

TSCC AUG 09



FERGIE - *Triumph Karretjies Talk*

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CHAIRMAN'S CHIRP

Some interesting discussions came up with our latest noggin. One being explained by Rob, regarding the actual system used or still in use deciding who will host the next National.

Fact is that in the "good old regime" when money was still money, and corruption was done so cleverly only Eshel Rudie got caught and the government sponsored a Grand Prix and no informal housing projects, there could have been more than one centre standing up at the BGM and state their well prepared case. In such instances, it went down to the members present to vote where they want to go. In all my years in the club, I can only remember one such a case.

I think with today's economy, as happened with us as well, you actually don't want to host a National. And face facts, I would rather get in my TR, pay what's moneys due and go and enjoy, let someone else worry about logistics.

Another interesting comment from the floor, was that some commission / assembly numbers stated in catalogues such as Rimmer & Moss don't actually correspond to the info we have on our South African registrar.

Another observation was that cars are sold by “word of mouth” and often not advertised locally, in the newsletter or more important on our local web site. Interesting thought, as there are buyers, locally waiting for a specific car to source, only to hear afterwards his neighbours 7 actually went to Gauteng or to Frost!

Give the above your thought, whilst reading on the toilet or discussing at a braai, let me know what you think!

I want to end by thanking Bob & Michael for their combined effort and contribution in making the “Smartie run” a huge success. It was so nice to see Lorinda, although without her Spitfire, again. Maybe we should end more outings there?

Also observed, that when Jackie accompany Godfrey to a noggin, he will sit it thru! (Look like poor Godfrey is in a hurry to get back to Jackie when he is alone). Well done Jackie, we expect you at our next noggin again.

Fluit- fluit my storie is uit.

Deon

FROM THE DESK OF THE SCRIBE

Since the Scribe last put fingers to the keys in June, much travelling has taken place. This enabling one to tick off a plethora items on the *bucket list*.

Back at Neapolis there were many surprises. The post was filled with motoring club newsletters brimming with information, which will be covered under the heading News from other clubs in this newsletter. Thanks must be extended to the members of our club who came to the party and completed the July issue of *Fergie- Karretjie Talk* in the Scribe’s absence and got it sent out to all the members and Triumph contacts. A

special word of thanks must go to Beyers and Mile for their comprehensive report and comments on the Plett weekend.

It is pleasing to note that all the newsletters received from as far afield as Cape Town and the new Zoom in the Border give glowing reports of the events in Plett. The Scribe gets the vibe that all who attended, and this includes National Chairman Gerhard Vorster, Dennis Cook (always Dilirious in the Desert) and the locals feel, that a gathering of this nature should be stage each alternate year when there is no National Gathering. So the Chairmen of the TSCC in PE,

Borda and Cape Town need to put their heads together and do some decision making.

In the meanwhile enjoy your Triumph

The Scribe

<p>REPORT on OFFICIAL OUTING <i>The SMARTIES RUN</i></p>

The 3rd Annual Smarties Run followed by a bring and braai, and a the large MTN screen viewing of the Formula 1, enjoyed great support from club members. The weather was great and members had no excuse for snuggling into the blankets because of inclement winter weather. We enjoyed a record attendance with 21 members and 10 Triumphs. It was especially gratifying to see ...seldom seen....Mike Koch's TR6, Mike O'Donoghue's Spitfire and also Beyer's Spitfire out on the road.

It is often said that Port Elizabeth is like the City of Rome. It has 7 hills with valleys and kloofs in between. This year the route followed the leafy tree lined avenues of Walmer and then visited the central historical second hill with landmarks such as the St George's Park with the Prince Alfred Guards War Memorial, Cora Terrace, the Campanile, Feather Market Hall, Opera House, the Donkin Reserve and Lighthouse, The Old Grey Institute in Belmont Terrace and the newly renovated Parliament Street and the Horse Memorial. After visiting the historical sites which highlighted the history of the city the Triumphs took to the freeway to the MTN Centre. This provided an opportunity to clean the carbon out the chambers.

