



Editor: Jamie Hart

Phone: 084-220-0082

Email: jamie.hart@kingsley.co.za

Chairman's Chat

Hi to everyone

June has come and gone and soon we will have some awesome top down weather. I sure am looking forward to that! (As I look at the pouring Cape rain I am not too sure about that Ed!!)

We have had a great letter from our Eastern Province chapter and they seem to really put a lot of effort into their club and all and sundry seem to help in making their club fantastic. Maybe we as members here in Cape Town can also try to make a difference to our Triumph legacy and make a real change to bring the club forward. All ideas will be noted and discussed at our committee meetings so please send us your ideas and recommendations. The more input from all our members the better for YOUR club. Remember this is after all your club!!

The committee are desperately looking for a secretary and an events co-ordinator for your club as we cannot function effectively without these two positions. Would you please come forward and help your club, it's neither rocket science nor time consuming.

We just had an extremely interesting noggin with the guys from GUD filters being really being very informative and accommodating. We have managed to convince them to take club members through their factory to see how filters are manufactured and Kevin and Mario have asked us to let them know how many would be interested to see the factory. Thank you so much you guys we will let them know soonest. Peter Inskip will handle all the arrangements for this exciting day (looks like Friday 18th July is the date Ed)

We have worked out a programme for the next few months. We sometimes have to change it due to unforeseen circumstances but do not fret if there is a change as we are sure you will really enjoy the alternative, whatever that might be.

Once again I appeal to our members to help in finding a secretary and an events co-ordinator for the club.

Thanks one and all for all your help in the club,

Regards Frank

Editor's desk

As I sit to do the newsletter the rain pours down and I seriously wonder whether we will ever see the sun again! This is the time to get all those restoration or maintenance jobs sorted out so that eventually when the nuclear reactor called the sun eventually makes an appearance we can leap into our cars and enjoy them on the wonderful Cape roads.

TRIUMPH SPORTS CAR CLUB NEWSLETTER

On a personal level this has meant adding a couple of garages and a workshop to the family home. I had my TR4 stored at a friend's house and a couple of comments regarding the amount of oil on his garage floor made me realise that a gearbox repair was very imminent! Even though I seemed to spend lots of time trying to get everything right first time it's amazing how many small jobs seem to need sorting out and adjustments made.

On the newsletter front I thought this was going to be a very short letter this month but thanks to a couple of really good articles in the treasure chest it should be about normal length. My thanks to all the authors for their material and sorry to some it took a while to publish, hope you will keep sending in the future!

To back up Frank's plea for new people on the committee, because of the retirement of several key players from past years the current committee is having a struggle in several areas and these are particularly in communication with members. The membership is the lifeblood of any club and we seem to be struggling in several areas. To get this right is critical especially with the upcoming 2016 nationals to be organised in the Cape area which will take a lot of work, particularly if somewhere such as Oudtshoorn is chosen because of the travelling involved

Please give your participation a lot of thought because the club really does need you!!

[Upcoming events](#)

[Sunday 13th July Christmas in July organised by Dennis Cook](#)

Dennis is trying to organize this popular event at the restaurant in Philadelphia where we have been previously. At the time of writing it looks as if this will be a popular venue but we will confirm time and meeting place by SMS once it has been finalized.

[Visit to GUD filters, Friday 18th July](#)

This visit to the GUD factory has been organized by Peter Inskip following the very successful talk given at the last noggin. It has to be a weekday so that we can see the factory in operation. The factory is in Epping Industrial 2 so there will be a SMS with directions and time shortly.

[Noggin at the clubhouse Saturday 26th July 10.30 am](#)

The noggin will be a talk by the team from Specialised Mouldings on the many products they make suitable for the automotive industry and especially items such as suspension bushes for the classic car movement or refurbished steering components.

There will be bacon rolls and coffee available before the meeting starts to take care of the inner man...

[Report Backs](#)

[Talk by GUD filters at the noggin, 28th June by Peter Inskip](#)

The Presentation was very interesting in the difference between the quality of the materials used and the performance in terms of longer life between GUD and Fram Filters and the cheaper quality and performance of other aftermarket alternatives in air filters, oil filters and fuel filters. The damage and loss in performance of fuel consumption and damage to the motors by poorer filter standards in cheaper filters, can ultimately cause serious damage to our motors.

Both Fram and the GUD filters supply most Motor Manufactures worldwide, who in turn sell their products and genuine or original parts boxed in the Individual Company's own wrapping.

