bolts (8).

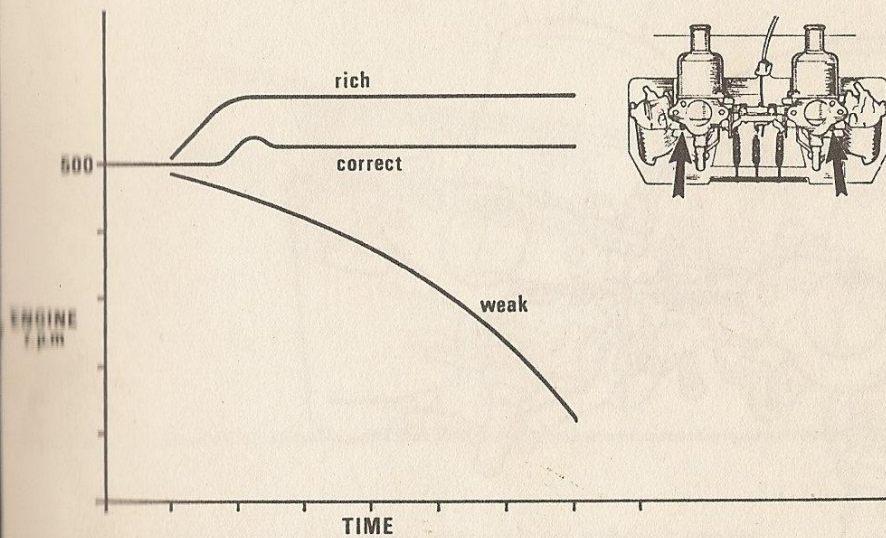


- 20**
- A. Restart the engine and adjust the throttle adjusting screws on each carburetter to give the desired idling speed as indicated by the glow of the ignition warning light.
 - B. Compare the intensity of the intake 'hiss' on all carburetters and alter the throttle adjusting screws until the 'hiss' is the same.



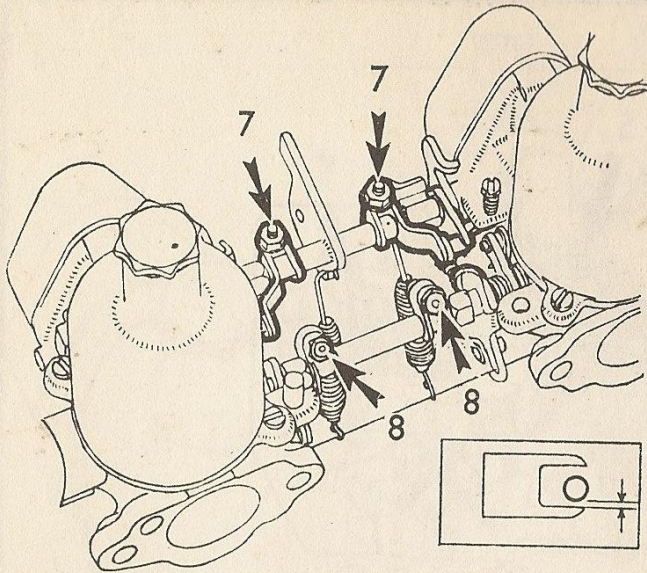
21

- A. Turn the jet adjusting nuts (1) on all carburetters up to weaken or down to richen the same amount until the fastest idling speed consistent with even running is obtained.
- B. Readjust the throttle adjusting screws (5) to give correct idling if necessary.



