



The Globe

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

Articles by M Downes, Peter Lloyd and Beyers Vermaak

Website address - www.capetriumph.za.org

It's holiday time!



Chairman's Chat

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February is such a beautiful month in Cape Town, with its idyllic, wind free weather, I did not want it to end. It is just a perfect time to take your Triumph out on a run and enjoy this wonderful part of the world in which we live. I hope that you are making good use of your Triumph because winter is not far away. There are still a couple of good months ahead so join us on the outings that we have planned for you.

Our Valentine's Day picnic in Franschoek was well attended and a most enjoyable day out. Certainly the ladies seemed to find this a welcome change from the usual runs, particularly as John had arranged a small,



romantic, gift for each lady. James had not only organised a lovely venue, but had ensured that a series of challenging games of Boule would keep the competitive spirit going and provide an afternoon of fun. There seemed to be general agreement to make this an annual event.

After weeks of wonderful summer weather this particular overcast Sunday seemed to have many seeking dry comfort in the Wa - Benzi or BMW's! Barrie and M, however, carried the romantic theme through in his new 280 SL appropriately known as "Mellow Yellow".

20 March is the date for the 13th annual British Sports Car tour. If you have not already signed up, let John Parker know that you will be attending. This was once a premier event in the Cape motoring calendar initiated by your Club and we need your support to keep it going.

Our lunch destination in Paarl at "Under the Oaks " is a very pleasant and picturesque Italian style restaurant located in one of the Cape's oldest wine farms. What better way could there be to spend a Sunday than an enjoyable run through the wine lands with friends and a delicious but inexpensive lunch in a farm setting?

Then, of course, the Bi-annual National Gathering draws closer and those who have still not signed up have just a few weeks to do so. Imagine this- the TSCC will have

some 50 Triumphs on display at the Knysna show on 1 May- what a great opportunity to fly the Triumph flag. We now have 59 cars entered for the National Gathering and only 1 goody bag left. Will you be the one to close the loop that will enable the Cape Town centre to take home the President's Trophy for top performing centre?? If so, let me know soonest.

One more car to make the 60!!!!

I never cease to be surprised at the ever escalating values of Classic cars. In the last 2 years I have bought both a TR4A and a Stag, not only for the sheer enjoyment, but because I believed that these are undervalued classics. A not too perfect automatic Stag was recently sold in Johannesburg for R200K; but now a new barrier may about to be broken. A dealer in Cape Town is offering a low mileage original Spitfire 4 (Mk1) for R180K! It is good to know that our hobby and passion will not only bring enjoyment, but can be considered a good investment. My tip for 2016 - buy a good TR7, enjoy it thoroughly and wait for the value to climb as buyers realise that there is no other bargain sports car like it available. One TR7 is half the price of an MGB and twice the fun.

Cheers Dennis



Editorial

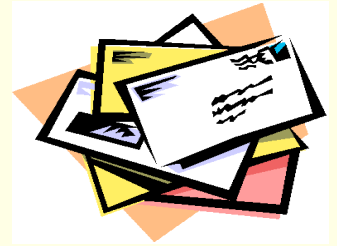
Can you believe the only day when the weather was not as wonderful as it had been was the day of our picnic, but the usual die hards had a great day out. We had the exact selection of food we wanted (because we took it), a lovely drive in amazing scenery, good company and a fun game of boule. The game did not get too competitive, but there was the opportunity for a match maybe next time!!

Dennis referred to the ever increasing value of classic cars. There is a Mercedes 280 SL Pagoda at Crossley and Webb in Cape Town which they have just completed some auto detailing work on and the owner has been offered R14 million!!!!!! We know the Rand is weak, but heh!

Yes it is a special in that it was completely restored by Mechatronic in Germany and other than the original body and chassis is actually a modern car.

Letters to the Editor:

✚ I received a letter about the history of his car from Peter Lloyd, which I have included and it certainly has got history. Other than that all is quiet on the Western front.



