



# TRIUMPH Herald

Nuusblad van die Pretoria Triumph Sportmotorklub / Newsletter of the Pretoria Triumph Sports Car Club

May 2017



***"for a good cause"***

# "Dreams on Wheels"



**This Month:  
Dreams on Wheels.  
In the Rierview Mirror.  
Michelotti Plus Report.  
Events Calendar.**

## Editorial Endeavors

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Hello May

*(Well as March officially finished 13 hours ago, at this time of writing my editorial endeavors, please forgive me.)*

That was my opening paragraph last month—for March, well at least this month May, I am still in May!!! And May it be a good one.

As soon as Dreams on Wheels was finished, the next day, saw Bill and myself fly down to George, hire a car and drive to Knysna, for the Knysna car show. What lovely weather we had too, it was 35 degrees and getting hotter!



So our travels through the Western Cape took us from the Knysna “practice” Hill Climb, in a Datsun Go, to Tulbagh where we stayed in a historic house. (The old wagon shed to be exact) and on to Cape Town. We enjoyed a lovely sundowner cruise out to sea to view Table Mountain and Clifton from our friends’ beautiful boat. For me that was an absolute highlight. I just LOVE the sea and messing about on boats. We tasted wine at Anton Rupert’s wine estate with our friends and stayed in Gordon’s Bay and ate scrumptious fish and chips at the Thirsty Oyster.



## Chairman's Chat

Hi All,

With our now bi-monthly and much shorter Herald, it seem to me that by the time I write this chat, events have come and gone just too quickly.

After our great Graskop week-end, activities seemed to slow down a bit, giving us time to catch our breath. Not that the "still" lasted too long.

April Noggin arranged by Taco on Nols's request, gave us insight into the various lubricants and additives for our older cars, and on the following public holiday we attended the Midas, Dreams on Wheels event.

May month's noggin was a movie night refreshing our memories on what fun and entertainment we have s at the National Gatherings. Popcorn and soup arranged by Gizelle Gurnell certainly was the cherry on top.

Our next event is on Sunday 28th May, being the Spitfire run. Intentions are to meet at the clubhouse, to leave at 9am, driving via POMC's "Cars on the Roof" for a quick coffee stop, before moving onto our "Olive Tree" restaurant for a lunch.

Our group What's App still continues to keep us all in the know. Well done to our members Kobus, Willem and Dirk, on your new "old" toys.

Also again our sincere condolences to Terry Murphy, Rob Childs and family, on their sad loss.

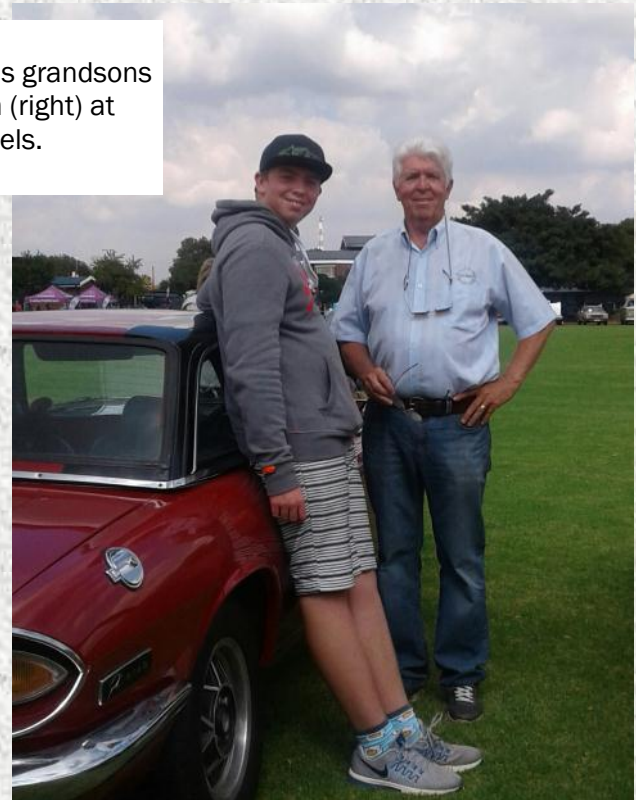
Arrangements for the Nationals next year are still on track and on-going, and we will keep you all posted.

Sien julle Sondag by die Spitfire run.

Bill Flynn



Bill spending time with his grandsons Declan (left) and Liam (right) at Dreams on Wheels.



## Past Events

### Dreams on Wheels Classic Car Show

This year the car show was staged for the second time. After an invitation from the organiser, Deon Greeff, owner and manager of Midas in Elardus Park, our club members responded even better than last year and presented 14 Triumphs on 27 April at Hoërskool Waterkloof's sports fields.