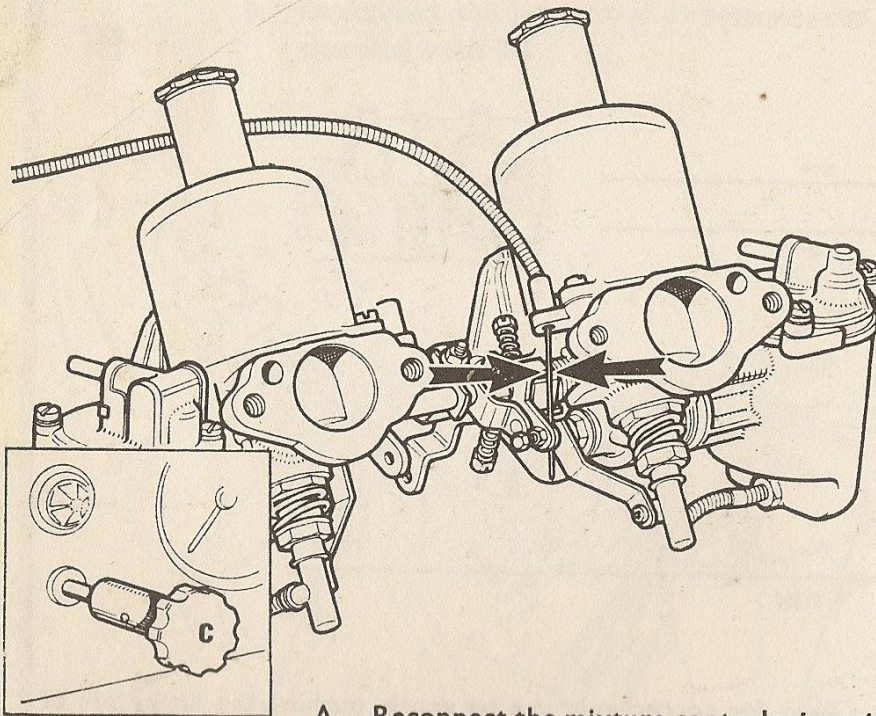
22

- A. Check for correct mixture by gently pushing the lifting pin of the *front* carburetter up $\frac{1}{32}$ in. (.8 mm.) after free movement has been taken up. The graph illustrates the possible effect on engine r.p.m. Readjust the mixture strength if necessary.
- B. Repeat the operation on the other carburetters and after adjustment re-check since they are all inter-dependent.
- C. Item 25. shows the correct type of exhaust smoke.



23

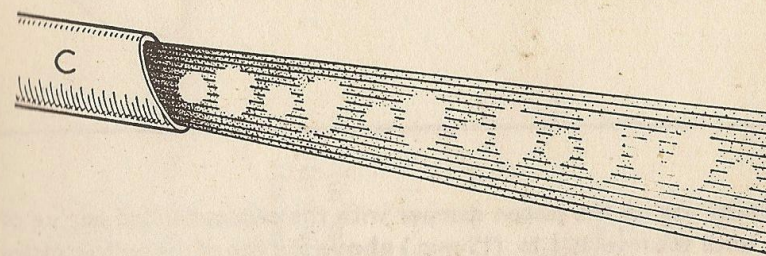
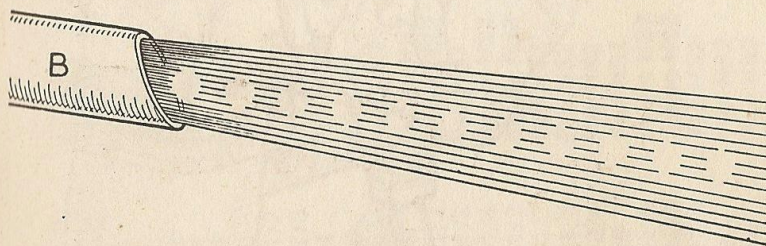
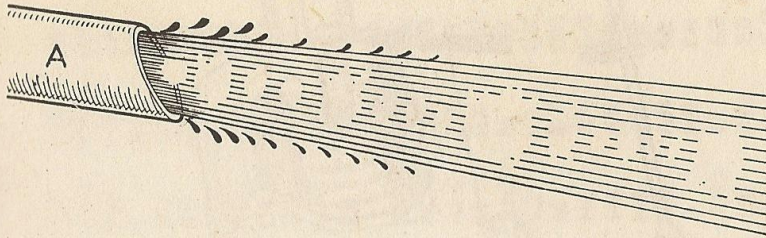
- A. Set the throttle interconnection clamping levers (7) so that the link pin is .012 in. (.30 mm.) away from the lower edge of the fork (see inset). Tighten the clamp bolts.
- B. With both jet levers at their lowest position, set the jet interconnection lever clamp bolts (8) so that both jets commence to move simultaneously.