National Gathering

NOW ONLY **61** DAYS TO GO or **9** WEEKS



Monday

2nd May to Saturday 7th May

The programme for the week has changed slightly to slot in the Samola Hill climb classic car day on Friday and will look like this:-

Monday 2nd - Arrive and register

Tuesday 3rd - Clean cars and rest day

Wednesday 4th - Concours & BGM

Thursday 5th - Driving test and scenic drive

Friday 6th - Knysna visit and optional Knysna Classic Car Hill climb



Booking for accommodation in Hartenbos is still OPEN, so please get your booking sorted, there is still space

Here is the information for booking:-

Our reservation is from 2nd to 7th May, 5 nights at low season Tel: 0446017200

Ask for Marketing dept. not General sales, speak with Laurette or Karen

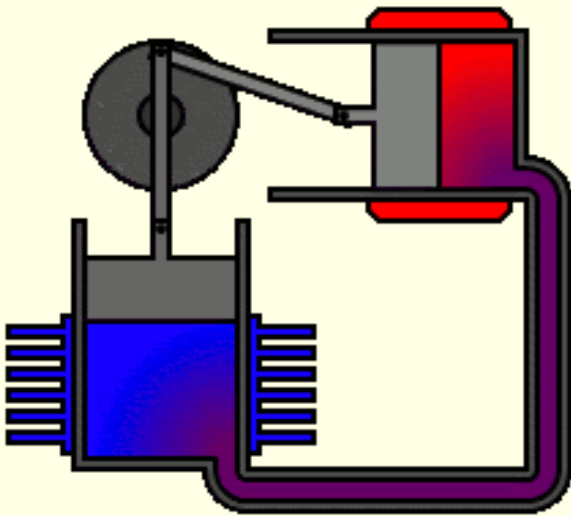
Quote booking number 305233, reference Dennis Cook, give your name and preferred unit No.

Also laurettek@atkv.org.za or karenp@atkv.org.za

See you there, Regards, The Cape Town Team

National Gathering - Additional Shirts and caps:

We will only be supplying shirts and caps in the goody bag for the driver of each car, due to budget constraints. If you wish to have a commemorative shirt for your partner, these may be specially ordered at the cost of R170 each. Caps are available at R80 each. The shirts will have the Triumph Nationals logo on the left chest and the sponsor logo on the right sleeve. Shirts are in a light grey colour. The caps will be in bright red with Club Nationals logo on the front, union jack flags each side and the sponsor name at the back. Pay the amount into the CT club bank account and send the order details, including shirt size to info@capetriumph.za.org



Technical Info

Technical Tip VOLTAGE STABILIZER by Beyers Vermaak

In the January/February 2012 issue of Fergie I shared a tip on fixing the mechanical voltage stabilizer on your car by replacing the insides of the metal box with an electronic chip. Most old British cars with electric gauges use this stabilizer to supply a constant voltage of about 10V to the temperature and fuel gauges to provide stable readings. They are normally fitted on the back of the speedometer. Never connect 12V directly to these gauges as it will damage them!

The other day on a midweek run with the MG Club the temperature gauge on my Spitfire was reading sky high although it was not overheating, even being a very hot day. Luckily with Milé's Spitfire which is currently in the body shop I could replace the sender unit and eventually the gauge, but to no avail.

Then I took a voltage reading on the gauge and found the stabilizer to be faulty. I replaced the insides with an electronic chip costing only R5 and which gives a constant reading of 10.4V. Problem solved!

To import one will set you back approximately R200. I've got an easy step-by-step document on how to do it and should you be interested will gladly forward it to you.



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Welcome to New Members



Welcome to Jean-Christoffe Godet and his partner Loren Le Roux from Tokai. Jean has a Triumph Spitfire Mk 3. Good to have you join we look forward to meeting you and seeing your car.

Year Calendar – Events, Noggins, and Outings 2016

	10 th - New year Breakfast run - Tom Dougan	24 th - Classic Car and Bike show - Timour Hall - Tom Dougan	30 th - Noggin at the MMC, SGM Committee
	14 th - Valentines Day Picnic run - John Parker		27 th Noggin - presentation TR7/Lynx - Dennis and Eddie
		20 th Lunch Run - British sports car tour to Agter Paarl - John Parker	26 th Noggin - Driving Test at MMC clubhouse - Ronan Sanderson
	17 th - Run - Overberg - Jamie Hart		30 th Noggin - presentation Adventures in Africa - Andre Bredenkamp
		2 nd - 7 th Triumph Car Club National Gathering Haartenbos	28 th Noggin - NG feedback, Dennis & Helicopter Fire Fighting - Dale Jacobs
	19 th - Lunch Run - Father's Day lunch - Eddie Hughes	25 th Noggin-	

	<p>17th - Lunch Run - Christmas in July Lunch - Dennis</p>		<p>30th Noggin -</p>
		<p>21st Run - Barrie Downes</p>	<p>27th Noggin -</p>
	<p>18th Lunch Run - Combined Clubs run - Committee</p>	<p>24th Noggin -</p>	
	<p>23rd Lunch Run - Century Classic Car Run to Killarney - Tom Dougan</p>	<p>29th Noggin - Annual Club Concours - Committee</p>	
	<p>6th The bi-annual Cape Classic Car Show @ Killarney</p>		<p>26th AGM and Annual Prize giving - MMC - Committee</p>

Your Club Activities and Events

Don't miss these events!!!!