The following members attended: Albert de Vos and Bill Sales (both in TR3A's), Rob Childs (TR5), Nols Pienaar and Johan Retief (each in a TR6), Andre and Liz Greyling, Andre Pretorius, and Marius Labuschagne (TR7 each), Bill Flynn (Stag), Mike Bilson, Kobus Landsberg, and Clive Robinson (each in Spitfire), and Willem Odendaal (GT6). Jaco van Vuuren and Helgard Joubert, while not in Triumphs, provided much appreciated moral support.

Our club enjoyed good exposure in the process and our club cars were the only ones to be chosen for a group photo in the Pretoria Rekord. (A local newspaper for the residents of Pretoria East)

10 PRETORIA EAST REKORD MAY 5, 2017

COMMUNITY www.rekordeast.co.za

Herby Thomas and his vintage Volkswagen Beetle.

Elarduspark

**MIDAS** Elarduspark

**MIDAS** 012-345 4862

De Villiers

Some of the cars on display

### Engines roar for good cause

**Mari Rheeder**

The sound of roaring engines filled the air at this year's annual Dreams on Wheels car show at Hoërskool Waterkloof on Thursday. Young and old gathered to spend their Freedom day, admiring motor vehicles of yesteryear as well as the newest models. The car show was held to raise money for the Turke Club. André Germandt has been a member of Turke for 21 years, which makes him the longest standing member. He explained that Turke was started in 1989 when a group of young men from the military decided that they wanted to give back to the community. Turke aims to enable disabled sports, and support disabled sportsmen and women to further their careers. Initially only young people within the army could be part of Turke, but in 1997 it was expanded to admit anybody. Member and organiser, Deon Greeff said that about 200 vehicles were on show. And many people were attracted to Heyn Prinsloo's yellow 1938 replica of an Alfa Romeo. "I built it up myself. I started in October of 2010 and it ran for the first time in April of 2015. I am retired so I had plenty of time to put a lot of work into this car." Greeff said his sister was disabled and this was his reason for joining the effort to raise money for Turke. He also said he had 25 years of experience in the motor vehicle industry, which made him the prime candidate for organising a car show. "It is so wonderful that Deon would raise money for Turke. He could've raised this money for himself," said chairman of Turke, Marius Bezuidenhout.

While a number of our members will be at the TSCC nationals at Maselspoort on 27 April next year, I trust that those who will be manning the fort at home will represent the PTSCC at the next event on the same date in 2018. There should be enough club members remaining at home to still put up a good Triumph show.

Nols

## IN DIE TRUSPIEËL—In the Rear View Mirror—Nols Pienaar

As I am preparing to get rid of some of the junk I collected over many years, I inevitably started looking at the motoring magazines spanning a number of decades and currently filling lots of space on my garage shelving. As a regular subscriber to the well know local magazine, CAR, my extensive collection dates back to the seventies and even earlier. Paging through some of them the other day, I came across a road test of the TR7 convertible in the October 1982 issue and thought that this test is good material for the 'in the Rearview Mirror' series.

Although British Leyland stopped production of the TR7 and TR8 in October 1981, a lot of the units Leyland South Africa imported from Solihull, England in 1981, were still on sale on the local market during 1982. Looking at the performance figures, some modern current 1500 and 1600 saloon cars have more impressive figures, so one should look at these test results in perspective as if it was 35 to 40 years ago. Even 50 years ago not many cars on our market could reach a genuine 100 mph (160 km/h).

From a Michelotti member to the Amasevens: enjoy and treasure your TR7, it is a very under rated classic car and the most successful TR7 ever in terms of sales figures!

Nols

In The Rearview Mirror cont'd

CAR  
OCTOBER 1982

**CAR TEST**

**TRIUMPH TR7  
CONVERTIBLE, BY  
LEYLAND**

**A real—and sexy-looking  
—roadster which  
combines comfort, style  
and drivability, with  
balanced performance.**

Under its spectacular-looking Continental-style body shell, the Triumph TR7 is the traditional British sports car: delightfully comfortable, pretty quick, with straightforward and somewhat rough machinery, and superb handling.

Even experienced motorists might be forgiven for a touch of apprehension

bright-coloured bullet, and the crackling exhaust is pure sports machine. But in fact, it's a very pleasing car to drive: it feels secure on the road, and its two litres of well-harnessed power gives it balanced performance and tractability.

