



# ***The Globe***

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

*Articles by Jamie Hart, Dave Gordon and contributions from Jamie, Margie Ellis and Dennis.  
Website address - [capetriumph.za.org](http://capetriumph.za.org)*



The Peninsula Burning March 2015!

## ***Chairman's Chat***

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*Don't get despondent; it is only Autumn, and there may still be some good motoring months ahead before the cold bites us. Last Sunday was a glorious top down day that saw 11 Triumph Sports cars (and a plastic from the Overberg) meet at the Constantia village on a breakfast run organised by Ashley and Maggie to a congenial local restaurant. Is this the sort of run that our members prefer - we don't know, but we sure enjoyed the company, the drive and the great a' la carte breakfast. Not even a protest by the EFF in the road could spoil our day!*

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*Last year a few of us joined the Jaguar club in a run to the Riebeeck Valley Olive Festival. Notwithstanding a shower or two it was great fun- with lots to eat, drink and buy to take home and enjoy. It was such fun that we have decided to include it in the Club calendar this year. The olive festival is said to be one of Cape Town's best foodie events. Get your Triumph out and join us for this fun event in a lovely country setting on May 3rd.*

***The olive festival is said to be one of the Capes best foodie events!***

*Motoring highlight of the month will be the Knysna Motor show, and a small convoy from Cape Town will be motoring down to both enjoy the show and do some further planning for the 2016 National Gathering in just a year's time. I always feel, though, that the organisers could create a better attended event if they combined the Motor show with the Simola hill climb instead of having a week in between as not everyone can afford to be away for more than 1 week for a motoring event. If they made it a motoring long weekend it could be more attractive.*

Sadly we had to bid farewell to our old friend Theo Brand, who finally gave up after a long tussle with ill health. Theo was a keen enthusiast who owned various Triumph sports car through most of his adult life. His last car, a TR3A will live on in Gerhard's care. Theo had an amazingly cheerful and resilient nature, a great sense of humour and zest for life, even when struggling for normal breath. He will be sorely missed. There was a good turnout of members of the Club at his memorial.

*Topic of the month is the sad situation with Sabrina; which constitutes a portion of your annual subs, where the quality has been steadily deteriorating, not to mention frustrating publication and postal delays. I have been advocating an electronic publication for some 10 years to reduce costs by publishing a streamlined magazine in electronic format but the suggestions continue to fall on deaf ears. Your committee feels that Sabrina does not offer value for money, particularly with the good regional websites now publishing their newsletters on their own websites, and has decided that we will no longer be subscribing to Sabrina in its current form from 2016. We invite you to express your views on the Club Forum on our website : <http://www.captriumph.za.org/> or by writing to our editor before a final decision is taken.*

*In closing let me remind all that, even if you don't read your newsletters, you can always get the latest information about our forthcoming events on the website. Just click on the event to get all of the information about meeting point, times etc.*

*May you have a great May- Cheers, Dennis.*



## **Editorial**

*\*\*I decided to add a section called Your Stories/Have Your Say. After receiving the article from Dave about Bushpig, I realised that we did not really have anywhere where you, the members, could contribute anything you wanted. Yes we have Technical Info, as it is now called, but the type of valuable input which Dave has supplied did not fit anywhere. So you can supply any story you may want to share, news of your car, an interesting trip somewhere, a 'did you know' story, your view about the club, events or newsletter, anything you wish. I may need to edit, but otherwise feel free.*

Change is inevitable, embrace it, and accept it as your friend.

Check this out to witness how change can have an impact.

<http://biertijd.com/mediaplayer/?itemid=47217>

## **WHAT TO KNOW ABOUT PETROL**

In this edition of Globe is the second article on petrol, from Jamie and in the next edition will be the final article from Albert De Vos of Pretoria centre, being more about SA legislation of biofuel blending and the potential impact to our classic cars.