TRIUMPH SPORTS CAR CLUB NEWSLETTER

GUD and Fram are actually the same Company, and offer better quality control and Laboratory facilities than any other Company in the World. Fram and GUD offer Guarantees on all their products far superior to any opposition. Fram and GUD filters are SABS approved as well as worldwide other International Standard Approval Bodies in Countries where their products are sold.

As a follow up of their presentation, GUD has invited us as a Group to visit their factory in Epping – I have booked provisionally for Friday morning 18th July 2014 and will send an SMS confirming time and address.

This visit has to be on a working day to see the factory in production and Friday is the best day for them to allow us to see hands on, how filters are made.

[Do you drive a bargain? by Barrie Downes](#)

As I was the instigator for the very well explained article last month from Dennis on the subject of classic car values, I thought I would explain how this came about or rather share my concern for the impact of the subject.

We were returning from a few days break with friends in Cape St Francis and on our way home when I decided to call and see Ron Hollis, an ex-SAB colleague at Bodge Engineering, as well as Norman Frost. Norman has been onto me about him selling my TR3 and he has photos of the car which he is keen to distribute. When I walked into Norman's office he introduced me to a gentleman from the UK. They were arranging for 2 containers to collect the 6 classic cars which he had just bought from Norman, one of them being a fully restored TR4A which he'd paid over R220000 for. After further discussions with Norman he took me to his showroom and showed me the other 5 cars which were going to International buyers.

I got into conversation with the UK buyer, who said he was a collector but had sold a few cars bought from Norman on previous trips, to offset some costs. I showed him pictures of my TR3 his reaction was very complimentary. I asked him his opinion of the car value in GBP and he replied more than GBP20000. (difficult to value from a photograph) I then asked him the cost for him to export and put a car on the road in the UK, he said total +-R50000. I reflected, therefore, that in rounded numbers at the exchange rate of 18:1 my car should sell for +- R300000 in SA for him to export and break even, and still possibly make a profit.

Unfortunately, reality is that here in SA, until recently that is, a fair value relative to the exchange rate for a genuine car has not been realized. BUT is the time about to change?

Norman was very keen to take ownership of my car and in fact any car from me to sell, and when the UK buyer heard I had a TR5 he could not refrain from asking me how much I wanted for the car. Norman asked me if I was sensitive about any of my cars going overseas. He said he has lots of keen international buyers.

My real point for this article is not about what is the fair value for our classic cars, but more about the fact that we are losing cars to international buyers and the cars are leaving the country, and just now we will not be able to buy a classic in SA because they will have all gone overseas or to classic car museums. We are the only ones who can change this situation by asking for a fair value for our cars if we decide to sell.

[Miscellany of Motoring Triumphs by Geoff Coombes](#)

My first serious association with Triumph cars came in 1961, when a close friend of mine acquired a **Southern Cross Gloria**. It was the four cylinder version, powered by a Coventry Climax 1087cc unit. This had an interesting overhead inlet and side exhaust valve configuration, and was the same as the engine in the 1936 Morgan 4/4 that I owned at the time. It was a seriously cool looking car with full instrumentation and an external slab fuel tank, and like my Morgan, twin spare wheels. It also had a free wheel feature that permitted clutchless gear changes. Quite a party trick in those days!

We did a good few miles in the car, which was quite an entertaining and "sporty" ride then, although most journeys tended to end at various pubs in those glorious pre breathalyser days.

In those days, I was an articled Engineering Learner with the City Engineer and Surveyor for the City of Peterborough. A couple of Engineering Assistants in the same office also had Standard Triumph products – a **Mark one Vanguard**, and a **Mayflower**.

The work colleague (Tim) I bought the Morgan from replaced it with a **TR2** which we used regularly for trips to Snetterton Motor Racing Circuit in Norfolk, where we were both track marshals. A mutual friend raced an MGA Twin Cam in clubman's races, and gave Tim a couple of used Dunlop Racing tyres, which Tim fitted to the rear of his TR. A huge mistake, as the front tyres were Michelin X radials. This looked to



us pretty much the “real deal” but was a near lethal combination and the TR was impossible to control under this configuration. He soon realised the error of his ways, and reverted to “X’s” all round! The TR didn't have any weather gear, so on inclement weather trips to Snetterton we huddled down and as fast as possible made the trip from Peterborough to Tim's mother's place at Ely where we swapped cars for her **Herald Convertible** and continued on to the Circuit.

