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# <u>Chairman',s Chat</u>

February is always a hectic motoring month, with plenty of interesting and exciting events on

<u>In this edition</u>

Chairman's Chat Editorial Tech Chat New Members Events /Calendar Events Lowdown Out and About Club News Sales /Wanted Committee offer. Too much for me to be able to attend them all, but I am sure that many of you enjoyed the Festival of speed and the run to the Plaaskombuis. Highlight of my month was undoubtedly the George show which, in spite of the rain, turned out to be one of the best and best organised that I have yet attended. I guess that there were somewhere between 800-900 cars on display; most in fantastic quality and many that I had not seen before. We were lucky to be invited to see the car collection of Rudolf Greyvenstein in Wilderness on the Friday before the show; lucky indeed because there were 20 of the most magnificent cars ranging from a veteran Hispano Suiza to a 1958 TR3A. Each one was in absolute pristine condition and licensed for the road.

Some of the members of your committee had chosen to attend the George show to finalise, at the same time, the venue for the 2006 National Gathering. Although a number of venues had been shortlisted, the venue chosen "Hartenbos" AKTV resort near Mossel Bay, met every one

of our requirements and

came up tops. We have taken a block booking in one area of the resort that will enable all members of the club to be together and we are planning the National Gathering to take place from 2-7 May 2016. Everyone loves the garden route and the weather at Mossel Bay is said to be amongst the best in the country. Organising a national gathering so far from home is a daunting and challenging task and the committee is hoping that a few of our members will come to the fore to assist. We are excited about the venue as we believe that we have the opportunity to create a truly memorable National Gathering in the Western Cape and one that will be reasonable accessible to most centres.

The 2016 National Gathering will be at Hartenbos AKTV Resort in Mossel Bay from 2<sup>nd</sup> to 7<sup>th</sup> May GREAT TO SEE YOU THERE!





We have decided to replace the noggin on 28 March by doing something for a good cause. Westcliffe School in Durbanville is a vocational school for kids who are not able to follow the normal academic route and many of them come from poor homes. For some of these kids the meals that they get at school are the only food

they get. By participating in the Heritage fair and car show we will assist the organisers to raise funds for their feeding scheme from the entrance charged to the public. We are so fortunate to have our sports cars and the means to maintain and enjoy them that the committee felt that we would like to give a little in return- a little of your time and a few litres of petrol, and you might have some fun. If you are one of our members who do not have a Triumph, please don't let that stop you attending in any classic as the public will enjoy viewing all of our classic cars. Cheers Dennis

Dennis

# <u>Editorial</u>

\*\*I trust that you will notice another minor change to the newsletter. I have received some comments about the font, so here is a clue! I hope it does not make your lips tired reading. Thanks to Guy Snelling, the editor of the Pretoria newsletter the Triumph Herald, for his input.

\*\*Thanks to both of you, Dave and Dennis, for your contributions for the re-naming of the newsletter, the input from you all was somewhat disappointing.



However, **AS YOU WILL SEE** we have selected a new name for the Newsletter, which has a long history with the Triumph marque.

### Some Context - Triumph Motor Company

After being a very successful motorcycle manufacturing company, in 1921, Bettmann was persuaded by his general manager Claude Holbrook (1886-1979), who had joined the company in 1919, to acquire the assets and Clay Lane premises of the Dawson Car Company and start producing a car the 1.4 litre engine type named the Triumph 10/20 designed for them by Lea-Francis, to whom they paid a royalty for every car sold. Production of this car and its immediate successors was moderate, but this changed with the introduction in 1927 of the Triumph Super 7, which sold in large numbers until 1934.



1936 Triumph Gloria Southern Cross 10.8 HP (four, 1,232 cc)



#### 1937 Triumph Dolomite Roadster

In 1930 the company's name was changed to Triumph Motor Company. Holbrook realized he could not compete with the larger car companies for the mass market, so he decided to produce expensive cars, and introduced the models Southern Cross and Gloria. At first these used engines made by Triumph but designed by Coventry Climax, but in 1937 Triumph started to produce engines to their own designs by Donald Healey, who had become the company's Experimental Manager in 1934.

The company encountered financial problems however, and in 1936 the Triumph bicycle and motorcycle businesses were sold, the latter to Jack Sangster of Ariel to become Triumph Engineering Co Ltd. Healey purchased an Alfa Romeo 8C 2300 and developed a new car model with an Alfa inspired straight-8 engine type named the Triumph Dolomite. Three of these cars were made in 1934, one of which was used in competition and destroyed in an accident. The Dolomites manufactured from 1937 to 1940 were unrelated to these prototypes.