**\*\*Do take a look at the web site above and a film about change. It is something you may well have seen before, but it is worth seeing again. Sabrina, in my opinion, is a classic example of how technology has moved on and in its current format does not meet everyone's requirements and particularly when using the postal-system for distribution. Anything can be achieved with effort, imagination and willingness to change and the benefits may be massive.**



## **National Gathering**

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**369** DAYS TO GO

*We have a programme for the Nationals, there will be some minor fine tuning, but otherwise this is the plan.*

*Monday 2<sup>nd</sup> May - Arrive, Registration and Evening Welcome function*

*Tuesday 3<sup>rd</sup> May - Thursday 5<sup>th</sup> May - well after a rest day you know there is concours, a driving test, a BGM and a scenic drive, and there will also be lots more.*

*Friday 6<sup>th</sup> May - Evening Gala Dinner and Prize giving*

*Saturday 7<sup>th</sup> May - sadly it's the end of the NG, time to depart for home.*

## **Technical Info**

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### **Fuel supply in South Africa (or the idiots guide to petrol!)**

#### **Part 2 - by Jamie Hart**

*The earliest petrol engine cars usually worked at relatively low compression ratios, this is the difference in volume between the piston at the bottom of its travel and the volume at the top of its stroke when the spark plug is firing. The chemistry of early fuels was usually very inconsistent so the low compression engines worked fine, but had low power in relation to their volume. As motoring advanced, slowly the power was increased by increasing the compression ratio from say about 5:1 up to 10:1 giving more power on the ignition stroke. All went well until a certain ratio was reached, this would vary from engine to engine, and then a phenomenon known as premature ignition would occur when the engine was under load. This is because some of the lighter fractions would explode without the spark being ignited due to the higher pressures being reached. This*

occurrence, also known as pinking, could lead to major engine damage because effectively the piston coming up to its firing point was being forced back down by the premature explosion in the combustion chamber. Even relatively powerful cars such as Bentleys had a relatively low compression ratio when initially produced, hence the comment that they were "racing lorries". Work was then done to find ways of controlling the petrol detonation which led to a number known as the octane rating or RON, Research Octane Number. Iso octane and n- octane are major constituents of fuel and what the octane number means is the comparison between the detonation of the test fuel in question to that of a standard mix of iso- octane. This is done in a laboratory on a standard calibrated machine. Thus, a 100 rating meant the two detonation points were the same whereas a number of say 85 meant that the fuel only had a detonation index at 85% of the standard unit. Ways were then found where the rating number could be increased with an additive, there were a number of possibilities. One way was to add ethanol to the mix, this ethyl alcohol which is the same substance we drink in scotch or something like cane spirit, but this had to be added in a quantity approaching 30% by volume. The alternative was to add a product called tetra ethyl lead to the fuel in much lower volumes, typically around 4%, to prevent pre ignition. For commercial reasons (what else!) this became the preferred route and for specialised applications octane ratings of up to 150 were achieved. Commercial avgas sold for light aircraft use has an octane rating of around 120 and the supercharged Rolls Royce Merlin used 150 octane fuel to get maximum power from the engine. As an aside, a look at the Triumph workshop manual for TR2s and 3s will reveal an extra thick head gasket to reduce the compression ratio of the engines in countries with poor quality fuels.

There have been many alternative fuels on the market over the years. Growing up in the UK there was a product called National Benzol which was formulated from benzene type compounds produced from the distillation products made during the process of turning coal to coke in a chamber known as a coke oven. Those of you in Natal will probably remember Union Sprit which effectively used ethanol made from sugar cane. If you have ever been to Brazil you may recognise the sweet smell of cars running with a high percentage of ethanol due to the development of a substantial bio fuel industry.

During the 60's, most cars seemed to run on either 98 octane (Super) fuel or 101 octane (Premium) fuel with some of the older style engines, such as Ford side valves, able to use Regular which was 93 octane. All went well for a while but then several events happened that were separate but connected. One was that medical research was showing that people living near busy roads had a higher lead content in their bloodstream than those away from a road. Lead is an element which builds up in the bloodstream and the body has difficulty in getting rid of it so it slowly poisons the body and causes disease and eventually death. Another factor associated with the environment was that the emissions caused by cars were becoming a serious health risk generally, and a lot of work was done to reduce the amount of noxious gas that constitutes car exhaust fumes, particularly oxides of nitrogen. It was found that using a platinum catalytic converter the noxious gas could be significantly reduced, but the lead contained in the spent gas caused "poisoning" of the filter and lowered the efficiency to nil over a few years.