On one of our Snetterton trips, the circuit was being used for special stages for the 1964 (or maybe 1965!) RAC Rally and one of the cars present may be of interest to the Spitfire fraternity. It was a semi-works **Spitfire**, built up by Triumph Competitions, owned and rallied alongside the Works Team by SMART (Stirling Moss Automobile Racing Team), and driven by Stirling's then secretary Val Pirie.



Interesting rear camber I'm sure you'll agree! This combination also took part in the 1965 Monte Carlo Rally, but didn't finish. It was later sold to and raced by Pete Cox a works mechanic, who may be the Cox in former spares company Cox & Buckles – subsequently swallowed up by the formation of Moss Europe.

Other early “links” to the Triumph brand were a 200cc **Tiger Cub** that I used as my daily transport to school in the late Fifties, and my best man's 1973 **Triumph 2000 Mk2 Michelotti** that fulfilled the role of my wedding car in 1974.

My association with the Marque was resurrected in 2008, when my son purchased Willem Cool's 1963 **TR4**. The car was fire damaged and had suffered severe damage to the front nearside chassis and suspension, allegedly after contact at speed with a large rock! Having previously restored a 1957 MGA and a 1958 Frogeye Sprite, this didn't seem too much of a challenge, and I set about restoration, eventually returning it to the road in August 2010.



I didn't actually own a Triumph until 2007, when I purchased a basket case project **TR3** from Hout Bay restorer Tom Maben. Tom had decided the project was too much of a challenge even for him, despite him having restored several previously. The body tub was in two halves, with no sills or floor panels installed, although new ones were supplied as part of the deal.



My experience with previous restorations whilst in full-time employment (MGA 8 years and Frogeye 6 years) indicated that on the balance of probability this particular project would be impossible to complete within a reasonable construction period.

As I was in full time employment, finance was not a terminal restraint, so I decided to outsource the restoration of the body work to a Nasser Essop, trading as Auto Panel Craft in Paarden Eiland. Essop had done much work for Tom who recommended him to me.

Essop estimated that the work would take three months, and a deal was struck on 25th May 2009, whereby an 50% "up-front" payment was made. In April 2011, on the advice of Tom Maben, I visited Essop's premises and re-possessed the project on which virtually nil progress had been made.

July 2009

Late 2010



What had Essop done for the up-front payment? That's another story.....To be continued.

Noggins and Runs for 2014

July 13th	Club run	Christmas in July	Dennis Cook
July 18th	Visit to GUD filters		Peter Inskip
July 26 th	Noggin at Clubhouse	Specialised Mouldings	Frank Dreher
August 10th	Club run	Brunch at Rhodes Memorial	Dennis Cook
August 22nd	Club run	Langebaan Festival	Peter Lindenberg
August 30th	Noggin	Metallica Chrome Plating	Frank Dreher
September 27th	Club evening	Eisbein evening	Frank Dreher
October 17-9th	Club run	Ceres Fruit festival	
October 25th	Noggin at clubhouse	Guest speaker	Frank Dreher
November 9th	Club run	Plaas kombuis Hermanus	Jamie Hart
November 15th	Clubhouse	Concours and AGM	Frank Dreher
November 25th	Clubhouse	Year end function	

Committee and portfolio holders for 2014

Chair	Frank Dreher	083 261 5508	frankmot@zsd.co.za
Treasurer/Secretary	John Parker	079 506 9450	parkerjohn@eject.co.za
Committee member	Eddie Hughes	082 555 0256	eddiehughes@telkomsa.net
Committee member	Peter Inskip	082 651 9581	peterinskip@iburst.co.za
Committee member	Ronan Sanderson	082 443 3704	ronan.sanderson@gsb.uct.ac.za
Committee member	Danie Barkhuisen	082 824 8551	db1@remgro.com
Committee Member	Jamie Hart	084 220 0082	jamie.hart @kingsley.co.za

PORTFOLIOS

Editor	Jamie Hart	084 220 0082	jamie.hart@kingsley.co.za
MMC representative	Ronan Sanderson	082 443 3704	ronan.sanderson@gsb.uct.ac.za
Webmaster	Vacant		
Regalia	Eddie Hughes	082 555 0256	eddiehughes@telkomsa.net
Clubhouse Manager	Vacant		
Club Registrar	Jamie Hart	084 220 0082	jamie.hart@kingsley.co.za
Spares Manager	Peter Inskip	082 651 9581	peterinskip@iburst.co.za

Regalia matters from Eddie Hughes

We had our first Noggin at the Clubhouse on Saturday for 2 months which gave me the opportunity to display the regalia that we have in stock. Interest was shown in the Regalia, particularly by the new members and sales were made.