In July 1939 the Triumph Motor Company went into receivership and the factory, equipment and goodwill were offered for sale. Thomas W. Ward Ltd. purchased the company and placed Healey in charge as general manager, but the effects of the Second World War again stopped the production of cars; the Holbrook Lane works were completely destroyed by bombing in 1940.

### Standard Triumph



1946 Triumph 1800 Roadster

In November 1944 what was left of the Triumph Motor Company and the Triumph trade name were bought by the Standard Motor Company and a subsidiary "Triumph Motor Company (1945) Limited" was formed with production transferred to Standard's factory at Canley, on the outskirts of Coventry. Triumph's new owners had been supplying engines to Jaguar and its predecessor company since 1938. After an argument between Standard-Triumph Managing Director, Sir John Black, and William Lyons, the creator and owner of Jaguar, Black's objective in acquiring the rights to the name and the remnants of the bankrupt Triumph business was to build a car to compete with the soon to be launched post-war Jaguars.

The pre-war Triumph models were not revived and in 1946 a new range of Triumphs was announced, starting with the Triumph Roadster. The Roadster had an aluminium body because steel was in short supply and surplus aluminium from aircraft production was plentiful. The same engine was used for the 1800 Town and Country saloon, later named the Triumph Renown, which was notable for the styling chosen by Standard-Triumph's managing director Sir John Black. A similar style was also used for the subsequent Triumph Mayflower light saloon. All three of these models prominently sported **the** "globe" badge that had also been used on pre-war models.

When Sir John was forced to retire from the company this range of cars was discontinued without being replaced directly, sheet aluminum having by now become a prohibitively expensive alternative to sheet steel for most auto-industry purposes.



1950 Triumph Mayflower



1955 Triumph TR2

In the early 1950s it was decided to use the Triumph name for sporting cars and the Standard name for saloons and in 1953 the Triumph TR2 was initiated, the first of the TR series of sports cars that would be produced until 1981. Curiously, the TR2 had a Standard badge on its front and the Triumph globe on its hubcaps.

<u>Tech. Chat</u>

\*\*If you are interested in a detailed film of the operation of the 6 cylinder triumph PI engine then don't miss this, it is great. Cheers, Barrie www.youtube.com/watch?v=7uw0vFFmPew



### Tools for the garage

Extract from a 1938 Standard car manual - Barrie Downes

### ALIGNMENT OF ROAD WHEELS

IN the normal course of wear and tear, or due to minor impacts, the wheels of a car often develop irregularities or cease to point directly towards the direction of motion. Every Dunlop service depot and competent garage possesses an alignment gauge, and can test the wheels of any car:



if a number of cars is kept, it would pay to purchase a gauge, such as the cheap and efficient Dunlop gauge illustrated.

The majority of cases of misalignment can be corrected by adjustment of the tie-rod—a few minutes' work for any competent mechanic. The "toe-in" for front wheels should not exceed  $\frac{1}{2}$  inch: "toe-out," even in the smallest degree, is to be avoided. Rear wheels should be parallel.

Misalignment. Causes Rapid Tread Wear

#### Solution

So with 2 sticks and a

wooden ruler you can sort

out your car's wheel

alignment, who needs

high tech?

### <u>Welcome to new members</u>

\*\*Sorry Aletia, you left early from the meeting at the club last month before we had chance to introduce you to the members.



\*\*A warm welcome to another new lady member, Andrea Marais-Potgieter. Andrea lives in Noordhoek with her partner Erwin and has just recently bought a Spitfire Mk 3 from David Dalziel in Joberg, who was also a Triumph club member. The car is white and said to be in excellent condition. We look forward to seeing you, Andrea and your car very soon.