24

- A. Reconnect the mixture control wire with about $\frac{1}{8}$ in. (1.6 mm) free movement before it starts to pull on the jet levers.
- B. Pull the mixture control knob until the linkage is about to move the carburettor jets, and adjust the fast idle screws, comparing the intensity of the air intake 'hiss' to give an engine speed of about 1,000 r.p.m. when hot.
- C. Refit the air cleaners.

28



25

The effect of mixture strength on exhaust smoke

- A. **TOO WEAK:** Irregular note, splashy misfire, and colourless.
- B. **CORRECT:** Regular and even note.
- C. **TOO RICH:** Regular or rhythmical misfire, blackish.

The hunt for the su twin choke carburettor.

How many of you noticed something odd in the Triumph Conrero article where it states that the Sabrina engine used Twin Choke SU carburetors?

Indeed how many of you had ever heard of a twin choke SU carburetor? I must confess that I had not and in fact was convinced that it was a misprint.

Searching the SU website gave no joy either. I did find a photo (reproduced below) of a Sabrina engine with 4 SU carbs. The more I looked the stranger the SU's appeared. Notice how each pair is very close together, almost as if they are siamesed. What is that strange fuel line joining each pair, but on the inlet side? Total puzzlement.



By some stroke of luck (synchronicity?) looking for something else on the Internet I found a photo of a late 1950's Coventry Climax 1500 FPF F2 engine fitted with the same SU's. Going to their web site provided the first piece of real data.

They were inch & a quarter twin choke SU's model DU6.

It was also stated that SU only made them for racing & had only made about 50. Coventry Climax even stated that in their opinion they were as efficient as Webers'. They were apparently fitted to Lotus, Cooper T43, F2 Fry amongst others.

Now back to the SU web site looking for model DU6. There in a fairly long in-house technical paper by P G G Knight I discovered the following:-

“ In addition a dual choke instrument designated DU6 has been manufactured in very limited quantities. This latter type has, however, never been made in large production quantities, nor is it anticipated that it ever will be.”

Now armed with this & the Lotus, Cooper & Fry references I was able to find that each was cast in one piece and that there was only one common float bowl but two needles.

It then came to light that at the 2009 Classic Car Show in Birmingham the SU DU6' could be seen on a Mini, a Jaguar D type & a Jaguar E type.

This produced a flurry of discussions on Internet fora, but they were essentially chitchat with nothing substantive.

Early in 2012 at Autosport show in London a F2 Lotus with Coventry Climax engine proudly displayed its SU DU6's.

Again the interest on the Internet was tremendous & amounted to people expressing how they would look on their car, where could they find them all totally innocuous. There was one exception & that was the reference to there being a set for sale on E-Bay.

Luckily E-Bay stores its history and so I was able to find that in March 2012 a pair was offered & solicited 17 bids before eventually being sold for £ 1,200.

Well that's it, technical data virtually non-existent but some beautiful photographs that you can see on the back cover.

Eric Fletcher

More on Motor Assemblies

Dennis Cook queried the Motor Assemblies blog figures for TR3A production as shown in December's Sabrina. He contended that the true figure was not 72 but 270.

Now we have both been trying to arrive at the correct figure & thanks to John Dobbins' library (see Editorial) I think that I have cracked it & Dennis is vindicated but maybe not in the way that he thought.

The following is taken from an article, by the late Graham Cheetham that appeared in the February 1979 edition of Sabrina, so take care the cars referred to & their owners are as per 1979.

Assembly of TR's in South Africa.

Information given to us by Colin Downie of MASA *indicates* that 353 tr2's were assembled between 1955/56 & 709 TR2/3/3A's between 1957/63. However I have made a careful study of the information submitted to me on Register application forms and find that the figures are more likely to be 245 TR2's, 535 TR3's & 270 TR3A's giving a total of 1050. ***(This total ties with that of Downie & the December Blog figure Ed)***

The discrepancy in the TR2 figures may be related to the use of TR2 chassis in early TR3's. Certainly the TR3 of John Schulz has a TR2 chassis & the same may be true of TR3's belonging to Tony Meyer TR247, Willy Plotz, David Swan TR267, Peter Leitner TR269, Tim Robinson TR324, Richard Gant TR339, Herman Kruger TR 342. The first correct TR3 chassis is probably that of TR354 owned by Brian Morritt. The difference in chassis can most easily be seen from the position of the stop light switch that is on the nearside for the TR2 & the offside for the TR3.