The other issue was that with the oil crises of the 70's and 80's the cost of fuel was rising and people were looking for more fuel efficient cars. This then led to the development of computerised ignition systems with probes that could detect the onset of pre ignition and alter

the firing point to suit road conditions. This meant optimal use of fuel and economy and power increased accordingly. If one looks at the BHP of the Triumph 2 litre engine compared to a newer engine, one will see a far greater power per litre today than one of 50 years ago. This was brought home to me when I had an Opel Corsa as a hire car in the UK and was able to keep up with motorway traffic at 120 k.p.h, but returned a fuel consumption of nearly 50 mpg (5.5 litres per 110 km) At the time I had a Spitfire which had the same size engine, but at 120kph battled to give 8 litres per 100,km. Even a TR6 which is rated at a nominal 150bhp battles with a Fiesta at 1.6 litres even though it is infinitely more fun to drive!!

Putting all these factors together, the oil companies withdrew leaded petrol in favour of unleaded fuel with a RON of 95 at the coast and 93 RON on the Highveld. The lower rating is due to the fact that the air in the Highveld has a lower pressure than at sea level so there will be lower oxygen content available for combustion, meaning the car will develop less power and doesn't need the same octane rating for fuel. In order to cater for older cars the companies sold a product known as Lead Replacement Petrol (LRP) which had additives instead of lead to prevent harmful pre ignition and valve seat recession. One of the ironic things is that many of the LRP versions sold contain a manganese compound instead of the lead one. Manganese is next to lead on the periodic table of elements and has many of the same noxious properties!! One of the certainties today is that LRP has a very limited commercial lifetime left and many garages either no longer sell the fuel or possibly only have 1 pump left that sells it and have given the tank space to other fuels.

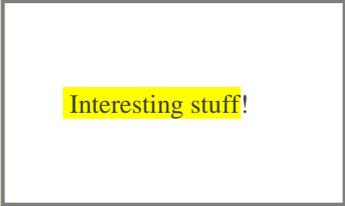
What must one do then to ensure our cars have a long life ahead of them using the fuels that are currently available? Owners of TR7s need read no further as the wedge engine was developed at a time when leaded fuels were on the way out and so can happily run on unleaded. For other engines one maybe needs to put in hardened valve inserts and run on unleaded fuel with retardation on the distributor to suit. One good alternative which I have done is to use unleaded fuel but with a fuel additive such as Castrol Valve master or possibly the Wynn's alternative. I have been using LRP plus Castrol as a bit of a belt and braces approach with good results over the years, for some reason platteland garages seem to stock LRP more than city ones, maybe we all drive older cars!



On a couple of other fronts, there is some truth to the tale that it is better to fill your car in the morning on a cold day rather than in the afternoon on a hot day. Whilst in many cases these times are unavoidable, because petrol is sold by volume the ground surrounding the underground storage tanks will be cooler in the morning and hence the fuel will be as well. This means that the density of the fuel will increase so within very small limits, the amount of

fuel mass will increase for a given volume so you will get more bang for your buck in winter than summer!

One other area to pay attention to is the storage of fuel in containers, including fuel tanks in your car. Certain fractions are lighter than others, particularly in colder climates where light fractions are sometimes increased during winter to give easier starting. If a fuel tank is full this will mean there is less space for these fractions to evaporate and be lost, sometimes when you open a fuel storage tank on a hot day there is a whoosh of vapour escaping. When a tank is left half full for example, these fractions will evaporate and be lost so the remaining fuel may give you starting problems as there will be little lighter fraction left to give you good starting properties. The same applies for fuel in the actual fuel tank, rather try to keep this as full as possible if the car is used only infrequently as this will minimise the loss of light fractions and help get the car started sooner. Proprietary easy start mixes usually contain very light fractions that evaporate easily and help initial combustion, once the engine is actually running the lack of lighter fractions is far less noticeable. The one car in our range that can be very temperature dependent is the TR6 purely because of the difference in volatility of current fuels compared to those of 40 years ago.