The emphasis is on a very sexy, stylish and comfortable two-seater which can hold its head high in any company, yet is easy and economical to operate and devoid of any wildness in its make-up.

**CONVERTIBLE MODEL**

Test car was the tasteful and attractive convertible — known variously as "roadster" in America, "drophead coupé" in Britain — and "ragtop" in sports-car terminology. This latest in a long and respected line of Triumph sports cars appeared about three years ago, based on the hardtop coupé version introduced earlier — dating back to 1977.

A computer-based revision of the hardtop coachwork was carried out to develop the convertible, to give it the necessary constructional rigidity without heavy reinforcing. The result is a taut and light body, with a durable cloth hood which fits snugly against the frameless side windows, and with flexible transparent quarter panels.

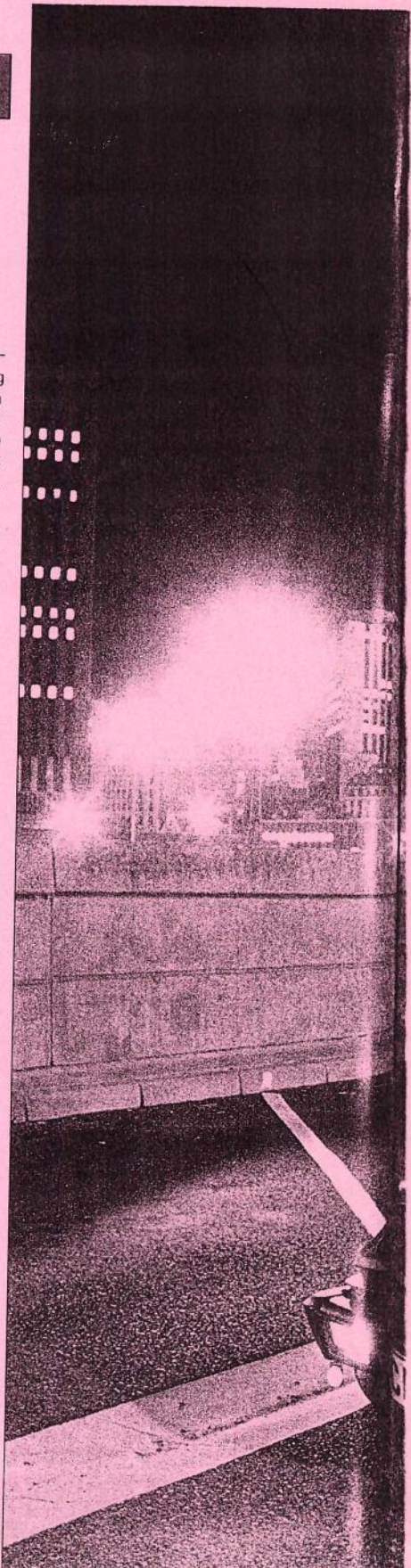
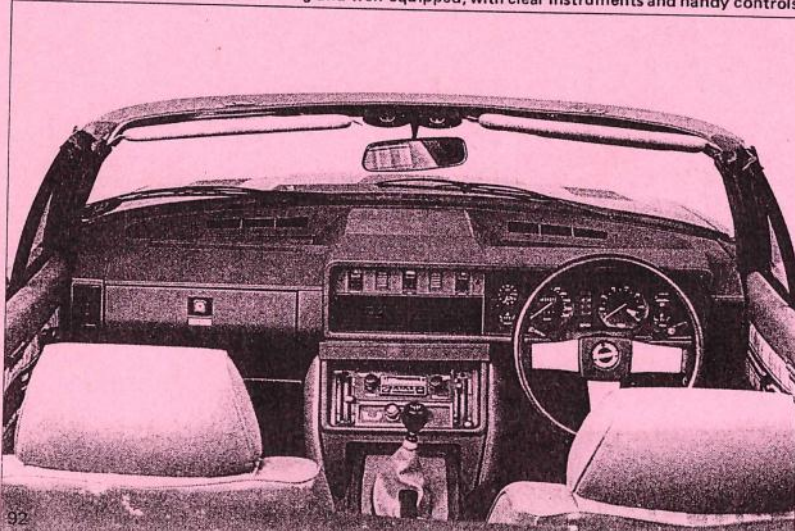
Four quick-release studs on each side hold the hood firmly to the body edges, and there is a lever-operated catch at each

**KEY FIGURES**

Maximum speed . . . . .	170,2 km/h
1 km sprint . . . . .	33,1 seconds
Terminal speed . . . . .	153,0 km/h
Fuel tank capacity . . . . .	55 litres
Litres/100 km at 80(ECE) . . . . .	7,03
Optimum fuel range at 80 . . . . .	782 km
*Fuel Index . . . . .	9,14
Engine revs per km . . . . .	1 705
National list price	
Hardtop . . . . .	R22 130
Convertible . . . . .	R22 690
(*Consumption at 80, plus 30%)	

when sliding into the low cockpit of this wedge-shaped super-car. It looks like a

(Below): The two-seat cockpit is snug and well-equipped, with clear instruments and handy controls.