At the MTN Centre Mike and Lorinda welcomed the members. Soon all were busy preparing lunch on the glowing coals before moving to the board room to enjoy watching Hamilton win the Formula 1 race, much to the delight of his sole supporter Mike O'Donoghue, for the first time in 2009. We must thank Mike and MTN for making their facilities available to the club and for the generous hand-outs.

The organiser of the Smartie Run wishes to apologize for the missing clues on the various memorials. These were removed to scrap dealers between compiling the question sheet and the actual event.after all we are living in the new South Africa.

Well done Jon and Lesley on completing the question sheets and becoming the *Smarties* for the 2009 Smarties Run.

IN THE GARAGE

DEON :he TR2 now has aero screens fitted, and front brakes redone. Well done.

JON : The TR7's are waiting.

LEON is now selling Opels.

BOB is getting Ole Yella ready for Nationals

BEYERS and Mile enjoyed the Spittie on the Smarties Run

MIKE O'D and Anita sported the Spitfire for the first time in a long time on the Smarties Run

CARL the TR6 is progressing

JIMMMY received his first colour photo of the back of Assegai from the Plett Traffic Department,...a costly one at that.

OPPIE is now working simultaneously on 2 Triumphs.

MIKE and Lorinda now show a marked preference to travel in the TR6

GODFREY left the TR7 gearbox mounting at the MTN entrance.

NOGGIN NOTES

MINUTES OF TRIUMPH MEETING HELD ON THE 3RD OF AUGUST – 09

- PRESENT:
- LESLIE, OPPIE, PETER, JON, BEYERS, GODFREY, JACKIE, ROB, CARL, DAVE, LEON, YVONNE, DARIA, JIMMY, MIKE O'DONNAUE, MIKE BUTLION, CAROLYN, FRIKKIE, DEON AND BOB & COLIN SKINNER JOINING US FOR A DRINK BEFORE MEETING.
- APOLOGIES: DORITA, CAROL AND MILE
- TOPICS DISCUSSED
- FEEDBACK ON THE SMARTIE RUN
- THANKS
- NEXT OUTING
- NATIONALS – PE/EL
- GENERAL

FEEDBACK ON THE SMARTIE RUN

The Smartie Run was a great success which was organized by Bob, which consisted of tree lined avenues and historical lanes of Port Elizabeth.

Congratulations go to Jon and Lesley for getting first place with 42 points on the questionnaire, followed close by with 41 points was Beyers and Mile. In third place with 39 points were Deon and Yvonne. Well done Ladies and Gents.

THANKS

Thanks go to Bob for all the organizing, Mike Koch for the venue after the run at his MTN offices, the delicious coffee that was offered and the braai fires which was prepared for us by ~~Mike~~ Deon. And not forgetting the big screen to view the Grand Prix – Thanks once again for all the effort that was put into this outing.

Thanks also go to Dave for running the bar, Jon and Leslie for providing the braai, and not forgetting the support from all the members on the outings. The Chairman also expressed his gratitude to Mike Koch, for keeping our web site updated, and for Lorinda, now being the sole sponsor for the site.

Thanks went to pensioner Oppie, for co-sponsoring the site with Lorinda for many years.

COMPLAINTS

Beyers had a complaint that club cars don't get advertised on the site, meaning that would be non- local buyers walk away with "our" cars, without prospected buyers looking for a certain vehicle unaware of its sale.

Peter also suggested that there are discrepancies in the register regarding commission numbers and info comparing with the Moss manual. Peter was asked to put in writing to clear or get confirmation.

NEXT OUTING

On the 22nd of August will be our next outing which will be a Drive – thru Concourse. Frikkie to organize with the Victoria Bowling Club for the venue and judges etc. Exact times etc to be forwarded later to all members..

NATIONALS –PE/EL

Feedback is needed for our Nationals from the East London crew, if they will be combining theirs with ours. Frikkie to communicate with Gavin and Deon to contact Jeff from East London.

Frikkie has requested that if any members have any ideas of venues for our Nationals, he would appreciate it very much.

GENERAL

Deon to follow-up with Michael Koch about the photo's that he had taken on the Smartie Run.

Photo's of the Pletttenberg Bay outing to be sent to Peter Leyland to adjust on his PC and forward back to Deon or direct to the Members.

Bob and Karl Illenberger have two interesting programs, one from Silverstone, and one from the Nurinburging.

