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NEWSLETTER – June 2013

Chairman's Chat

Winter is upon us again and all indications are that it is going to be a long and wet one in our part of the country. What I enjoy about the winters here is that we have enough wood to keep the fires going and what's better than you and your partner get the fire going and spend some time just relaxing in front of it. Listening to your favourite music, reading a book, catching up on those movies that you never had time to watch yet, with a bottle of good red wine to keep the spirit up so to speak??

It is also a time to do the little things on your Triumph, you know the things that you always wanted to do but never got to... To start preparing your car for the annual concours that is scheduled for November. You don't have to do a lot to get additional marks in the concours and improve your car at the same time. It is the small things that can make a difference.

The committee have arranged a bumper packed program for the second half of the year, starting off with a day tour to Robertson, Christmas in July, etc. and ending up with the annual concours and Annual General Meeting (AGM) at the end of November. Please do support our events as a lot of work goes into arranging events for you. Also inform us if you have an idea for something to do or somewhere to go for consideration for a future run.

The AGM is also a time where committee members will be elected for the next year's portfolios and we have a number of positions already confirmed please do consider assisting us with the running of the club.

Next year is the national gathering hosted by Kwazulu Natal and is being hosted near Port Edward. Please consider joining us for this great event, you will not regret it. The information is published in the June SABRINA, please book early to avoid disappointment and start planning for it now already.

It has also already been ten years since we hosted the national gathering in Hermanus in 2006. What this means is that it will be our turn to host the event in 2016 and we have to start thinking about it now already, so please do and send us your suggestions and thoughts on it.

That's my chat for now and may I thank you all for the part you play in keeping the club being successful and in positive spirit.

Triumphant Regards, Gerhard

Editor's desk

Sitting here doing the newsletter on a wet morning after having a wonderful drive yesterday in my TR4 reminds me of just how grateful we should be for being where we are and driving arguably some of the best British sports cars built in recent times. I took my car to get some more mileage in its running in phase to our car lunch club and found that it really turns heads from people who are not really petrol

heads like ourselves. There seems to be a genuine interest in classic cars and it is great to answer questions about what it is and where it has come from. What really made my day was there was one of the “new” MGs parked nearby and several people commented on how the Triumph was a “proper” car!

Without wanting to get into too much of a controversy, I really wish that the gentlemen who own the Triumph name, BMW in Germany, would do something with it and somehow resurrect it as they have done with the Mini brand. Who knows, I might have to totally surprise my friend Tim Crawley and abandon my 4 ring chariot and change to a BM trouble you derivative!

Tom Dougan has often spoken about “brand Triumph”, let us use the winter period to really do all those little jobs on our cars so that when spring returns we can really show what fantastic cars we have!

Letters to the Editor

I had to chuckle at Geoff’s letter of frustration in the last newsletter where he complained about our beloved roadsters being named after the least most appealing feature- the sidescreens. Geoff argues that since all other TR’s are named for the body stylist, we should call the TR2-3A cars Belgrove TR’s.

This argument is not a strong one as the TR 7/8 owners don’t generally call their cars after stylist Harris Mann- preferring instead the appellation of “Wedge” for the cars’ unusual shape. Although history records many who contributed to the success of the TR2 and subsequent TR’s , we would not have had this magnificent range of sports cars without the drive of Standard Triumph managing director Sir John Black, who had bought the Triumph Motor Company, Ltd in late 1944. Black had been determined to produce a sports car to cash in on the export success to post war USA of the anachronistic and perambulatory MG T series. His company was already supplying engines to Morgan and others and he determined to fill the gap in the market between the Jaguar XK 120 and T series MG with an affordable 100 mph sports car; an objective that he achieved in a short space of time.

Let us honour the achievement by renaming our TR2-3 series cars the **Black TR’s**. This will not only bestow the recognition where it belongs, but will undoubtedly be well received in South Africa. Who knows but it may enable our Club to be the first to obtain a BEE certificate without the onerous requirement of having certain numbers of previously disadvantaged members. **Viva Black TR’s; Viva.**

Cheers
Dennis

Upcoming events

Outing to Birds Paradise Bird Farm – Robertson on 9th June

We plan to meet at the N1 Winelands Engen Garage at 9am to depart 9.30am. We will go over Du Toits Kloof Pass to Worcester and then on to Robertson. We will be welcomed with coffee/tea/cool drink. The owner will then take us on a tour of the farm.