## In The Rearview Mirror cont'd

side on the windscreen pillars to pull it tightly into place.

### HOOD STOWAGE

The hood stows in a shallow well behind the seats, and a neat removable tonneau cover clips on to protect and conceal it. The hood can be erected and folded in a matter of seconds — without much practice, we found we could carry out each operation well inside a minute, even as a one-person operation.

The hood is a tight fit all round, and should be completely weather-proof. In high-speed testing (keeping the hood erected all the time to minimise drag) we found complete absence of flutter or whipping, and no draughts anywhere. The car also has a good ventilation and heating system, to cope with extremes of climate.

### LUXURY EQUIPMENT

The TR7 convertible is a pure two-seater, and offers superlative comfort to its two occupants. It has a deep, cockpit-style layout, with low seats and deep footwells, so that driver and passenger feel snug and secure. The seats are not too severely-shaped, and are upholstered in a check cloth which is both attractive and pleasant to feel.

The detailed instrument panel is of tasteful and effective design, and a full centre console can house radio/tape combination, with custom positions for the speakers in the doors.

There is a compact luggage trunk at rear, with the spare wheel in an under-floor well. Capacity is said to be 290 dm<sup>3</sup> — quite adequate for holiday luggage for two people — or for shopping runs.

### ENGINE AND TRANSMISSION

The 2-litre motor is a development of the traditional Triumph overhead-cam engine based on that of the high-performance Dolomite sedans. According to overseas reports, it is a Dolomite Sprint engine with Dolomite 1850 cylinder head — restoring the conventional two valves per cylinder in place of the Sprint's four. Intentionally, it is a sports engine, slightly rough-sounding and with a long range — the rev-counter is red-lined at 6 500.

The power/mass ratio is not excessive, and the car has a conservatively-gearbox five-speed gearbox to give good response even in the semi-overdrive fifth. The shift has an interesting and easy-to-use pattern, with the first four ratios in a standard H layout, with reverse to the left and forward, and 5th to the right and forward.

### HANDLING AND RIDE

By sedan standards, the steering is mildly heavy at low speeds, but it gives a very good turning circle (8,8 metres) and particularly stable and secure feeling and behaviour at speed. In the course of a fairly brief test on a Leyland SA car we did not try it under

adverse conditions, but on good black-top it held a good line in cornering, with a pleasant degree of understeer and very little body roll.

The suspension travel is short, and ride has been described as "sportingly-firm". We noticed a few creaks in the body when negotiating undulating surfaces, but generally the coachwork with its special re-inforcing is firm.

### ROAD PERFORMANCE

Running the revs up in sprint tests produced an exciting exhaust note, and the clutch engaged sharply to produce a smooth burst of wheelspin and very quick starts from rest. The gearshift is not as smooth as that of the average sedan, but it goes cleanly through the ratios and is very much in character.

Using the full 6 500 revs, the car reaches 80 in 7,6 seconds and 100 in 11,6, going on to a level-road maximum of over 170. We found that it "ran out of revs" in 4th at about 6 000, and we had to shift into 5th to get full top speed potential.

One would normally use 3rd or 4th for overtaking and accelerating, but 5th is geared low enough (3,081 to 1 overall) to be a workable top gear for most purposes.

There was a substantial (eight per cent) overreading error to the speedometer on the test car at usable speeds, but the rev-counter is particularly accurate — to within about one per cent.

### FUEL ECONOMY

The official ECE (Economic Community of Europe) figures have been used as the basis for our fuel consumption tables and graphs, and they show very pleasing economy for a performance-style car.

With its sleek shape and nose aerofoil smoothing its airflow pattern, the TR7 uses only 7,03 litres/100 km at a steady 80, and 7,92 at 100. It should be possible to cover nearly 700 km to the tankful on the open road at South Africa's 100 km/h General Speed Limit. Results can vary widely under urban conditions: the ECE "urban cycle" figure (always very conservative) for this car is 12,5 litres/100 km.