MG Car Club's magazine is also available if anyone is interested in reading matter.

Koos Schoeman sent a Thank You letter for our Get well gesture which the Triumph club sent him whilst he was recovering from a mild stroke. Word is that he is doing very well and as usual on the go again.

Meeting closed

NEWS FROM OTHER CLUBS

TSCC BORDER CENTRE

It was a surprise when Louis Greef personally delivered a copy of the Border news letter during a visit to Madiba Bay. Louis has taken over the responsibility of editing and printing the ZOOM. The Borda Centre must be congratulated on the production and format of their newsletter. The newsletter is produced quarterly and each edition will contain a profile of a club member and his Triumph(s).

The June issue has a profile on John Williams and his immaculate red TR7.

The contents makes for interesting reading.

- A letter from Nols outlining the history of the Border centre.
- He history of the East London Grand Prix Track.
- A cookie recipe submitted by Nan (making use of flower(s)).

We look forward to the next issue in October.

VINTAGE AND CLASSIC CAR CLUB OF MAURITIUS

The scribe personally collected the two latest issues of their Revenue compiled by Cedric Malivel, secretary of their club. The

club has seen some growth over the past two years and are staging regular events.

Whilst in MRU the scribe attended the club's participation in a street parade lead by the Mauritian Police Band and drum majorettes down the main street of the town – Quatre Bornes , in the southern part of the island. This annual event was very well attended with the crowd appreciating the old classics and vintage cars and a Triumph motor bike with a side car leading the procession.

Perusing the club's records it appears that a number of Triumphs have made their appearance out the cane fields and colonial barns since my last visit. Triumph members now include a TR2, TR3A, TR4, TR6 and a Spitfire Mark 3 is being restored. A saffron Spitfire Mark 4 has been spotted in Grand Baie in the North.

Interesting to note that the latest Newsletter makes mention of Eben de Vos museum at St Croix...and even features a picture of Eben.

Copies were placed in the EPVCC for display on the magazine shelf.

MG CLUB –PORT ELIZABETH

- Chairman **Mark Filmer** reviewed the activities year to date and called for members comments on participation in Static Car Shows and the feasibility of an electronic newsletter.
- The September outing is a Show day at the Stella Londt Miniature Railway on Sunday 6 September. (The Scribe attended this show day in 2008 and could recommend TSCC members to pop in and have a look at all the hobbies displayed on the day.
- Also included is an interesting article relating to the use of anti-freeze.

TSCC- CAPE TOWN

- **Jamie Hart** has taken over editorship of the Cape Town newsletter. He will be producing two bumper issues which will be followed by leaner issues in the months when Sabrina appears.
- **Dennis Cook** especially arranged his mid year break from being Delirious in the Desert to accompany the Cape Townian

Triumph club members to Plett. His report on the weekend makes interesting reading and supports all the comments made by Beyers and Mile in their article of the weekend in the last issue of Fergie. He also feels that a similar triumph Southern cape Gathering should be held each alternate year, when there is no National gathering.

- The newsletter has great appreciation for the arrangements made by the Border TSCC to commemorate their 30th.
- Thank you to Jamie for forwarding the criteria of the **Pride of Ownership score sheet**.

BIRTHDAYS

Happy birthday to the following members in the month of August

17th AUG - SUE PATTEN

22th AUG - YVETTE NEL

LETTERS TO THE SCRIBE

Hi Bob thank you for your un-failed effort in putting together the smarties run it was most enjoyable especially the quiz, if I had to make up a question about the Horse memorial I would never thought of the sex. Anyway the braai venue was tops and thanks to Mike.

I must also make mention quietly about the great GP win (enough). Anita says Hi and thanks

Could you please send me Mike Koch email address.