I certainly hope these couple of articles have been of some use in shedding light on a complex subject, sorry to those who's read of the Globe has been made intimidating!!



**Welcome to New Members**

No new members joining this month.

[www.proautorubber.co.za](http://www.proautorubber.co.za)

**Year Calendar - Events, Noggins, and Outings 2015**

		<p><b>18<sup>th</sup></b> Classic Car and Bike show – Timour Hall – Tom Dougan</p>	<p><b>31<sup>st</sup></b> Prize giving awards and braai MMC - committee</p>
	<p><b>8<sup>th</sup></b> Lunch run to Plaaskombuis Hermanus – Jamie Hart</p>	<p><b>13<sup>th</sup> - 15<sup>th</sup></b> George Motor Show – weekend – Dennis Cooke</p>	<p><b>25<sup>th</sup></b> Noggin - optimizing your ignition system – Frank Dreher</p>

		<p><b>22<sup>nd</sup></b> Lunch run - British sports car tour – John Parker</p>	<p><b>28<sup>th</sup></b> Noggin - Westcliffe school charity event – Dannie Barkhuizen</p>
	<p><b>19<sup>th</sup></b> Breakfast run to finish at Jakes Tokai – Ashley and Maggie</p>		<p><b>25<sup>th</sup></b> Noggin - Auto jumble and regalia sale at the MMC – Eddie and Dennis</p>
	<p><b>3<sup>rd</sup></b> Run to Riebeeck Valley olive festival - Eddie Hughes</p>	<p><b>8<sup>th</sup>-10<sup>th</sup></b> Knysna Classic Car Show and Regional Gathering – Dennis Cooke</p>	<p><b>30<sup>th</sup></b> Noggin - visit Metallica Montague Gardens – Peter Inskip</p>
		<p><b>21<sup>st</sup></b> Breakfast run – Neptune's Galley Simonstown–Eddie Hughes</p>	<p><b>27<sup>th</sup></b> Garage noggin – gearbox rebuild – Frank Dreher</p>
	<p><b>19<sup>th</sup></b> Run - Christmas in July lunch – Dennis Cooke</p>		<p><b>25<sup>th</sup></b> Noggin - presentation – Scchlumph collection – Tom Dougan</p>
		<p><b>16<sup>th</sup></b> Run - to finish at Old Bridge Somerset West – Eddie Hughes</p>	<p><b>29<sup>th</sup></b> Noggin - Driving test at MMC – Ronan Sanderson</p>
	<p><b>20<sup>th</sup></b> Run - combined Clubs run and lunch – MM Club</p>	<p><b>25 or 26<sup>th</sup></b> Noggin - SAB brewery tour – Barrie Downes</p>	
	<p><b>18<sup>th</sup></b> Run – brunch at Dam Huis Melkbosstrand – Dennis Cooke</p>	<p><b>31<sup>st</sup></b> Noggin – Annual Club Concours - committee</p>	
	<p><b>15<sup>th</sup></b> Run – lunch Lekker Neh Porsch collection Weltervreden</p>	<p><b>?</b> Cape Classic Car Show – date not yet confirmed</p>	<p><b>28<sup>th</sup></b> AGM and Annual Prize giving - committee</p>

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

## **Your Club Activities and Events**

### **Don't miss these events!!!!**

#### **Riebeek Olive Festival**

**Sunday 3rd May.**

*The Riebeek Valley Olive Festival is a lifestyle festival - voted one of the best food festivals in the Western Cape, because of the divine olives, wine, cheese, pickles, jams, bread and an eclectic mix of local character, to name but a few ingredients making up this memorable feast.*

*You need to buy a ticket which is available only in the centre of the town (inconvenient) unless you get yours on line from:*