### SOUND AND BRAKING

If a luxury car produced an average of 81,0 decibels at 100 we would class it outright as "noisy" — but in a soft-top sports car, this sound level is not excessive. The machinery is audible — in fairly pleasant fashion — and there is some wind roar, but road rumble was lower than we expected.

The car has a disc/drum braking system with good capacity. It tends to pitch when braked hard, but there is no wheel-locking problem and the pedal is firmly responsive. There is a small amount of fade in 10 successive stops, but the average of 3,88 seconds is pretty good.

### TEST SUMMARY

People who remember the fiery and somewhat tail-happy TR2, TR3 and TR4 models of a generation ago, will find this latest representative of the breed a very different motoring machine. It is a sports car in the modern idiom, in which comfort, style and drivability are more important than noisy thrills.

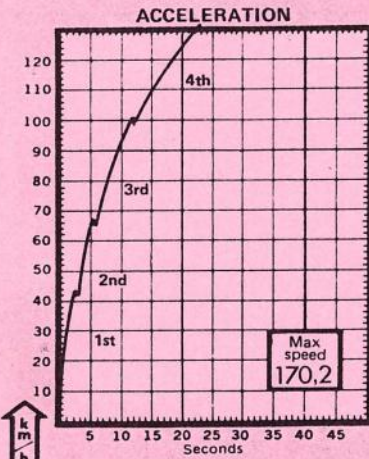
And not the least important item in its appeal is the fact that it is an effective convertible with super looks, in an era which has seen this specialised style of car becoming increasingly rare.

(Graphs overleaf) ●

## SPECIFICATIONS

<b>ENGINE:</b>	Tyres . . . . . 185/70 HR 13 radials
Cylinders . . . . . 4 in line	Tyre pressures (front) . . . . . 180 to 200 kPa
Fuel supply . . . . . twin SU-H56 side-draught carburettors	Tyre pressures (rear) . . . . . 200 to 220 kPa
Bore/stroke . . . . . 90,3/78,0 mm	<b>BRAKES:</b>
Cubic capacity . . . . . 1 998 cm <sup>3</sup>	Front . . . . . 241 mm discs
Compression ratio . . . . . 9,25 to 1	Rear . . . . . 229 mm drums
Valve gear . . . . . o-h-v, single o-h-c	Pressure regulation . . . . . dual system
Ignition . . . . . coils and distributor	Boosting . . . . . vacuum servo (2,3 to 1)
Main bearings . . . . . 98-octane Coast, 93-octane Reef	Handbrake position . . . . . between seats
Cooling . . . . . water, 13-blade fan	<b>STEERING:</b>
<b>ENGINE OUTPUT:</b>	Type . . . . . rack and pinion
Max. power I.S.O. (kW) . . . . . 78	Lock to lock . . . . . 3,7 turns
Power peak (r/min) . . . . . 5 450	Turning circle . . . . . 8,8 metres
Max. usable r/min . . . . . 6 500	<b>MEASUREMENTS:</b>
Max. torque (N.m) . . . . . 159	Length overall . . . . . 4,093 m
Torque peak (r/min) . . . . . 3 500	Width overall . . . . . 1,681 m
<b>TRANSMISSION:</b>	Height overall . . . . . 1,257 m
Forward speeds . . . . . five	Wheelbase . . . . . 2,160 m
Gearshift . . . . . console	Front track . . . . . 1,409 m
Low gear . . . . . 3,32 to 1	Rear track . . . . . 1,404 m
2nd gear . . . . . 2,09 to 1	Ground clearance . . . . . 0,090 m
3rd gear . . . . . 1,40 to 1	Licensing mass . . . . . 1 066 kg
4th gear . . . . . direct	<b>SUSPENSION:</b>
Top gear . . . . . 0,79 to 1	Front . . . . . independent
Reverse gear . . . . . 3,43 to 1	Type . . . . . coil struts
Final drive . . . . . 3,9 to 1 (3,081 to 1 overall)	Rear . . . . . live axle
Drive wheels . . . . . rear	Type . . . . . coils and trailing arms
<b>WHEELS AND TYRES:</b>	<b>CAPACITIES:</b>
Road wheels . . . . . pressed steel sports	Seating . . . . . two
Rim width . . . . . 5,5J	Fuel tank . . . . . 55 litres
	Luggage capacity . . . . . 290 dm <sup>3</sup>

## In the Rear view Mirror cont'd



### test Triumph TR7 convertible

#### PERFORMANCE

**PERFORMANCE FACTORS:**  
 Power/mass (W/kg) net . . . . . 73.2  
 Frontal area (m<sup>2</sup>) . . . . . 2.11  
 km/h per 1 000 r/min (top) . . . . . 35.2