(Mike Wills the TR Registers TR2/3/3A/3B/Italia Registrar believes that the stop light position only changed at the introduction of the disc brake TR3's)

I have produced a list that attempts to relate MSA job number (TR1 – TR1050) to Triumph Motor Company commission number.

The suffix TS8 was used on TR2/3/3A's from about TS8 19698, Ian Hutchinson's TR3 is TR696.

TR2

Commission Number	Job Number	Number Built
TS7200-TS7225	TR1-TR25	25
TS7630-TS7655	TR26-TR50	25
TS7750-TS7775	TR51-TR75	25
TS8025-TS8050	TR76-TR100	25
TS8150-TS8175	TR101-TR125	25
TS8300-TS8350	TR126-TR175	50
TS8500-TS8565	TR176-TR245	70

Total TR2's 245.

TR3

Commission Number	Job Number	Number Built
TS12080-TS12085	TR246-TR250	5
TS12180-TS12185	TR251-TR255	5
TS12195-TS12205	TR256-TR265	10
TS12305-TS12315	TR266-TR275	10
TS12350-TS12370	TR276-TR295	20
TS12660-TS12690	TR296-TR325	30
TS13935-TS13100	TR326-TR390	65

TS14300-TS14350	TR391-TR440	50
TS15440-TS15470	TR441-TR470	30
TS15665-TS15695	TR471-TR500	30
TS16145-TS16175	TR501-TR530	30
TS16390-TS16420	TR531-TR560	30
TS16700-TS16725	TR561-TR585	25
TS16890-TS16930	TR586-TR625	40
TS17575-TS17605	TR626-TR655	30
TS19660-TS819725	TR656-TR720	65
TS820750-TS820790	TR721-TR760	40
TS820860-TS820880	TR761-TR780	20

Total TR3's 535

TR3A

Commission Number	Job Number	Number Built
TS825725-TS825765	TR781-TR810	30
TS827910-TS827040	TR811-TR840	30
TS828330-TS828360	TR841-TR900	60
TS830110-TS830170	TR901-TR960	60
TS832010-TS832040	TR961-TR990	30
TS 32765-TS3380	TR991-TR1040	50
Not Shown	TR1041-TR1050	10

Total TR3A's 270

Graham Cheetham

It is noticeable that all accounts, that of Compton & Gallaway's Blog, Downie & Graham Cheetham all agree that the total of TR2, TR3 & TR3A produced by Motor Assemblies was 1050.

The discrepancy seems to begin with the TR2's in that the TR2 chassis used for TR3's were counted as 2's this reduces the TR2's by 109 that would take the Blog number of TR3's to 733. But the Blog doesn't take into account the full switch to the TR3A's that takes them to 270 & the TR3's to 535

So there you have it, amazingly sitting in our own documents (out of sight, out of mind. Now who wants to be the d'Etat judge who tells the proud TR3 owner that he is deducting points because his TR3 is not a 3 it is a TR2 & a half because it has a TR2 chassis.

Ed

Motoring in the United States.

I recently had a short holiday in the Washington DC area.

I'm not a seasoned traveller but I plan to change all that now that my children are becoming self-sufficient.

Needless to say, I knew that I would be very impressionable with what I would experience and indeed, my impressions of the motoring world.

Having said that, I didn't have time to go to any motor shows or classic car events. What I did get to see in abundance was undoubtedly two of the biggest and best Air and Space Museums, both based in and around Washington. But that story is for another day.