March

13th March - BRITISH SPORTS CAR TOUR

Hi All,

The 13th BSCT will be **Sunday 20th March, 2016** It is now time to let you know that we have finalised the details of the event for this 13th run. We are going to **Under Oaks** winery at Windmeul Paarl. This being our second visit since 2014 which was a great success. The route is via Elgin and Franschoek. This year we are limited to 60 people and the closing date will



be the 10th March. The Triumph Club have negotiated a fixed price for lunch of R160 PP, which includes gratuity.

The menu is a starter of salad and Pizza bread and main is Pasta or Pizza, Extra toppings ect and beverages are to be settled individually.

FUND RAISING

Once again we ask that clubs bring prizes to the lunch for the raffle which the proceeds will go to the Childrens Hospital Trust.

We are asking individual participants to pay in advance, preferably by EFT. This not only avoids handling a large amount of cash at a truck stop but allows us to manage the numbers. Entries are on a first come, first served basis and your place is confirmed when your fee is in the Triumph Club account. It follows that early booking is advisable to avoid disappointment.

TO ENTER

Simply do an EFT for the sum of R160 per head to:

Triumph Sports Car Club

Standard Bank

Bank Code 036309

A/c No.078-226-929

Please quote your name and BSCT as a reference.

The last day for booking is Thursday 10th March. We may not be able to accommodate entries after that date.

THE EVENT

Gather at the False Bay Engen Services on the N2 eastbound by 0930 for registration before setting off around 10 00. The route is a simple one heading for Elgin, Franschhoek, Windmeul Agter Paarl. Detailed instructions will be given on the day.

It is important to remember this event is not a race, rally or even a large convoy, simply a pleasant drive with enough time for participants to stop for coffee at the numerous places en route.

Drivers should aim to arrive at Under Oaks by 1200.

Should you wish to discuss any aspect of the event please contact me John Parker 079- 506-9450 or Tom Dougan 072-913-2392

26th March - Noggin Driving Test at MMC

This is in preparation of the driving test event at the National Gathering which has event recognition and forms part of the overall prize. So a must to practice before the Nationals, but if you are not going to the Nationals come and have some fun in your Triumph anyway.



Pleasant memories



14th - Valentines Day Picnic **By M Downes**



Our 2016
Club events
calendar
received a
welcome
addition
for the
month of
February
2016 - a St

Valentine's Day picnic run/trip. ❤️

Collective input from both ladies and gentlemen
members, on venue & destination, culminated in a location being
secured.



What more fitting place could one find oneself on Valentine's Day but in a place named Domain des
Anges (The place of angels) right in the heart of Franchhoek. James has a friend with a family who
live in this well established residential haven of tranquility. Wayne (the friend) extended an
invitation to the Club to spread our blankets, chairs and picnic blankets
on the lawns of the resident's Clubhouse.

Many parts of the country have been suffused in high
temperatures & drought conditions for several months, the
Western Cape being no exception. So, it was with some
apprehension that the venue in Franchhoek, whose
temperatures usually exceed by several degrees more than
Cape Town, may deliver very hot conditions on the day. As
the week progressed toward the outing, a sudden weather
flag appeared (on my favorite weather reporting site), suggesting



rain for that very day 14th Feb. Could it
be possible, even probable that after endless days
of hot & scorching temperatures since December, it would
decide to break precisely on Picnic Day? In Cape Town all points
of the peninsula's compass can experience very different
weather patterns at exactly the same time and although Sunday
dawned with sounds of heavy rain & a groan, we were cautiously
optimistic this wouldn't necessarily translate into the same



conditions at the meeting point, the Engen garage on the N2. By 10am all members of the outing were
assembled in sunlight and smiling.

Only after everyone had arrived, inspected the exceptional location, unloaded the contents of their picnic paraphernalia and cracked their first coolie of choice did we all relax & ease into our surroundings. Our chosen spot on the lawn was surrounded by majestic old trees, offering the picnickers dappled sunlight and shade and a serene backdrop of mountains.