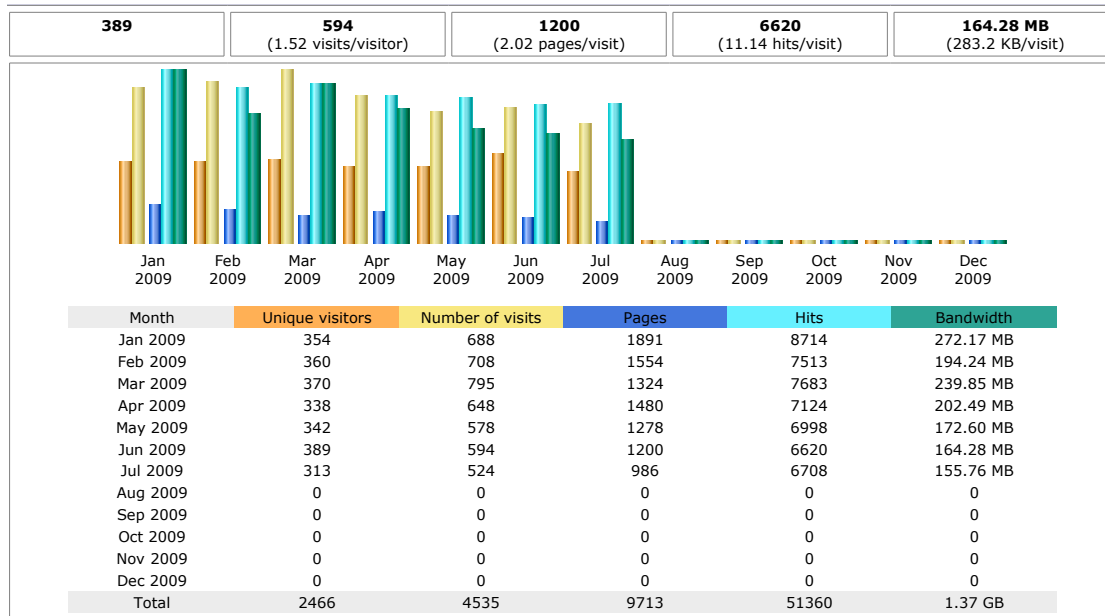
Regards

Mike O'Donoghue

WEB SITE STATISTICS

The following statistics forwarded by our web master, Mike Koch, clearly shows that there are many readers who visit our informative web site. Well done Mike.

Summary				
First visit	Summary			Last visit
01 Jun 2009 - 00:24	Month Jun 2009			30 Jun 2009 - 23:24
Unique visitors	Number of visits	Pages	Hits	Bandwidth



CLUBMAN/ CLUBWOMEN POINTS

Daria is working with a new version of Word which is now not compatible with that of the Scribe's Blikbrein.

TRIUMPH SPORTS CAR CLUB - PE CENTRE - CLUBMANS TROPHY			
	NO OF POINTS		NO OF POINTS
	03/08/2009		03/08/2009
BOB PRETORIUS	64	YVONNE DE KOCK	50
JIMMY SHEARD	60	DARIA SHEARD	45
DEON DE KOCK	59	CAROLYN VILJOEN	38
CARL BUTLION	54	JACKI GERICKE	27
JON RADEMAN	53	CAROL V LOGGEBERG	25
LES RUDMAN	48	DORITA PRETORIUS	23
GODFREY GERICKE	46	MILE VERMAAK	22
BEYERS VERMAAK	43	BARBARA BUTLION	21
DAVE PATTEN	42	PAULA KONCKI	15
ROB ELLIOTT	40	JANET RADEMAN	12
FRIKKIE VILJOEN	37	DELPHINE LEYLAND	9
LEON V LOGGEBERG	30	LORINDA KOCK	9
OPPIE OPPERMAN	27	ANITA O' DONOGHUE	9
PIETER LEYLAND	23	LEE-ANN ELLENBERGER	6
HEINZ KONCKI	22	SUE PATTON	3
MIKE BUTLION	21	ELSA OPPERMAN	3
MICHAEL KOCK	21	YVETTE NEL	3
MIKE O'DONOGHUE	21	JULIE HARTMAN	0
KARL ELLENBERGER	14		
FRED KELLER	12		
COLLIN SKINNER	9		
KEITH MARSH	6		
ROY NEL	3		
JOHN HARTMAN	0		

Herewith a article submitted by Peter Leyland, we will be publishing it in two sections, the next issue in the September FERGIE

Zen and the art of Classic Car restoration – DPO’s and other musings

Tune into any one of a number of channels on DSTV and you will notice that a new genre in car shows has developed, aimed presumably primarily at baby boomers who get to live out their fantasies of restoring, owning and driving the Classic cars that they grew up with and coveted as youngsters (but were too young / poor to drive or own as a youngster / student) .