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# Events, Noggins, and Outings 2015

18 January	Event	Classic car and bike show –Timour Hall	Tom Dougan
31 January	Noggin	Prize Giving /awards /braai MMC	Dennis Cook
7 February	Event	Passion for speed Killarney	
8 February	Run	Plaaskombuis Hermanus	Jamie Hart
14 February	Non club	George Motor show	Dennis Cook
22 February	Non club	Vintage obs	
28 February	Noggin	Optimising your ignition system	Frank Dreher
22 March	Run	British Sports Car Tour	John Parker
28 March	Noggin	Westcliffe School car show- charity	Danie Barkhuizen
19 April	Run	Run ending at Jakes Tokai	Ashley Ellis
25 April	Noggin	Auto-jumble / Regalia show MMC	Dennis/Eddie
4 May	Non Club	Riebeeck Valley Olive festival	Eddie Hughes
9 May	Event	Knysna Motor Show/ Regional gathering	Dennis Cook
17 May	Run	Currently unplanned	
30 May	Noggin	Technical visit Metallica	Peter Inskip
21 June	Run	ТВА	Richard Graham
27 June	Noggin	Garage Noggin- gearbox rebuild	Frank Dreher
19 July	Run	Christmas in July luncheon	Dennis Cook
25 July	Noggin	Presentation: Schlumph Collection	Tom Dougan
16 August	Run	Run to end at the Old Bridge- Somerset West	Eddie Hughes
29 August	Noggin	Driving test at Clubhouse	TBA
20 September	Run	Combined Clubs run and Luncheon	MM Club
25 September(Fri)	Noggin	Tour of SA Breweries, Newlands	Barrie Downes
18 October	Run	Brunch - Dam Huis Melkbosstrand	Dennis Cook
31 October	Noggin	Annual Club Concours	Committee
15 November	Run	Lunch Lekker Neh (Weltevreden) Porsche collection	
? November	Event	Cape Classic car show Parow	Committee
28 November	Noggin	AGM/Prize giving year end	Committee

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### <u>The Lowdown on events</u>

#### Upcoming events

## *12<sup>th</sup> BRITISH SPORTS CAR TOUR* 2015

Hi All,

The 12<sup>th</sup> **BSCT** will be **Sunday 22**<sup>th</sup> **March, 2015** It is now time to let you know that we have finalised the details of the event. For this 12<sup>th</sup> run we have an interesting route and a new venue. The new venue is the **Pleasant Pheasant** in Riebeek West which is on the historic Allesverloren wine estate (R311) which has huge oak trees and lovely mountain views.

The route is via Helshoegte and Agter Paarl. Directions will be handed out at registration at the ENGEN N2 truck park.

"don't worry it's an easy route for a Triumph."

The closing date will be the 16<sup>th</sup> March. The Triumph Club have negotiated a fixed price for lunch of R160 (tip included) it's a steal!

#### Menu.

Freshly baked bread,

Soup of the day,

Homemade Babootie/chicken pie with veg and salad,

Malva pudding and ice cream.

A Vegitarian meal will be available which is Quiche and salads.

Beverages are to be settled individually.



Once again 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. Simply do an EFT for the sum of R160 per head to: Page 8 of 14

Triumph Sports Car Club

Standard Bank

Branch Code 036309

A/C 04-494-5442

Please quote your name and BSCT as a reference

When Sunday 22 March 2015

Start False Bay Engen-one stop N2 @ 09:30

**Registration** At back of service station in the truck port



The last day for booking is Sunday 16<sup>h</sup> March. We may not be able to accommodate entries after that date.

FUND RAISING.

Once again we ask that clubs bring prizes to be raffled at the lunch of which the proceeds will go to the Children's Hospital Trust.

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 Stellenbosch, Helshoogte, Agter Paarl, Riebeek West. 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 the venue by 1230. Should you wish to discuss any aspect of the event please contact me, John Parker 079 506 9450 or Dennis Cook 083 243 4881.

I look forward to seeing you at this unique and enjoyable event on the classic calendar and thank you in advance for your support. Kind Regard

### 28<sup>th</sup> March Noggin - Westcliffe School car show

Instead of the usual noggin, the club will support the Westcliffe school Heritage and car show in Bellville. This is a vocational school for those who are unable to follow the conventional academic school route. The show will raise funds for a food program at the school. They have a large number

Early booking is essential to avoid disappointment.

EFT soonest to the club

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of learners from poor homes whose only access to meals is that provided at the school. There will be a display of classic cars, tractors, various events, food stalls and attractions. Meet at the MMC club house at 08:15 am for departure by 08:30. Call Dannie 0828248551 for more info.

#### Events supported

#### George Old Car Show 14-15 February

### By Dennis Cook

The George old car show is one of the largest and most successful in South Africa having now been run for 17 years. A small Cape Town contingent met up in George with Triumph owners from Gauteng (TR3, 3A and 7) from Port Elizabeth and, of course, the Garden route clubs, and we shared a stand with the Jeffrey's Bay classic car club.