Back to the world of motoring. Well, surprise surprise, no sooner had we unpacked and ventured out for a quick sightseeing visit to a quaint old town called Clifton, Fairfax County, when we caught up to a white Triumph TR3. We were lucky to pull alongside whereupon I showed him my Triumph Cap to grab his attention. Luckier still, we pulled up together at a traffic light for a brief chat and found out that he was in fact driving a beautifully restored TR3B – that's the rare 2100cc engine sports car that was sold alongside the recently released (then) TR4. Naturally I proudly passed on good wishes from the Johannesburg Centre.



Triumph

Other than that, the only other Triumphs that I spotted along the highways and byways were: An abandoned TR7 in poor shape on a farm in Middleburg of all places and a

My personal experience in the art of driving in the U.S., apart from driving on the wrong side of the road was that one certainly arrives relaxed at the end of one's journey: the speed limit after all, is 55mph (90km/h). Besides witnessing all and sundry either talking or texting on their cell phones, I can't but help thinking that with that speed limit such as it is and much wider roads, good following distances etc, etc, it almost seems acceptably safe. Still, why can't motorists simply buy these Parrot Bluetooth hand-free devices, they're cheap enough?

Driving was actually a piece of cake, helped, no doubt by fellow motorists who were just plain courteous. Pedestrians are considered as a protected species, whether you are in a residential suburb or looking for a parking in a mall. It was also refreshing to see a traffic intersection devoid of any pedestrians.

A nice touch which may or may not work here is that unless otherwise stated, at a red traffic light one may proceed to turn right if the road is clear – remember, we are talking about being on the right side of the road in America.

You may ask what type of cars I drove? Why not plunge in the deep end?

First car, or truck, as it turned out was a 5.7 litre Dodge Ram, owned by my 24-year-old nephew. Incidentally, he's a bit of a biker too, owning a 1981 Honda Gold Wing, complete with touring kit. Not to be outdone, my son Ross hired a 1600cc Harley Soft-Tail, on which I took a ride and if you don't believe me, I have the film footage from a GoPro camera to prove it. If you want to see it, you're welcome, but you will have to put up with my huge grin ear to ear; especially when accelerating that beast. So easy to ride too, and I can understand why they are so popular in their home country, they are that comfortable.

Remember, I only saw Washington and New York and as hard as I tried, I could only count three BMW 1200 GS bikes and a handful of super bikes on the roads. The other two cars: a very nice Mercedes R350.... seven-seater and a seven year old VW Jetta 2.5.

My son borrowed this car from his generous uncle and travelled south to the Gulf of Mexico, Huston Texas, via Memphis, New Orleans and Nashville. Not in that order of course.

Freeway driving can be a chore at 55mph (most people creep up to 60) The roads can only be described as near perfect (I did mention I was impressionable): the whole bus journey we took to New York wound its way through dense forest and the lush grass on the roadside neatly manicured – yes, you read that correctly! Any roadwork was elaborately protected with flashing lights and excellent road warning signage.

The road building equipment too, notably impressive.

There are very few forward-cab 2 and 3 tonne trucks that you get here in SA. The Ford F250/Chev/Dodge double cabs are preferably used, properly kitted out with purpose made tools/machinery and able to haul huge trailers.

High Occupancy Vehicle (HOVs) lanes seem to work well and definitely save time and fuel: just don't get caught using one illegally.

Not only do you get a spot fine but your insurance premiums increase too. Here is something that won't work in South Africa.

The infrastructure is such that they have included pick-up and drop-off zones where, if you are driving alone, and want to make use of the HOV lane, simply pick up a willing traveller and you are on your way!

These travellers, just ordinary people like you and I are called Slugs and the whole exercise is considered normal.

The name Slug is derived from the term given by bus drivers who found it difficult to determine who was a paying customer and who wasn't by virtue of certain individuals placing a slug, rather than a coin into the meter. Imagine the queues formed if they tried to introduce the idea here! Those familiar yellow cabs in New York are amazing too. I'm convinced that the taxi drivers here could learn a thing or two from the New York Cabbie in terms of speed and agility, all this in Lincoln Crown Victorias.

I did feel safe in them however and on one occasion, I saw the speedo needle reach 60mph along Riverside Drive (Hudson River)

Their useful life must be coming to an end, as their shape is dated.