#### INTERIOR NOISE LEVELS:

	Mech	Wind	Road
Idling . . . . .	53.5	—	—
60 . . . . .	73.5	—	—
80 . . . . .	76.5	78.0	78.0
100 . . . . .	79.5	81.5	82.0
Average dBA at 100 . . . . .	81.0		

#### ACCELERATION (seconds):

0-60 . . . . .	4.6
0-80 . . . . .	7.6
0-100 . . . . .	11.6
1 km sprint . . . . .	33.1

#### OVERTAKING ACCELERATION:

	3rd	4th	Top
40-60 . . . . .	3.5	5.4	7.6
60-80 . . . . .	3.4	5.7	7.8
80-100 . . . . .	3.9	5.7	9.8

#### MAXIMUM SPEED (km/h):

True speed . . . . . 170.2  
 Speedometer reading . . . . . 179  
 Calibration:

Indicated:	60	70	80	90	100
True speed:	56	65	74	83	92

#### FUEL CONSUMPTION (litres/100 km, based on official ECE figures):

60 . . . . .	6.45
70 . . . . .	6.73
80 . . . . .	7.03
90 . . . . .	7.44
100 . . . . .	7.92

(Stated in litres per 100 kilometres)

#### BRAKING TEST:

From 100 km/h	3.7
Best stop . . . . .	3.7
Worst stop . . . . .	4.1
Average . . . . .	3.88

#### GRADIENTS IN GEARS:

Low gear . . . . .	1 in 2.6
2nd gear . . . . .	1 in 3.4
3rd gear . . . . .	1 in 5.1
4th gear . . . . .	1 in 7.5
Top gear . . . . .	1 in 11.9

#### GEARED SPEEDS (km/h):

Low gear . . . . .	41.9
2nd gear . . . . .	66.5
3rd gear . . . . .	99.3
4th gear . . . . .	139.0
Top gear . . . . .	175.9

(Calculated at engine power peak — 5 000 r/min.)

#### TEST CONDITIONS:

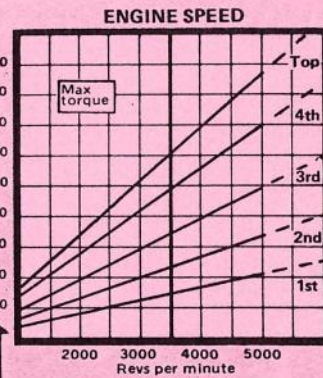
Altitude . . . . . at sea level  
 Weather . . . . . fine and mild  
 Fuel used . . . . . 98 octane  
 Test car's odometer . . . . . 2 842 miles

#### WARRANTY:

12 months, unlimited distance.

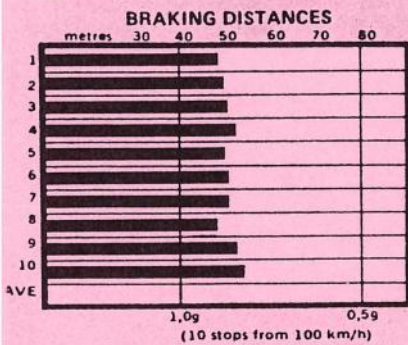
#### TEST CAR FROM:

Leyland South Africa, Blackheath, Cape.

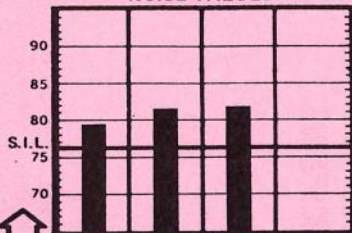


#### IMPERIAL DATA

**ACCELERATION (seconds):**  
 0-60 m-p-h . . . . . 10.9  
**MAXIMUM SPEED (m-p-h):**  
 True speed . . . . . 105.8  
**FUEL ECONOMY (m-p-g):**  
 50 m-p-h . . . . . 40.0  
 60 m-p-h . . . . . 36.5