From “A MG / Triumph / (insert your favourite classic marquee!) is born” to “American hot rod”, “Wheeler Dealers” , “Overhaulin’”, “Wreck rescue” to the odd insert in that car orientated comedy and entertainment show that masquerades as a car programme “Top gear”, producers seem to be falling over themselves to screen tales of classic car restoration.

The first thing to realise is that – unlike you and I, these Television car restoration shows have virtually unlimited budgets – the cost of acquiring and restoring the car is a drop in the ocean compared to production and screening costs, so it is a case of shining new parts here, and custom made components there. An exception is “Wheeler Dealers” that operate on a 5k Sterling budget, but have you ever noticed that all their cars ever need is a few minor faults fixed and they are in tip-top shape? Just like in real life car restoration, hey? NOT!

Of course these TV producers are canny business people who research and know their market well.

Now, onto my affair with Triumphs.....

The Triumph TR6 and Stag were two cars, along with the Mercedes 280 SL “Pagoda” top that occupied much of my daydreaming time in standard 9 and 10, and at University.

Fast forward 30 years and I can now actually afford to own and drive one – in fact two of these cars that I admired and coveted so much in my youth.

Never mind that at the time of my youth the cars were in new and in pristine condition, and technologically pretty state of the art, whilst now they are 30 - 35 years old, with horrendously outdated technology, and the ravages of 30 years of time behind them.

Given the fact that cars have been around in volume for around 100 years, it is clear that 35 years is relatively a lifetime!

Many of these “sports “cars, which were considered to be pretty rapid in their day, can now easily be outraged by an average family hatchback / mom’s taxi!

Even back in the day, many of the British sports cars had their origins in and shared many parts with some very modest saloon cars (these days car manufacturers call it “sharing a platform”.)

So the engine and gearbox in the Austin Healy Sprite and Mg Midget bore a striking resemblance to that of the Morris Minor, give or take a carburettor.

Of course the old adage that “little boys never grow up – their toys just become more expensive” never rang more true than in the case of classic car enthusiasts.

There is also a subset of classic car enthusiasts that seek to relive their student and early working days by buying and restoring the “Jammie” that they drove at that time,

and in most cases had to trade-in for a “sensible car” when they got married / started a family. Some of the die-hards even “gave” their sports cars to their fiancés / wives to drive when they hitched up – sort of like keeping an automobile mistress.

And so it came to pass that my wife’s second vehicle was a lime green Alfa Romeo GTV – aka the inferior Romeria!

Yet another phenomenon is that of the old bullets buying their favourite classic cars for their sons to use as a student car.

I’m not sure what the least practical mode of transport for a student is, but a classic car must be very close to the top!

Needless to say, my son’s first student car was a 1967 White MG BGT that I bought as a semi-complete project from an “Engineer” in Somerset West.

THE JOY AND SATISFACTION DERIVED FROM RESTORATION

I submit that a major part of the joy of classic car restoration and ownership is the restoration itself – the challenge that this presents, the use of one’s (often latent, sometimes woefully limited) creative skills, and the immense satisfaction of creating a beautiful automotive work of art from a rusty collection of scrap.

.....and some of the frustrations.....

The “DPO” - dreaded previous owner

Sooner or later in every classic car restorer or owner’s life (normally sooner than later), one comes across evidence of the DPO – dreaded previous owner (AKA Rodger the Bodger!)

We’ve all seen the tongue-in-cheek circular about company cars and how they differ from normal cars – company cars never need cleaning, never need washing, have better off-road capability than a souped-up Hummer, never require servicing or maintenance during the time that you drive them etc.