<http://www.webticket.co.za/event.aspx?itemid=1448016417>

*Cost is R70 per person. Visit 8 different venues for a weekend of olive and wine tasting. Your weekend pass allows you entrance to all 8 venues, olive tastings at most venues, entertainment as well as a free shuttle service.*

*Not included in the price but available to purchase at each venue is a wine tasting glass (R20) and wine tasting coupons (Prices vary)*

*Meet at Wooden Bridge Milnerton on Sunday 3 May at 09:00 for 09:15 am departure. Please let Eddie Hughes know if you will be attending.*

Eddie : [eddiehughes@telkomsa.net](mailto:eddiehughes@telkomsa.net) or 082 555 0256

#### **Kynsna Motor Show and Regional Gathering Export Event**

**8-10 May Regional gathering and Knysna Motor Show**

*Meeting up with the PE and Border Triumph Club centres on 8-10 May 2015. We will also take in the Knysna Classic Motor show on Saturday 9 May.*

**Friday 8th May 08:00:** Drive to Sedgefield Stay at Pine Lake Marina. Book your accommodation at

<http://www.pinelakemarina.co.za/>

*There will be a social get together in the evening.*

**Saturday 9th May:** Attend Knysna Motor show, motoring down in convoy, with group braai in the evening.

**Sunday 10th May:** Scenic tour of the area and a group lunch on the route.

**Monday 11 May:** depart for home- or Sunday after lunch.

**See more details on the website and register**  
**:<http://www.grmc.co.za/show.html>**

Over the past three years the Knysna motor show has grown exponentially from being a small local event, organised by the Garden Route Motor Club, to now being recognised as a motor show attracting national interest. The focus of the Knysna motor show has been to attract classic sports cars, modern exotic performance / super cars, speciality and featured one-make models and more recently the inclusion of vintage and classic motorcycles. Invitation to participate in these categories is handled to clubs and individuals on a personal basis.

Please let Dennis know if you are attending; Dennis : 083 243 4881 or [cook.dennis@gmail.com](mailto:cook.dennis@gmail.com)

**Noggin visit to Metallica**  
**30<sup>th</sup> May**

This is a repeat event, but was extremely well supported and requested to be included into this year's calendar. The owner of Metallica is a biker and understands the passion we have

for our cars. His business is chrome and nickel plating, so bring your parts along which need a new lease on life. I will tell you there is a lead time for chrome work.



**Pleasant memories**

**Triumph Breakfast Run**  
**Sunday 19th APRIL, by Margie Ellis**



*"dink jy dit sal werk?"*

*"what did he say Jimmy?"*

The morning dawned with blue skies and a fresh nip in the air, which always makes it tricky to decide what to wear when going out in an open car, as the day turned out to be one of the warmest, most balmy summer days! This is the Cape!  
Ashley decided on a short drive from the meeting point at Constantia Centre to the view point at the top of Ou Kaapse Weg. This was with the Northern Suburbs and Somerset West members in mind as they would have already had their 'drive' by the time they got to the gathering point.  
An excellent turnout of 12 cars and 21 members and good to see some old faces joining us for the outing, Steve and Shirley Woodward came along in their TR6 and James Hibbs who came along in an MGBGT.

*The meeting point at Constantia turned out to be quite lively with another classic car club also meeting for their run.*

*The drive up Ou Kaapse Weg drew some enthusiastic toots from passing motorists. At the top of the climb, which was quite a spirited drive for some, various smells of hot engines, slipping clutches, leaking oil were in the air. The view stop was both incredible and devastating after the fires.*

*Jakes in the Village at Steenberg had a wonderful welcome board, featuring some photos of the various TR Series and a breakfast of note.*

*All in all, it was a very relaxed and pleasant outing with good company and good brekkies.*

*It is great to receive an article from one of our ladies, thanks Margie.*

### **Auto-jumble / Regalia Show MMC**

**Saturday 25th April 2015, 10:00AM - 2:00PM**

*It was a pathetic turnout for this Noggin and auto jumble, with the committee regulars and half dozen members. Embarrassingly the chairman of SAVVA and a few visitors from the crankhandle club had arrived, but after*