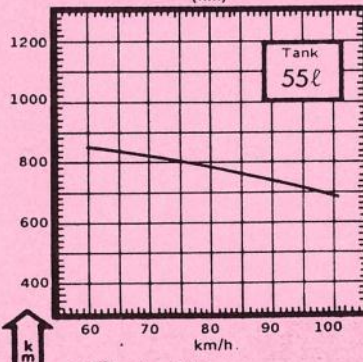


#### NOISE VALUES



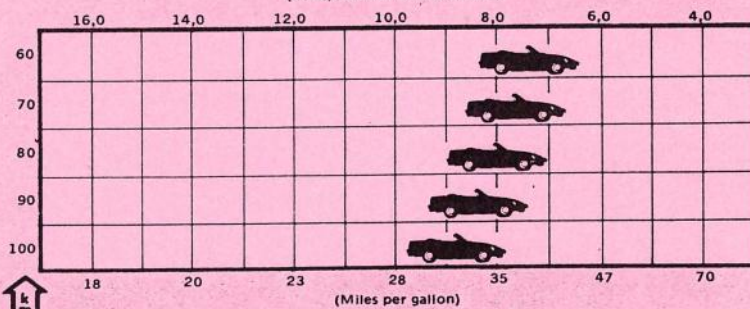
MECH. WIND ROAD AVE.  
 (at 100 km/h)  
 S.I.L. = Speech interference level

#### CALCULATED FUEL RANGE (km)

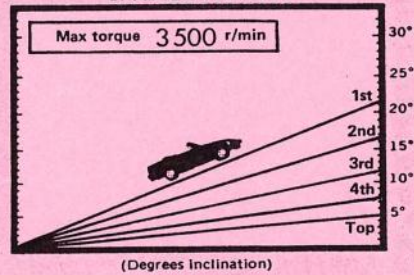


CAR October 1982

#### STEADY-SPEED FUEL CONSUMPTION (litres/100 km at true speeds)



#### GRADIENT ABILITY



#### CRUISING AT 100

Mech. noise level . . . . . 79.5 dBA  
 0-100 through gears . . . . . 11.6 seconds  
 Litres/100 km at 100 (ECE) . . . . . 7.92  
 Optimum fuel range at 100 . . . . . 694 km  
 Braking from 100 . . . . . 3.88 seconds  
 Maximum gradient (top) . . . . . 1 in 15.2  
 Speedometer error . . . . . 8% over  
 Speedo at true 100 . . . . . 108  
 Tachometer error . . . . . 1.5% over  
 Odometer error . . . . . not measured  
 Engine r/min at 100 . . . . . 2 840

## Michelotti Plus Report—Nols Pienaar

I am very proud of my fellow Michelotti house mates for the good attendance at the annual Dreams on Wheels car show at Hoërskool Waterkloof on 27 April. When I arrived at the venue at 07:30 Albert de Vos and his beautiful TR3A were already on site but we were soon afterwards joined by Rob Childs, Bill Flynn, Johan Retief, and Willem Odendaal.



It was great to see Rob Childs, who rejoined the club after 15 years, taking his very nice white TR5 on its first club outing to the car show. We hope to see more of him and his fine 5 at future club meetings.

Some of our members may remember the red TR2 that belonged to the late Tony Castleman many years ago. This car, with Tony behind the wheel, was a regular at club events for many years. After Tony's passing we lost contact with this car, but the good news is that it is now back in the fold. Our newest house member, Dirk du Plessis, traced the car to Rayton in the ownership of Anton Castleman, Tony's son, and convinced Anton to part with it. Well, it just goes to show that perseverance often gets rewarded. Dirk wanted nothing else than a TR2, and in a search over many months, that had him looking at TR2's as far away as Bloemfontein, he finally managed to bring a long lost club car home. Well done, and good luck with the restoration Dirk!

I am also happy to see that six of our house members are booked at Maselspoort for the nationals in April/May next year. However, having said that, I also note that at this stage we are slightly outnumbered by our Amaseven compatriots at the same venue and event. If there are any more Michelotti members contemplating attendance they must wake up because there are not many chalets that are still available at the resort.

Gertjan van de Klashorst sent me an email a while ago in which he asked to be part of the Michelotti Plus house because the reason that made him a member of the Amasevens in 2012 does not exist any longer. He sold Ouboet, the red TR7, and does not own a Triumph in SA any more. Welcome therefore to Gertjan and his beautiful black TR3B (in Germany). Interesting, while we now have seven Sidescreens in our House (2 x TR2; 4 x TR3A, and 1 TR3B) we do not have a member with an ordinary TR3 at the moment.

Until next time it is *cheers vir eers!*

Nols



Dreams on Wheels—Photo's by Nols Pienaar

## Personalia

It is with great sadness that we learned about the recent unexpected passing of **Terry Murphy's** younger brother. On behalf of all our club members we extend our sincere sympathy and condolences to Terry and the Murphy family.

We also learned about the passing of the father of **Rob Childs**, who was resident in the United Kingdom, at the end of April. We are also extending our most sincere condolences to Rob and his family.