Well, the previous owners of classic cars (DPO’s) are often also different from most car owners and restorers:

- You and I have to meticulously select the correct length UNF bolt, with the appropriate shank (unthreaded portion) with which to attach the alternator / starter motor / whatever. Previous owners have no such problem – any (normally metric) bolt that looks about the right size will and does do the trick.
- You and I carefully ensure that only original specification or genuine parts are used – especially where safety critical components are concerned. DPO’s on the other hand are lucky – any similar part from a British car or even Japanese car of similar or even dissimilar vintage will and does fit.
- For those bodywork and paintwork jobs that we cannot do ourselves, or do not wish to as we do not have a baking oven etc, you and I struggle to find a properly qualified panel-shop ready and willing to work on our cars. DPO’s **always** seem to have a “mate” who is a panel-beater / spray-painter, who is often a sculptor / plasterer when it comes to applying body-filler.
- DPO’s often claim to have an impressive skills set / qualification, such as the “qualified mechanical engineer” from whom I once bought a partially restored MGB GT. This fine fellow had attached the prop-shaft to the diff flange using 6 mm nuts and bolts instead of 5/16th UNF! He was at least kind enough to mention a “slight clunk” from the rear of the car which “might be a bit of differential backlash within

tolerance". I knew I was in real trouble when I discovered that a piece of plywood board was all that was preventing the driver's seat from falling through the rusty floor-pan (neatly covered in a layer of baked underseal).

Of course a number of classic car owners and enthusiasts, upon reading this, may develop a gnawing feeling in the pit of their stomach – “OMG! Could I myself be a DPO?”

Well, to set your mind at rest – or not – I offer you the definitive guide “How to tell if you are a DPO to the next owner of your vehicle”:

HOW TO TELL IF YOU ARE A DPO TO THE NEXT OWNER OF YOUR VEHICLE

If you agree with one or more of the following statements, you are without doubt a DPO to the next unfortunate that will purchase your car:

- Your favourite tool is an adjustable wrench – one size fits all nuts and bolts.
- You are excited to find out that a Nissan 1400 bakkie shock absorber fits a TR6 front suspension like a glove (never mind the extended length, damping rate etc).
- All that is needed to fix any electrical problem is half a dozen scotch locks and a roll of electrical tape.
- You think that a tap is something that only plumbers use.

CLASSIC CAR ADVERTISEMENTS

Real estate companies and estate agents have long enjoyed a reputation for advertising their products with such an array of euphemisms that one almost needs a thesaurus in order to decode / decipher the message – some examples:

Estate Agent speak

Renovator's dream

A hop skip and jump from the beach For an endurance Olympic athlete, perhaps – for the rest of us, a 15 minute trek

Cute and cottagey
a cat in it.

Tiny – you cannot swing

Gentleman's residence
respecting woman would be

No self-

Seen dead near the place

Ok , now that you've got the picture, a similar yet different phenomenon exists around classic car advertisements, although it must be said that I am specifically excluding club members that advertise in club magazines and web pages – their advertisements tend to be short, to the point and truthful.

I'm talking about the “Autotrader” type of advertisements, and, worst of all, the advertisements found in E publications such as Gumtree, Craiglist, Junk mail and Cape ads.

Some examples:

1. **“Full house”**: Meaning what? The vehicle has an air-conditioner and radio / CD? In that case, most entry level rubbish from Beijing is full house these days! Where are the “half house” and “three quarters house” vehicles?

2. **“Over R50, 000 spent in the last year – bills to prove – new clutch / Engine / gearbox etc, etc”**. So what are you saying, that the new owner is also likely to spend R50, 000 during his first year of ownership? Are we supposed to believe that you spent R50, 000 on repairs last year, but now the car is perfect and will run trouble-free and reliably? The reality is that if your vehicle has a market value of R60,000 and you spend R60,000 on an engine overhaul, the vehicle is now worth.....R60,000 (**NOT** R120,000!).
3. **“Enthusiast’s car”**: The enthusiasm won’t last long!
4. **“Collector’s piece”**: True – After the first 500 metres, you will need to stop to collect the pieces (that have fallen off!).

Instant Ice-breaker

Amongst the many quirks of owning and driving a classic car are the impromptu discussions that develop and people that you meet in the street / at the gas station etc. It seems that “everyone” is an expert on classic cars.

I wish that I had R100 for every person that, upon recognizing my wife’s Stag (reading the badge?) informs me that the engine that was used in these cars is the Rover V8 engine!