A lunch of your choice can be ordered from the menu at very reasonable prices. The total cost should work out to be less than R120 each.

Please contact Eddie on 082 555 0256 or 021 782 3792 by Wed.5th June to confirm.

Noggin at the clubhouse 29th June at 10.30

The talk this month will be by Freddie Stafford on the subject of oils. As some of you may remember from last year, Freddie started to give us a really good talk but had to leave in a hurry due to problems with one of his major customers. Hopefully the same problem will not re occur but Freddie really knows his subject and I am sure it will be a very interesting one, particularly as many of the grades specified for our cars are obsolete so this will be an ideal opportunity to see what should be used.

The sale of those wonderful bacon rolls, worth coming over the mountain for, will start from 10 o'clock!

Christmas in July Luncheon- 14 July 2013

Christmas in the Northern hemisphere falls in the cold European winter season when comfort foods can be enjoyed at their best. Our July outing will be in the middle of our winter and in the spirit of enjoyment of Christmas.

An enjoyable drive through the countryside is planned which will end at 12:00 in the quaint and historic village of Philadelphia, about 30 km from Malmesbury. The little village of Philadelphia will be 150 years old in 2013; this historic town originated when farmers grew tired of trekking to Durbanville and Cape Town to go to church. The NG Kerk dominates the town and was founded in 1863.

Our Luncheon will be enjoyed at the Malle Meul Restaurant, where the Sunday buffet is available from 12h00 till 15h00. Tables are laden with scrumptious traditional South African food such as vetkoek and kaaings/ Curried Tripe and Chicken Pie, with up to 7 roast meats to choose from, a selection of vegetables and sweet/ roast potatoes/ dumplings followed by deserts that include malva pudding. There is also an array of fresh salads and vegetables to choose from.

The cost will be R160 per person for all that you can eat and includes homebaked bread, salads, main meal and dessert.

Apart from being a picture postcard yesteryear village, unknown to many, there are antique and craft shops to browse as well as the Magic Minerals shop that will keep the ladies entranced for hours. Do bring your cameras.

Meeting point will be at the N2 Engen at 10:00 am

If inclement weather, come in your plastic and meet at Engen 1 stop on N7 at 11:00

Cape Classic car show 3rd November

This event is a very long way off but the organisers, our own Multi Motor club need volunteers for marshaling and other duties at this year's show. The proceeds of this show are put back in the club and contribute to the low running costs or upgrades to our facilities so please make sure you remember this is our own show. Volunteers to Ronan please who is our MMC representative.

Report Backs

Monthly Run 19 May to Franschoek by Dennis Cook



Whatever the reason that you own and cherish that beautiful Triumph Sports car; because you enjoy open top motoring in some of the most beautiful scenery in the world; because you relish the driving pleasure of twisty country roads that stretch your car's ability; because you love sharing your passion with others of a like mind; or just enjoy an outing to one of the many interesting country restaurants that abound in our area; Sunday 19 May was a day for ticking all of these boxes. John Parker organised the monthly Sunday run from the N2 meeting spot via Stellenbosch and Helshoogte pass to the ever popular Franschoek valley culmination in lunch at an Italian restaurant; Allora. It was a perfect still and

warm day for enjoyable top down motoring. The organiser could not help wondering why so few members passed up on such a perfect motoring opportunity.

John's persistence in rounding up attendees resulted in the elusive John Markland showing up in his TR6 for the run, although not the lunch, and we hope to see more of him in the future. With my not being able to drive yet and still hobbling on crutches, Jo and I had to come directly to the restaurant, kindly driven there by Hinke, who is nursing me back to good health. It was great to have support of some of our regulars on the run, and nice to be joined by Steve and Shirley Woodward in their TR6 and to have Danie and Linda in the TR3 traveling top down after Linda's recovery from a recent shoulder operation. We enjoyed a truly splendid Sunday lunch with a group of Triumph friends- 11 in all- and had a really enjoyable time. Tables were set under the shade of an ancient Plane tree in the yard of the restaurant in order to make the most of the bright and sunny autumn day. John had arranged a Sunday



3 course set menu which was top quality but very affordable. Rich Tomato and Basil soup got the taste buds going to make the most of the a choice between an Osso Bucco type stew or delicious Paprika chicken roasted to perfection in the Pizza oven. Farm sized helpings of Apple crumble with ice cream rounded off an ample meal. All agreed that it was the best value for money that we have seen in our many outings together. The extensive a 'la carte menu offered a wide range of Italian specialities and pizzas, and I plan to return to explore the antipasto choices. Allora is popular and was busy; filled to capacity; but the service was both friendly and efficient throughout.