We had been fortunate in obtaining an invitation to

view the private collection of Rudolf Greyvenstein in Wilderness on the Friday before the show. Rudolf is the son of the famous collector, the late Waldie Greyvenstein, and he had managed to keep 20 of the most beautifully kept vintage and classic cars that one is ever likely to see- from a Hispano Suiza to a TR3A! The garden route is certainly becoming the mecca for the classic car movement.

The 2015 show was probably one of the best and best organised that I have attended. There was a spectacular collection of cars ranging from veterans and every decade up to the 1970s. I cannot tell how many cars were on display, but what I can tell you is that I did not get enough time to walk around and see them all. The beauty of the George show is that each time one sees cars that have not been on display before. There really is something for everybody at the show including vintage tractors and agricultural machinery. The scale



model cars on exhibition and sale filled three classrooms of the school and was well patronised throughout the day. There was ample variety of food stalls as well as a beer tent packed to capacity.

The Davdon Triumph TR3 based special which is nearing the end of an extensive renovation was unveiled by its owner, Johan Marais just after mid-day. The story of this unique car has been well chronicled elsewhere but I must say that it looked better in the metal than it had in the pictures that have been published. If you are planning to join the regional gathering that will be held commensurate with the Kynsna motor show in May this year, you will undoubtedly get an opportunity to see it completed.

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#### Trip to Betty's Bay and Hermanus

by Jamie Hart

A fairly disparate group of vehicles met us at the penguin colony at Stoney Point. There were 2 Triumphs, John's TR6 and Daan's TR3 plus Ashley in his TVR and several plastics due to a variety of reasons. Tom Dougan pitched up on his 750cc Norton

so that he could get mileage on his engine and the cylinder heads properly re torqued before his vintage cycle trip later in the week.

Tom and Anne had suggested to try the community restaurant, By the Edge, which is very near to the African penguin colony at Stoney Point. Notwithstanding Eskom's best efforts, they produced lovely filter coffee and rusks for all assembled which was very reasonably priced and hit the right



spot for those who had travelled from the peninsular. Those that hadn't seen the colony then went onto the boardwalk to the point which enables you to see these lovely birds, plus some other interesting ones, at close range. This is one colony that is growing in numbers, the overall population has plummeted in recent years due to a number of factors, primarily the loss of food due to over fishing and the increase in numbers of seals that compete with the penguins for the same fish.

Everyone then set off for Hermanus, John had a problem with the fuse for his fuel pump, but was able to sort it out very quickly and the convoy got underway. Although the scenery is probably not as

spectacular as Clarens Drive which they had just traversed, it is a lovely drive via the Kogelberg biosphere, Kleinmond and the Rooisand nature reserve to the outskirts of Hermanus and the weather was really wonderful. Here we turned up the Hemel en Aarde road for a few km before arriving at our destination, the Plaaskombuis. Here we were joined by

arriving at our destination, the Plaaskombuis. Here we were Richard Graham with his friend Wina. We all sat at a long table outside under sun umbrellas and those that could admire the lovely view and the surroundings. Drinks arrived pretty quickly but the kitchen was a bit caught out by Eskom and it was a while before the food arrived. When it did come it was really tasty and the total bill very reasonable. Those that wanted, supported the local farm stall and nursery before setting off for the return trip to Cape Town. A very big thank you to Tom and Anne's for their suggestions and to John Parker for acting as guide to Stoney Point.

Out and About

The Story of "RICKY" By Margaret Young

#### Margaret Toong

Red and white Herald "Ricky" and I first set eyes on each other on 30th July 1960 and it was a case of love at first sight when I became the proud owner of a brand new Triumph Herald worth 685 pounds for only a few shillings, the price of a tin of coffee! A beverage company (which no longer exists), was giving away 3 Heralds plus a stove or fridge or 130 pounds (strange prize, you think the car would have been sufficient!). I always enter any competition that comes my way and it was only a matter of

a minute's work to tear the label off the tin, fill in a few questions, and post it off and forget all about it.