Op 'n gelukkiger noot wens ons die volgende klublede geluk met die aanskaf van Triumphs:

Nog 'n Spitfire, hierdie keer 'n Mk3, het in **Kobus Landsberg** se stal by sy ander twee Spitfires kom aansluit. Hierdie is 'n restourasieprojek wat Kobus gaan voltooi en ons wens hom sterkte toe.

**Willem Odendaal** het onlangs 'n die mooi rooi GT6 Mk1 aangeskaf om sy TR3A geselskap te hou, en het aan Dreams on Wheels verlede maand as eerste uitstappie daarmee deelgeneem.

**Dirk du Plessis** se droom het waar geword want hy het so in die stilligheid na 'n lang soektog uiteindelik 'n TR2 opgespoor en syne gemaak. Meer hieroor in die Michelotti-verslag.

Welcome back to **Eddy and Giselle Gurnell** and family after a tour of the United States of America. We enjoyed the car photos sent to us via the club's Whats App group and we know that you guys had a great time.

Welcome back too, to **Bill and Helen Flynn**, after a visit to the Garden Route, George, and the famous Knysna Motor Show as well as Cape Town and environs recently. Once again, thanks for the nice photos distributed on Whats App.

En ook aan **Taco Kamstra**, ons is baie bly dat jy veilig terug is van jou besoek aan Knysna, die motorskou en die Suid-Kaap. Julle almal het seker baie te vertel.

Ons beste wense gaan aan **Rudi en Bettie Venter** wat in April van Nelspruit na Wellington in die Wes-Kaap verhuis het. Ons wens hulle alles van die beste toe in hul nuwe omgewing en vertrou dat hulle met ons kontak sal behou.

Groete,  
Nols

<b>MONTH</b>	<b>DAY/DATE</b>	<b>EVENT</b>	<b>HOST</b>	<b>STATUS</b>
<b>May</b>	Sun 28	Spitfire Run	Spitfire Plus	official
<b>June</b>	Sat 3 Sun 11 Wed 21 Sat 24	Mampoer Rally British Day Noggin Cats Eyes	POMC POMC Spitfire Plus MG club/ PTSCC	Optional Optional Official Official
<b>July</b>	Wed 19 Sun 23	Noggin Michelotti Centenary Run	Michelotti Plus Michelotti Plus	Official Official
<b>August</b>	Sun 6 Wed 9 (public holiday) Sun 27	Cars in the Park Noggin/Swap meet/Braai Concours/Show Day Jo'burg	POMC Amasevens Jo'burg TSCC	Official Official Official
<b>September</b>	Sat 3/ Sat 10 Wed 20 Sat 23	CANSA event Noggin Diamond Run (Cullinan)	CANSA Spitfire Plus POMC	Official Official Optional
<b>October</b>	Sun 15 / Sun 22 Wed 18	Jacaranda Run Annual General Meeting	MG car Club PTSCC	Official Official
<b>November</b>	Wed 15 Sun 26	Noggin Amaseven Run	PTSCC Amaseven	Official Official
<b>December</b>	Sun 3	Year End Function/ Christmas Lunch	PTSCC / Jo'burg	Official

## Back to the Future—Event Reminders

Time is short and the future looms large.....

Sunday 28th May—Spitfire Run. Here's where, and what you should do!

Meet at PTA/MG clubhouse, cnr 26<sup>th</sup> ave & Umgazi str, Menlo Park at 08h:30 for 09h:00.

At 09h:00 leave clubhouse, drive to Zambizi drive, Montata, to join POMC, Cars on the Roof, by 9:30.

Pre-arranged parking, and coffee arranged.

Peruse all other classic cars “on the roof”

We leave in convoy at 11:00 for a short drive to “The Olive Tree” restaurant for a 12 noon lunch.

Light Lunch or a Buffet (cost of buffet is R130.00pp)

Promises to be an interesting outing.

For catering purposes and attendance please phone, sms, what's app, Bill Flynn on 082 921 3854.

Saturday 3rd June—An optional run—The Mampoer Rally, see the What's App group for details, and contact Bill Flynn 082 921 3853, Entry forms are available and will be sent to you, when you contact Bill if you wish to participate.

British Day—11th June at POMC (Pretoria Old Motor Club) - also an optional event to attend during June, should rallying not be your cup of tea.

Saturday 24th June—Cats Eye Run—details will follow on the What's App and e-mail, closer to the time.



Dreams on Wheels—Photo's by Nols Pienaar

Thank you to this months contributors, my faithful Triumph stalwarts, Nols Pienaar, Bill Flynn, and the one who must do the writing!

Cheers 4 Now.....Helen