There are many choices of dining out in Franschhoek, but this one is definitely worth a visit even if you come on your own. Thanks John for a great day out.

[Noggin on 25th May](#)



This was a bit of a non event as our speaker failed to turn up. We had a really good natter about lots of things club wise and had a good briefing on Killarney from the new chairman of the fine car racing section, one Mike Napoli. He explained there had been complaints due to noise which in the past they had ignored. He then explained where Killarney was coming from and how their interactions had been with the council and local residents. It would seem

certain there will be changes in how the circuit is operated and there have already been major attempts to reduce noise as well as a study by noise experts to see how the new environmental regulations could be best applied.



[Noggins and Runs for 2013](#)

2013		
9 th June	Sunday run	Birds Paradise, Robertson Eddie Hughes
29 th June	Saturday noggin 1030am	Presentation by Freddie Stafford on oils.
14 th July	Sunday run	Xmas in July-Dennis Cook
27 th July	Saturday noggin 10.30am	Presentation by Andre Bredenkamp on 4x4 Africa trip.
31 st August	Saturday noggin 1030am	TR4 rebuild- Jamie Hart
21 st September	Saturday	Whales 'n Wheels Show, Hermanus.
28 September	Saturday	Visit to Peter Lindenberg's collection.
13 th October	Sunday run	Visit motor collection at Paarl- Dennis Cook
26 th October	Saturday noggin	Presentation by Dale Jacobs (TBC)
3 rd November	Sunday	Cape Classic Show
30 th November	Saturday	AGM and Concours Day
7 th December	Saturday/Sunday	Wings and Wheels Show, Ysterplaat.

National Gathering 2014 27th April to 1st May, 2014.

[Regalia matters from Eddie Hughes](#)

The new golf shirts were on sale at the May Noggin and proved quite popular. For those of you who ordered shirts please come to the June Noggin and collect them as I have to sell them on a 'first come first served' basis.

For the June Noggin I also hope to have one sample of a Body Warmer, Oxford Shirt, Jersey, Sleeveless Jersey, Micro Fleece Jacket and a Melbourne Jacket.

Nationals fund Raffle

The first Raffle took place at the May Noggin - proceeds to the Nationals Fund. R270 was raised. Thanks to those who donated prizes and to Frank and Ronan for selling tickets etc.

PLEASE help to make the Raffle an ongoing success at each Noggin by donating anything which would be suitable as a prize.

Technical Mutters

Roger Robeck sent me this interesting article on how to fill up your car with fuel. In this day of horrendous fuel prices and likely to become worse, every little bit helps!

TIPS ON FILLING YOUR CAR(S) (Good information)

Petrol is becoming more and more expensive!

My line of work has been in petroleum for about 31 years now, so here are some tricks to get more of your money's worth for every litre. Here at the Marian Hill Pipeline where I work in Durban we deliver about 4 million litres in a 24-hour period through the pipeline. One day is diesel the next day is jet fuel, and petrol, LRP and Unleaded. We have 34-storage tanks here with a total capacity of 16,800,000 litres.

Only buy or fill up your car or bakkie in the **early morning** when the ground temperature is still cold. Remember that all service stations have their storage tanks buried below ground.. The colder the ground the more dense the fuel, when it gets warmer petrol expands, so buying in the afternoon or in the evening your litre is not exactly a litre. In the petroleum business, the specific gravity and the temperature of the petrol, diesel and jet fuel, ethanol and other petroleum products plays an important role.

A one degree rise in temperature is a big deal for this business. But the service stations do not have temperature compensation at the pumps.

When you're filling up do not squeeze the trigger of the nozzle to a fast mode. If you look you will see that the trigger has three (3) stages: low, middle, and high. **In slow mode** you should be pumping on low speed, thereby minimizing the vapours that are created while you are pumping. All hoses at the pump have a vapour return. If you are pumping on the fast rate, some of the liquid that goes to your tank becomes vapour. Those vapours are being sucked up and back into the underground storage tank so you're getting less worth for your money.

One of the most important tips is to fill up when your tank is **HALF FULL**.