*hanging around for 30 minutes decided to leave.*

*What is it that we are missing to encourage you to be more enthusiastic about your club? Give us feedback.*

### **Interesting News and Club Feedback**

*We now have more advertising in the Globe. We believe this is a positive step forward, for the benefit of the club and will allow the committee to use the revenue to offset costs for the National Gathering.*

*You all know Frank of Frank's Motors, but Pro Auto Rubber can supply anything rubber and more, even polyurethane suspension bushes. Give them a call.*

### **Note from Jamie.**

*The early data base was a manual one so I started an electronic one and updated the information I had in mid. 2013. Since then there has been a lot of movement of cars and people so I*

*would like to start again and make it more complete with, if possible, details of cars that are not owned by club members but are in Cape Town. Dennis has now sent out an electronic version of*

*the register to all the current members, please would you fill this out as soon as possible and send it back to me at [Jamie.hart@kingsley.co.za](mailto:Jamie.hart@kingsley.co.za)  
Thanks, Jamie*



The Children's Hospital Trust  
Tel: +27 (0)21 586 7860  
Fax: +27 (0)21 586 7861  
E-mail: [chtrust@chtrust.org.za](mailto:chtrust@chtrust.org.za)  
[www.childrenshospitaltrust.org.za](http://www.childrenshospitaltrust.org.za)

**Triumph Sports Car Club**  
12 Somerset Heights  
Boskloof Drive  
Somerset West  
7130  
FAO: Mr John Parker

7 April 2015

Dear Mr Parker

**THANK YOU FROM THE CHILDREN'S HOSPITAL TRUST**

While you may measure your contributions in Rands and Cents, the true value of your support lies in the future of children whose fortune could have been so much different. You see, with your help, we are able to continue our investment into child healthcare, and so ensure that children from all walks of life have access to some of the best healthcare services in the world.

Thank you for your another generous donation of R1 800.00. Over the years, the Triumph Sports Car Club has contributed over R13 000.00 to the advancement of child healthcare and has helped many get another chance at childhood.

Your continuous support is exponentially valuable as it secures hope for thousands of families who make use of the professional child healthcare services at the Red Cross War Memorial Children's Hospital and related programmes supported by the Children's Hospital Trust.

See how you are helping to give back childhood - [CLICK HERE](#)

Visit our website for information on current exciting projects and programmes - [www.childrenshospitaltrust.org.za](http://www.childrenshospitaltrust.org.za)

*"Thanks to many donations, I got a new liver and I'm alive today."  
- Mia Hendricks (9 year old) liver transplant patient.*

Kind regards,

**Ronell Jordaan**

**Fundraising Relationship Manager**

Email: [ronell.jordaan@chtrust.org.za](mailto:ronell.jordaan@chtrust.org.za)

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Cape Town  
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Toll No: 1292794  
PRD No: 930 004 203

The Children's Hospital Trust  
Raising funds to advance child healthcare in Africa by enabling the  
Red Cross War Memorial Children's Hospital priority projects and affiliated programmes.

**PATRONS:** Mrs C Cornock (MBE), Emeritus Prof S Cywos, Mr D Moolay, Mr T Parfobean, Dr C Wizeo  
**TRUSTEES:** Mr S McNolly (Chairman), Mr R Ditts (Deputy Chairman), Mr JA Bezze (Treasurer), Mr U Ahmed,  
Emeritus Prof DAV Swartz, Prof A Davidson, Mrs I Fenwick, Mrs R Hill, Prof M McCorkle, Emeritus Prof H Rodin, Mr J Smith,  
Dr T Suckillo, Mr T Willard

[www.childrenshospitaltrust.org.za](http://www.childrenshospitaltrust.org.za)



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@chtrust1

## *Your Stories/Have Your Say*

### *The Grey Herald named BUSHPIG*

#### *By Dave Gordon*

*While working in the garage the other day, to stay out of trouble, I took a breather, Bushpig was to the one side and I cast a glance over him and noticed how age is starting to take its toll, one of the reasons I don't look into mirrors.*

*The paint work has taken a severe beating Duco 300 was never made to handle the heat of today's sun not to mention the scratches and scrapes, a thought flashed thru the command centre which*

does function on a hit and miss basis. "A make-over would improve things greatly" the next flash, why?