Depending on my mood, I will either:

- In a gentle and in a friendly manner explain that the STAG V8 engine is a Triumph “thoroughbred” that was used in no other production car. Inevitably, somewhere in the conversation will come the words “yes, I am sure”.
- Say “oh really, I didn’t know that!”
- Nod in acknowledgement of his (it’s always a him!) superior knowledge.

My 5 best.....and 5 worst decisions / activities during the recent TR6 renovation

Five of the best:

1. Fitting a new imported complete wiring loom (the previous owner had removed the old loom using a set of side cutters and a hacksaw).
2. Buying a small set of UNF taps and dies.
3. Ensuring that I have a comprehensive set of tools and equipment to tackle all the restoration jobs .
4. Taking the trouble to open up and overhaul as required all major components (the cylinder head water passages were completely blocked by silt and powdered rust).
5. Buying the original factory workshop manual, plus 3 TR6 restoration books, and reading them before starting the project.

.....and 5 of the worst:

1. Accepting the bodywork and paintwork on the body panels done by the previous owner's panelbeater.
2. Failing to triple check that the part numbers are correct when ordering parts from overseas (I am building up an impressive collection of new unneeded parts).
3. Failing to identify (until it is too late) which parts supplied by the overseas suppliers are absolute rubbish Chinese / Indian "repro" parts that are 10 times worse than the worn / corroded original part that they replaced.
4. Using mild steel replacement nuts and bolts that are not electro-plated (they have all had to come off again!).
5. Re-using some old rubber seals and components – even if they are still serviceable and pliable enough to create a seal, they look horrible!

Procuring Spare parts

One of the major concerns of potential and actual Classic car owners and restorers is the availability – or lack thereof – of replacement "Genuine" parts, and their cost. Whilst UK and USA based enthusiasts (remember that by far the majority of TR's were exported to the USA) have access to at least 3 major parts suppliers, here in SA we have to import our parts.

The Triumph club can import these parts on your behalf, very efficiently, plus there are a few entrepreneurs in Cape Town and Johannesburg who also offer a parts importation service.

The Cape Town supplier also uses sea freight for heavy components. As a rule of thumb, anything light that can be posted and put in a small parcel can be imported without incurring major additional cost (try and avoid courier companies, forwarding and clearing agents, as the costs very quickly mount). A quick and dirty rule of thumb is to check the price in the Moss or Rimmers manual, convert to Rands, then add between 50% and 100%.

Whilst you can open an account and import parts directly (orders over R20,000 require an import permit), my experience is that it is better and safer to use the club or one of the entrepreneurs.

Then, there is E Bay.

Oh wow, is it not exciting to see that really good used part, or NOS (new old stock) part going for 25% of the cost of a "new" part from Moss or Rimmers?

My experience of private E Bay sellers is that you should only bid for and buy very light parts that the seller can put in an envelope or small parcel and send by post. Private sellers do not want to go to much trouble, or “make a plan”. Companies are a different matter – many of them that sell on E Bay offer similar services to those provided by the likes of Moss and Rimmers.

When bidding on E Bay, make sure that you do not get “auction fever” and go mad with your bidding, and know your prices – quite a few E Bay parts have a reserve or “buy it now” price that is the full retail price at Moss / Rimmers.

Where E bay can be very useful is if the seller is located close to a friend or relative that is coming to SA (and is prepared to collect / store the part for you), or you are likely to visit fairly soon. In such a case, there are some serious bargains to be had.

END PART ONE.....to be continued!!!!!!!!!!!!!!!!!!!!!!

OFFICE BEARERS FOR 2009

OFFICE	NAME	CELL	E-MAIL	ADDRESS
Chairman	Deon de Kock	082 370 172 3	ddecock@icasa.co.za	13 Aube St, Lorraine Manor, Lorraine . 6070
Vice Chairman	Jon Rademan	082 569 208 0	Jonjan @mweb.co.za Jon.Rademan@telkomsa.net	PO Box 5830 Walmer, 6065
Secretary	CM “ Bob “ Pretorius	082 950 302 8	bob.pretorius@gmail.com	25 Neapolis, Pier St, South End, 6001
Treasurer	Godfrey Gericke	079 393 657 2	greengod@agnet.co.za	67 Kragga Kamma Rd, Framesby, 6045 POBOX 28733 SunridgePark 6008