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Please visit our suppliers web site www.lazya.co.za to see the range of clothing available. If there is an item you are interested in just give me the Reference number, colour and size. I will get you a price and then order it for you. Orders placed at Noggins are usually ready for the next one.

Technical tips

One of the frequent problems that many of us have is that due to age or contaminated fuel, the amount of debris coming from the tank causes filters and carburettors to block and cause bad running. Looking through the Crankhandle journal there was an article by my namesake, Ollie Hart, to clean petrol tanks so that good metal is left and the process is very eco friendly!

The process is called electrolysis and uses bicarbonate of soda found in most households, this could be substituted by common salt if needed. What happens is that the old fuel is drained out and saved for later. The tank is then washed with water to remove any loose sediment and then the water is drained off ready for the process to begin, The first thing is to take a metal coat hanger, straighten it and then insert the hanger into the tank via the filler cap. The anode must be as long as possible to ensure maximum contact area with the solution but obviously must fit into the tank. The anode must then be electrically isolated from the tank by wrapping the anode in something like an old bicycle inner tube or similar and the anode must not touch the tank at any point otherwise there may be somewhat of a bang later!

The electrolyte is made up in the proportion of 20 litres of water to a cupful of bicarb and the tank filled to the brim and the hanger (anode) re inserted. The positive red terminal of a battery charger is then attached to the piece of hanger projecting from the filler cap and the negative (black) terminal to a suitable paint free area of the tank such as a flange. The current is then switched on and the reading noted, it will be seen that say after an hour the current will have dropped to almost zero so the anode must be removed and cleaned with a brush and the process re started, There will be a slightly higher current reading the second time but this will drop again after about an hour.

The process can be repeated with cleaning the anode for up to 5 or 6 times then the electrolyte can be drained and fresh electrolyte added. It will be noted that the old electrolyte may almost be black and full of particles that can be filtered off and discarded. It will be noticed that the current reading on the new electrolyte will be very much higher again and as the process is continued will continue to rise. At the end of about the 6th cycle the electrolyte can be discarded and the inside of the tank will take on a shiny look as all the rust has been removed in the electrolyte and discarded.

The tank can then be dried using something such as methylated spirits or similar which will absorb the water and evaporate leaving a shiny clean tank that can be re fitted to the vehicle ready for use. The old petrol can be re used by straining it through a coffee filter until it is clear and then put back into the tank ready for the off!

The advantage of this method is that it requires very little in the way of expensive equipment and is very eco friendly compared to many of the coating processes currently in use.

Heard around Town

Dennis Cook has bought Geoff Davis' red TR4A and plans to do a full restoration on the car. It used to be seen a lot at club events and it will be great to see it in action again, hopefully it won't be too long!

Barry Downes TR5 restoration is going at full steam and he hopes it will be back on the road in the spring.

Gerhard Vorster is back from the nationals and although he has been having some problems with one of his contractors, the car is progressing well and hopefully his fleet will be back on the road soon.

Triads

Triumph Spitfire MK 3

TRIUMPH SPITFIRE Mk 111, YEAR 1970. COLOUR RED. ALL ROUND GOOD CONDITION. FITTED METAL HARD TOP, AND NEW UNUSED SOFT TOP. TYRES AS NEW. CARBS BEEN REDONE. SAVVA DATED. ADDITIONAL ENGINE AND GEARBOX. PRICE R50k OR VERY NEAR OFFER...PHONE 082 5382839 or EVENINGS 021 7821364
REGARDS •• ALBERT MASSYN
MY RECENT PURCHASE OF A MAZDA MX 5 HAS RENDERED THE SPITTY SUPERFULOUS!!!

Triumph TR4A



We are currently looking to sell a Triumph TR4 A and were wondering if we would be able to advertise through your club. It is in excellent condition and if there is interest please let me know via e-mail and we would send more information as well as more photographs of the engine and interior.

We are also in possession of many spare car parts for the Triumph, some not even opened from Moss Brothers.

Lorraine Dixon franky@web.co.za

TR3 to 6 Steering and brake parts

Heinz Koncki is looking for suspension and brake parts from aTR3 up to 6 for one of his rebuilds so if you have any parts available please give him a ring on 0796250240

TRIUMPH CLUB POSTAL ADDRESS. PO Box 12197, N1 City, 7463

WEBSITE www.capetriumph.za.org