We are both living on bonus time, why not let things run their course, Bushpig has been on the go for 48 years now why not just carry on until we fade off the scene just keep our vital bits in good shape and just enjoy the time together.

Another flash 2015 equates to 20 years on pension, my my, but time seems to be galloping on. Way, way back in the year 1967 on February 1st to be exact one Miss Pamela Norman drove away from the showroom floor of Standard - Triumph UK. sales limited (Leyland) in spanking brand new grey Triumph Herald 1200 convertible after laying down the princely sum of five hundred and thirty six pounds, zero shillings and six pence ( GBP536.0.6d).



Extras included such items as a heater, disc brakes up front, wing mirrors, leather upholstery and anti-freeze.

The Herald's first years were spent in a place called Sunbury-upon-Thames in Surrey, then from that rather grey country it was on to the beautiful country of Switzerland, how long we are not sure and then the final move to a then better country, South Africa, the Cape Province and the coastal town of Hermanus.

It happened on the 9<sup>th</sup> of April 1996 the grey Herald changed hands for the first time and passed a roadworthy it should not have, but then again knowing the right people helps and moved to the Milnerton area, where a complete strip down and

refurbishing took place anyway and then the final move to Brackenfell.

So from that date we have been together 19 years with many ups and downs along the way, there have been many more ups than downs, not to mention the sideways movements.

It was during the time of that great learned and respected EDDY -TOR of the local newsletter that the grey Herald was christened 'Bushpig', because of his temerity. You will have to look the word up, I could have used other words, but they would probably be a bit crude.

If he behaved the same with Miss Pamela Norman I don't know, incidentally quite a few years back at one of the Whales and Wheels shows we attended Miss Pamela Norman came looking to see if the grey Herald would be there, we had a good chat and she said that she was happy with what she saw and went away contented, sadly that was the last time we met.

Newsletter October 2004 has pride of place on the wall of the den when then EDDY-TOR and his "Infamous pin up issues" on the cover page had Bushpig with the words "Don't mess with the Pig" I don't think he knew how true his words were, from there around 12 issues of Bushpig exploits were printed.

Another pride of place, a beautiful hand carved model presented to him when Bushpig put a British reader of the then Triumph World Magazine in his place for his negative views on the Herald.

And lastly a plaque stating second in class DE Elegance at one of the Nationals, there were only two in that category, the other one is around somewhere.

Bushpig has travelled many winding and long roads and attended 4 Nationals without any hiccups. Hartbeespoort and Golden Gate were under the control of a single Solex carburettor.

Port Edward and Stormsriver were under the control of twin SU's, which provided more power and at the same time drank more juice.

Another National Gathering? We will leave that hanging for now, but the possibility is there and on what my friend SASSA is prepared to give me. There are many things we could talk about like the time we beat a BMW when the lights turned green.

Then again driving today is more of a hassle not a pleasure, when you have these speed nuts breathing down your exhaust or cutting in front, not ever thinking that the stopping power in the oldie, by an oldie is not that sharp.

Will we part company? No, that will only happen when one of us fades from the scene.

Until next time, greetings from Bushpig and company, and please to remember "**Don't mess with the Pig**"

### ***Sales/Wanted***

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**\*\*Beyers Vermaak, from PE, has decided to sell his TR3A. Asking price R300000, not negotiable.  
Please contact him on 072 413 2246**



**Established 1992**

Visit our showroom at 5 Uil Street, Industrial Area, Knysna

Tel 044 382 6074

Norman: 082 557 6470 Email: [norman@frostbrothers.co.za](mailto:norman@frostbrothers.co.za)

Contact Jennie - For all your export requirements  
[jennifer@frostbrothers.co.za](mailto:jennifer@frostbrothers.co.za)

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