Dennis offered a toast to the success of the day & grateful thanks to the rain which had actually cooled the air to perfection. Briget & John Parker were thanked for ensuring all the ladies received a Valentine's gift, compliments of the Club. Several mixed teams played robust rounds of Les Boules but I don't think we shattered the quietude of this small residential hamlet.

A memorable and fun day enjoyed by all.

Interesting News and Club Feedback

You have seen the advertising in the Globe. Please support our sponsors.

Note from Jamie. Cape Town Club Registrar

There are only a few outstanding cars which we do not have all the details. I have tried to make contact with these members, but without success. If you know that some of your details have changed please contact Jamie.

Jamie.hart@kingsley.co.za



Your Stories/Have Your Say

AN ALMOST LIFE-TIME FRIEND

By Peter Lloyd

CA 77696 is a 1969 Triumph Spitfire MK3, British Racing Green in colour, which was assembled at the Rover plant in Durban. Her first owner, or at least the last owner before I purchased her, was apparently a young lady who had a minor fender bender, which explains the faded paint of a different shade of BRG on the right-hand lower edge of the boot lid. I purchased her in more or less mid-1971 through one of the more reputable Cape Town second-hand car dealers. I had started a career in Nature Conservation in 1970 and by 1971 I could afford the Hire Purchase payment, courtesy of the erstwhile Trust Bank, on an annual salary of R3000! The only thing I did to the car was remove the simulated alloy wheel covers and purchase Spitfire hub-caps, which I shortly thereafter replaced with Triumph 2000 hubcaps which still had "the Globe" badges on their centres!

Her first long trip was also in 1971, when my brother-in-law and I drove up to Johannesburg to watch a Cup final between Cape Town City and Highlands Park, two former great names in South African professional soccer. Up in 12 hours, we managed to get back in another 12 hours.

For tasks I couldn't undertake I used to get assistance from a friend of my Dad, a well-respected Cape Town "motor engineer", Mr Umberto Bronzato, an Alfa afficianado, who serviced the first Lamborghini in Cape Town, at the Lamborghini company's request. When Umberto retired, he told me not to worry as he could recommend some young Italian brothers with a workshop in Woodstock, which is how I met the Viglietti brothers!

In 1972 the Cape Provincial Administration afforded me the opportunity to undertake a B.Sc. Honours course in Wildlife Management at the University of Pretoria. Several trips to Pretoria were then undertaken since one of the conditions of the bursary was that I returned to the research office (of the Cape Department of Nature Conservation) at Jonkershoek during the university vacations.

On my initial trip to Pretoria, the clutch plate failed and I couldn't get the car to start in second gear by swinging the starter. It was about 09h00 when I managed to flag a car down and ask the driver to stop at Winburg, the nearest town, to send out someone to tow me into town. After an hour or two the sole vehicle coming from Winburg was a Datsun 1200 bakkie. I jumped up and down to no avail! About a kilometre further down the road I saw the Datsun's brake lights come on, he turned around and approached me. "Is jy die ou in die moeilikheid?" When I answered in the affirmative, he sighed, let out an oath and said "Die ou oom het vir my gesê daar is 'n snaakse Citroen op die pad met moeilikheid!"

Courtesy of a Post Office savings-book and an extremely helpful garage-owner in Winburg and a motor spares dealer in Virginia, the Spitfire was on her way again en route to Pretoria at roughly 20h00. I was in a hurry and near the barrage on the Vaal, I ran out of petrol. Again good-natured fellow-motorists assisted, took me to the nearest garage and I got some petrol into her around midnight. Would or could that happen to-day?!

I still had to get to Pretoria; write an examination at 08h00, and I didn't even know where the university was. I found a hotel at ±04h00; slept until 06h00, and then studied for an hour, phoned a friend and got to the university. The exam was another story! After writing, dog-tired I walked out to where I'd parked the car. Gone! Almost in tears one of my new fellow-students gently told

President Mugabe is visiting a primary school class.

They are in a discussion related to words and their meanings. The teacher asks the president if he would like to lead the discussion on the word "tragedy". So the illustrious leader asks for an example of a "tragedy".

One little boy stands up and offers: "If my best friend is playing in a field and a war vet comes along and knocks him dead with a log, that would be a tragedy."

"No," says Mugabe, "that would be an accident."