The reason for this is because the more fuel you have in your tank the less air is occupying its empty space. Petrol evaporates faster than you can imagine. Petroleum storage tanks have an internal floating roof. This roof serves as zero clearance between the petrol and the atmosphere, so it minimizes the evaporation. Unlike service stations, here where I work every truck that we load is temperature compensated so that every litre is actually the exact amount.

Another reminder, if there is a fuel truck pumping into the storage tanks when you stop to buy, **DO NOT** fill up - most likely the petrol/diesel is being stirred up as the fuel is being delivered and you might pick up some of the dirt that normally settles on the bottom. Hope this will help you get the most value for your money.

Do share these tips with others!

SAVVA Technical Tip 72 – Replacing Brake Fluid

An article in the Sunbeam Club's newsletter reminded me of the necessity of replacing brake fluid on a regular basis or at least every two years – something most of us shy away from because it's a messy job. We must keep in mind that most of our older cars have single brake systems and not the dual ones of today. If anything goes wrong with the single braking system then one is in the proverbial pool! It's therefore imperative that we keep these systems in 100% order

The experts say that brake fluid boils at 290c but when contaminated with water it will boil at 150c making braking ineffective.

To quote the Sunbeam Club article: "We must keep in mind that brake fluid is hygroscopic and absorbs water – the water turns to steam under heavy braking and who wants steam in the braking system". We must also keep in mind that some of our older cars weigh a ton or two and capable of fairly high speeds. To stop them we are relying on some bits of rubber and brake fluid.

Recently I was replacing the brake system on a typical English sports car and the brake fluid that came out was a delicate shade of brown and noticeably full of condensation. Unfortunately, when it came to dismantling the brake and clutch and wheel cylinders it was found they were badly corroded and passed their use by date simply because of the water ingress over the years. The cost of replacing these cylinders was mind blowing – never mind the work involved. All this would have been unnecessary if the brake fluid had been changed on a fairly regular basis at a cost of +/- R20.00 a bottle.

Considering the cost of a bottle of brake fluid - is it worth the risk? We could use the fact that it's a two man job replacing the fluid but that's an excuse and not true anymore. All the parts shops have "one man" brake/clutch bleeding bottles available for a few rand.

A technical question.

After John Parker's excellent article on his TR6 brake servo conversion, Ian Evans who is a past Chairman of the TR Register sent me this little problem for us to solve!

Thanks again for another interesting (and memory stirring) newsletter.

I was particularly interested in the letter from the member with braking problems on his TR6 - read on!

After the last disc pad change, about 2 months ago and after 43 years of owning my TR4A this is obviously something I've done many times before. To my surprise the pedal felt 'soft'. The brakes pulled up ok, but were lacking in 'feel'. They certainly felt different and lacking in 'bite'.

I have now done the following: fitted another set of better pads, new brake callipers, new brake discs, repeated bleeding of the complete system, checking of the vacuum servo (new one fitted 4 years ago) still ok. Also the master cylinder was replaced 3 years ago. Still the brakes are not what they have been for all of my ownership. Obviously I've canvassed opinions but so far nothing definitive has emerged. And all I did was change the pads!

So I'm 'bouncing it off you guys! Frankly I'm grinding my teeth in frustration, as (please note!) I use my TR all year round, come rain, snow or shine.

John, Ashley, Frank and Neil, any bright ideas?

Heard around Town

Congratulations go to Ashley Ellis for being awarded the overall index of performance at the Classic racing event at Killarney on 18 May in his jag XJ6

It was good to see Dennis becoming more mobile at the recent noggin, his support crew are doing a marvellous job, well done to Jo and Hincke!

It was also great to see Margaret making the effort to attend, let us also think of Nic Paxinos who definitely needs out thoughts.

Triads

Speedo angle drive

I import Jaguar spares from the UK. Amongst some parts I bought, I found a brand new angle drive – Leyland part no 120694 – which is suitable for quite a few Triumph cars.

Would anybody at your club be interested in it?

Regards Gerald jagman@vodamail.co.za

The Chairman's fleet for sale

Due to his upcoming house downsizing, Gerhard has the following cars for sale

TR7v8 Yellow for sale. Very good condition 3500cc V8, New soft top, with mags.

TR7 Aqua blue with a beige mohair softop, very good condition.

Spitfire 1500 Gunston colour with hardtop, softop and tonneau cover. Very good condition

Contact Gerhard on 082 776 1835 or 021 852 3350

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