A few weeks went by and I came home from work one wet, windy Cape winter's day dripping wet. I had not even shed my coat when there was a ring at my front door (no security in those days!). I opened it to see a tiny little man with a broad Scots accent, freckles, readish hair and a big grin standing there ..... He ascertained my name and then broke the news to me that I had won a car. I had completely forgotten about the form I had filled in and flippantly said, "Gosh, hope it is a Mercedes or a Jaguar". He humbly said that he was afraid it was only a Herald! Anyway, he came inside and we discussed all the things I would have to do before I took over this car. First of all I had to dress myself up and go for a photographic session for the photos to appear in the newspapers. Then I would have to appear at the Colosseum Cinema (older members will remember this very popular place) to receive the keys of the car. I also had to choose the colour of my car and whether I wanted a sedan or a coupé. Well, the last thing was easy - I did not like the pale rather wishy-washy colours of the yellow and blue Heralds and I felt I was a bit young for black, so red it was. I also chose a sedan for practical purposes so that I could take my parents and friends in the car, but in retrospect I wish I had chosen a coupé.

The photo session was quite fun. I dressed myself up in a very smart grey costume, washed my hair and off I went to somewhere in the region of Buitenkant Street. We were in a big yard with a large white wall for back-ground, and they brought up a black and white Herald to be photographed. Two were taken - one of me in the car waving out the window, and the other stepping out of the car.

I got very nervous as the Big Night approached. There was a very funny British comedy film showing so the extremely large cinema was packed, and in the front rows were all my beloved work-mates from Union-Castle all catcalling and cheering as only work-mates can do! I should also mention that on the form one had to put down where one bought one's coffee, and I had casually put the O.K., thereby mortally offending my Greek shop up the road which was always called "Peter and Nic's" - for the life of me I could not remember its proper name which was something long and complicated and which no-one ever used! Well, interval came and then the little Scotsman and I were hauled up onto the vast stage to be joined by the Manager of the cinema and also a representative from the O.K. I was all dolled up in a very glam tight black strapless frock and in very high heeled shoes (which was the fashion in 1960), and need I say it - all these 3 dam men were little shortasses and I was taller than all three of them which didn't do much for my ego! A dear friend of mine who was a Captain on one of our ships had written a short but terribly witty speech for me to play on the word "triumph", but when this awful spotlight turned on me, and one of the little men spoke before me and almost took the words out of my mouth, my mind went a complete blank and I mumbled something about it "being a wonderful surprise" and completely forgot my witty speech! Anyway, I eventually got the keys and the little Scotsman and I stumbled to our seats and I don't remember a single thing about the film. He was more nervous than I was as I have done quite a lot of acting so am used to stages, so we went after the show to the Carlton Hotel and tanked up on several double-gins!

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# <u>Club News</u>

### Annual Awards

At the recent annual awards ceremony on 31<sup>st</sup> January apart from the presentation of medals and certificates to all of the concours winners, Roger Robeck was awarded Honary Life Member. Roger has been an active member of the Triumph club for many years, a past Chairman, member of the committee, sponsor of the BSCC and has also been a generous benefactor of many of the clubs events. Congratulations Roger.





Contact details:-EXCLUSIVE COACHWORKS. The owner JOHAN van ECK can be contacted on - 021 557 0542 or 082 437 4012. The business is located at 1 Monza Park, Monza Road, Killarney Gardens. Page 13 of 14

### <u>Club sponsorship</u>



We have secured our first sponsor for the club, namely Rex Differential and Gearbox, RDG. RDG are a National company, and the Cape Town branch is based at Airport Industrial. I had some work done to my TR5 gearbox and their service was excellent. After the initial work was done I still had a problem with the gearbox, a noise and an oil leak. Without question they took the car back and found that it was the clutch thrust bearing which was causing the noise and fixed both problems without any extra charge. The workshop is tidy and organized, and the staff always available to discuss any technical issue you may have.

# <u>Sales/Wanted</u>

### For Sale

\*\* Peter Flowers of Classically British has the following new engine rebuild parts for a Triumph Spitfire; these were ordered for a customer who has since cancelled the purchase. He is offering them at a discounted price of R5000

Piston set +20 Main bearing set +20 Big ends +10 Gasket set with oil seals Oil pump Water pump Cam bush set Timing chain Cam sprocket Tensioner Contact details 0219754475 or 0786390151



# TSCC Cape Town Centre Committee

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DIRECT DEPOSITS to the following account: TSCC of SA Standard Bank, Pinelands Bank Code 036309 Account 078226929 CHEQUES should be mailed to the above address.