Besides that, SUV five and seven seaters are looking far more practical. For the time I was in the States, my overall impression is that contrary to my belief formed whilst reading numerous motoring magazines in my youth, the average American is not absolutely in love with the car as may be found here. It is not necessary to "soup up" your car there.

It is a form of transport; mostly mid-sized Camry sized cars with a fair dose of the barge-sized Lincoln of yester year. Somehow, Mercs, and BMWs go almost unnoticed amongst good looking Hondas and the new wave of mid-sized Fords. Audi seems to have been ignored, but may be destined for a comeback with their fancy new models.

New shape Mustangs are a dime a dozen with Camaros and Challengers starting to sell well. Despite staying in a wealthy area, the supercars were few and far between. Consider this: New Mustang V6: \$22 000 and a VW Golf GTi: \$24 000 doesn't make sense. Why are GTi's so expensive here you may ask?

Happy Motoring!

Mike Gilchrist.

P.s. It is worth noting that the US will change from being a net importer to an exporter of oil and gas by 2017 as a result of fracking.

Ref. Business Day 12th November 2012.

Together with new discoveries of gas fields along the East African coastline and South America, surely the commodity price will drop significantly in the years to come?

Some major policy shifts in the Middle East too, I expect. A fascinating subject indeed.

Now, follow my example. Get out there and buy that big V8.

Farewell.

Mike Napoli's Devlin (ex Chris Smit) is leaving our shores for Canada the buyer obviously recognised its worth since he is even paying for the shipping.

THE CHRISTMAS PUZZLE

Sorry for disturbing your rest over Christmas so to be even more irritating here is the solution to the Christmas Puzzle.

Five of our members, Terry, Beyers, Dennis, Marius & Heinz, set off in their Triumphs to the Nationals.

Each of them has a different Triumph (TR2, TR3, TR4, TR5, TR6) & each of their cars is a different colour, (Red, White, Blue, Green, Black).

For various reasons they each arrive at the Nationals at a different time next morning (5am, 6am, 7am, 8m & 9am)

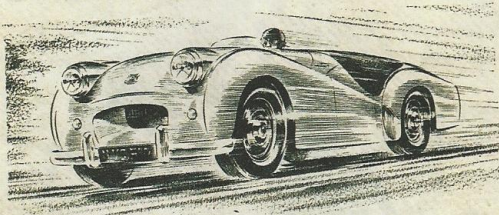
Using the information listed below list the Triumph that each member owns, its colour & at what time they each arrived at the Nationals.

1. The member who has the White Triumph is not Dennis.
2. The member with the TR4 arrived before the member with the Black Triumph.
3. The member with the TR6 is not Marius.
4. The member who arrived at 6am has a Black Triumph.
5. The member who arrived at 5am does not have a Blue Triumph.
6. The member with the Red Triumph is not Beyers.
7. The member with the TR6 does not have a Blue Triumph.
8. Among the member with the TR5 & Heinz one arrived at 6am & the other at 8am.
9. The member with the TR5 is not Marius.
10. Dennis is the member with the TR6.
11. Either the member with the Blue Triumph or the member with the Black Triumph arrived at 6am.
12. Among the member with the Red Triumph & the member who arrived at 6am one has a TR3 & the other has a TR6.
13. The member with the TR5 arrived after the member who has a TR2.

So who of you completed the puzzle or are you all stumped? Well her below are the answers.

NAME	TRIUMPH	COLOUR	ARRIVAL
Alan	TR6	Red	10.00am
Nols	TR2	Yellow	8.00pm
Gino	TR4	White	9,00pm
Jamie	TR5	Blue	7.00am
Deon	TR7	Green	8.30am

124.095 m.p.h. OVER THE FLYING MILE
(in speed trim)
Officially timed by
The Royal Belgian Automobile Club



**THE NEW TRIUMPH
2-Litre SPORTS CAR**
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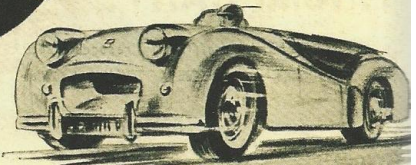
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