A little girl raises her hand: "If a school bus carrying 50 children drove over a cliff, killing everyone inside, that would be a tragedy."

"I'm afraid not," explains the president. "That's what we would call a great loss."

The room goes silent. No other children volunteer. Mugabe asks, "Isn't there someone here who can give me an example of a tragedy?"

Finally at the back of the room a small boy raises his hand. In a quiet voice he says: "If a Zimbabwe Air Force jet carrying Mr & Mrs Mugabe were struck by a missile and blown to smithereens, that would be a tragedy."

"Fantastic!" exclaims Mugabe. Can you tell me why that would be tragedy?"

"Well," says the boy, "because it certainly wouldn't be a great loss and it probably wouldn't be an accident either."

me this was a tow-away zone and my car would probably be in the municipal pound! The start of a good friendship saw me at the pound and after an appropriate monetary exchange (borrowed!), I became mobile again.

Our course involved a lot of field-work. Transvaal grasses in natural areas are often over 2 m (6 ft +) in height. Fellow students had bakkies - try finding a Spitfire in 6 ft tall grassland!

It was about halfway through the year when I was driving up Andries Pretorius Street near the city centre, on my way to the campus (the streets were still two-way in those days), when a very pretty young lady, in the shortest of minis, was wanting to cross the street. My attention was suitably distracted for an instant, and on returning my eye to the windscreen I was horrified to see the brake-lights of the car in front of me suddenly come on and I slammed on my own anchors and came to a dead-stop. Unfortunately the befinned yank tank in front of me had nose-dived, its tail rising into the air, only to come down shortly thereafter with its tow-bar landing on my car's beautiful nose. The panel-beaters never really did a good job and the evidence is still partially there!

After completion of my degree I took a few weeks leave and treated myself to a holiday in the Eastern Cape/Transkei. My technical assistant of the time begged to come along, much to the chagrin of my then girlfriend (later my first wife)! After an exciting week observing the natural non-human wildlife of the Eastern Cape we made our way back. Coming down the hill into Grahamstown I overtook a Triumph 2000 (or was it a Chicane in 1972?) with the needle reading just over 100 m.p.h., followed by an almighty bang! A bearing cap had come loose and the crankshaft knocked the con-rod through the side of the block! With a red face that lasted for days I arranged to have her railed back to Cape Town and hiked back myself. Once back in Cape Town a family friend in the motor business arranged for the block to be stitched, and I had all the other repairs to the motor (not that there were many!) done thereafter. She still has the same motor (although I do have a spare block and bits)!

She also starred in both my marriages (one in 1974 and the second in 1990) and a few other weddings.

She took my eldest daughter and my son to their respective matric dances, with the latter driving her himself! Sadly gearbox issues prevented it from transporting my younger daughter to her matric dance, although she did go in a lovely convertible, even if it had to be French! Repairs by Frank Dreher got her back on the road for my son's turn, but prior to that she also served many friends' children as well.

For the first wedding, she also served as the honeymoon car. On the way to Addo Elephant National Park, we crossed a causeway in a relatively fast-flowing stream. Needless to say the exhaust extension I had rigged to ensure a safe passage, collapsed. With water damming up on the driver's side, the new bride had to get out on the passenger side and found several little young black faces who helped her push the car to the opposite bank. Once there, a car travelling from the other direction informed us that Addo was back on the other side! This time the little black faces and I pushed the car back! Fortunately it started, and the next day I spent draining and replacing the oil!

As to her future, she is destined, God willing, to end up in the permanent care of my son.

Fortunately both he and his girlfriend enjoy taking her for the occasional spin to local destinations such as Franschhoek, etc. Although I have told him she is now his, I added that for the nonce she stays with me, so Pam and I can also enjoy her on the occasional club run, just as I used to do when I was previously a club member in the 80s (or was it also the 70s?).

Hopefully she will continue to provide the same fun for the next generation. That generation has already started showing the interest, affection, and care that she will need to enjoy her future life.

Thankyou CA 77696. P.S. I love you!

Sales/Wanted


Sales



*Triumph Spitfire, blue with black trim. Engine and gearbox overhauled, fitted with hard top and roll bar (can be removed)
R65000: phone Malcolm Uytenbogaard 083 251 4223*




Wanted


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1971 Triumph Spitfire



1964 Triumph TR4

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Account 078226929

CHEQUES should be mailed to the above address.



Other Pic's

*Some cars at the
picnic*

