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NEWSLETTER – March 2013

Chairman's Chat

It seems as we are in for a wet winter this year as we have had quite a bit of rain during the past month and it is out of the ordinary. The Western Cape area is very green for this time of the year and our area looks absolutely great. The water from a reservoir doesn't do the same for the gardens and there is only so much you can use monthly.

We are still very fortunate as we don't have the extreme weather patterns as in for example Europe and the United Kingdom. The owners of classic cars in these regions can't use their cars during winter and have to "mothball" their cars for winter. They have to take special pre-cautions with water, oil, fuel and tyres, etc. and try to keep the humidity out of the storage areas. We can use our cars all year round, even during the winter. We have had great outings during our winter months as the temperatures are also not extreme. I am requesting that you support our events as we are trying to get to all the areas when we arrange the outings. We have a number of great outings during the next couple of months and look forward to the weekend away in May. Please consider joining us for this event and have fun together with our fellow Triumph club members from Port Elizabeth and East London.

We also had a great talk at our last noggin by Andre Bredenkamp as he shared his mountaineering experiences with us and I would like to again thank Andre for an inspiring presentation. I have a renewed respect for Andre and people that participate in the "extreme sport" if you can call it that. Refer to the report back for more information.

I am very concerned about the escalation in the fuel costs and we have heard that the price will be increased with 23c per litre for taxes. That is on top of the monthly increases due to the fluctuation of the exchange rate and increases in the Brent oil. This is something that touches all of us and also the activities of the club. Please let's have your view on the effect of this and also if you have any ideas on how to address this, as we do not have all the answers.

Until next month, keep using your Triumph and support our outings and events and enjoy the long weekends and holidays during the month.

Triumphant Regards,
Gerhard

Editor's desk

Hope you will all enjoy your read this month, the most important event taking place is the 10th running of the British Sports car tour which will be going to the La Vierge restaurant in Hermanus. We really hope you will all support this event, we have placed a limit of 100 to ensure no overcrowding and we are well over half way already!

On a personal note, barring tsunamis or earthquakes, my TR4 will be making its first club appearance at the event. Eventually all the paperwork was collected and handed in to the Municipal licence department

and then sent off to the provincial department for registration. Hopefully by the time you read this newsletter it will have the right paperwork – at last!!! It has also been back to the trimmers to sort out some minor issues and the last time I saw it, this morning, was looking a very smart little car!

On a different basis, thanks to those who have sent in little snippets and help to improve the overall content of this letter. Love to get even more so I can do less writing to bore you all!

[Letters to the editor](#)

Dear Editor

Bi-Annual Cape Town Concours

The attitude of the Cape Town centre of the TSCC to concours is well known, although I had thought that recent management had brought about a change. Concours- the showing and judging of cars- is an integral activity of most motor clubs, enthusiastically supported by their members, and a prerequisite for entering a car in the TSCC concours at National Gatherings.

It is so that our 2012 planned annual concours had to be postponed due to rain, so the December newsletter informed us that *“the idea is that to give you all something to do over Christmas and on the day (at Timour Hall), we will be holding a “Tops” only concours”*. Once again the hopefuls cleaned their cars to compete but, on the day, no move was made to commence the process. None of the Committee members to whom I spoke had any idea why there was not to be a concours, nor indeed who was supposed to be responsible for organising it.

Does this mean that the CT centre will in future be holding only a bi-annual concourse prior to the National Gathering or are we in danger of shelving the competition altogether?

Kind Regards
Dennis

[Forthcoming Events – Please diarise!](#)

[Sunday 3rd March run organised by Neil Cameron](#)

Please note the date, a week earlier than usual to avoid the Argus Cycle Tour. Dennis and Neil have really excelled themselves on this one, a trip to see Dave Lyons collection of cars in Hout bay followed by a lunch at the Lookout Deck at the harbour. The meeting point is the old stone cottage opposite the main entrance to Kirstenbosch then off over Constantia Nek to Hout Bay. Departure time is 9.30 sharp but please let Dennis (083 243 4881) know in advance for catering purposes.

[Sunday March 24th British Sports Car Tour](#)

This year will be the 10th year that the tour has taken place and we have pulled out all the stops to make sure it will be a memorable one. The destination will be La Vierge restaurant in the Hemel – en - Aarde valley near Hermanus. The meeting point will be the N2 Engen at 9.30 for a 10 am departure. The route will be via Gordon's Bay and Clarens drive and then turning right just past the Arabella hotel to get to Hermanus. There are plenty of opportunities at places such as Rooiels and Kleinmond for a cup of coffee en route or just to enjoy the views! Just before the town we turn left to go up the valley past several well-known vineyards and the sort of road to appeal to our sporting natures! The restaurant is at the top of the hill that should give all aspiring hill climbers a good time as well!

Because we felt the previous financial arrangements left a bit to be desired, we have opened a new bank account and until the money is received into the account, no booking will be confirmed. We felt walking round a truck stop car park with over R10 000 in our tin box was becoming a health hazard!

Bookings will close on Sunday 17th March and will be limited to the first 100 bookings, we have had nearly 70 so far so don't delay!

The account to put your money in is Standard Bank Pinelands, TSCC Market link branch, code 036309 and account number 044945442, please put your name and BSCT so we can identify who has booked!

[Coastal gathering at Pine Lake Marina, 1st to 5th May](#)

We are arranging to meet our friends from Border and PE for a mini nationals gathering at Pine Lake Marina, Sedgfield from the 1st to 5th May. The last get together in Plett was a great success but the new venue is more affordable and we hope will encourage lots more people to attend. Part of the plan is that we will be going to the Knysna Classic car show on Saturday 4th, we are really hoping that this will give the Triumph brand great exposure in this wonderful part of the world. Gerhard has all the details so please give him a ring on 082 776 1835 or gerhard.vorster@telkomsa.net

[Report Backs](#)

[George Motor show](#)

On 8-10 February 2013 Denise and I attended the annual George Motor Car Show with the Cape Town Jaguar Club. The show was, as always, excellent. Many consider this show to be the best motor car show in all of Africa and I must agree. The show always has a variety of motor cars - vintage cars, classics, hot rods, brand new cars, old tractors, displays of small working motors, lots of items for sale, etc etc. There were cars on show which were over 100 years old. Mercedes, MG, Austin Healey, Jaguar, older American cars were well-represented. There was an auction at the show and Roger Robeck was successful in purchasing the old Tim/Eileen Cruise GT6 (subject to confirmation) so that car will hopefully make it back to Cape Town.

Sadly there were very few Triumphs on display - I counted a total of five. I did see Heinz Koncki from George, Beyers from PE, and Dave Lugg from KZN. I can never understand why the Triumph Club is not interested in this show as it is so good. Maybe next year???

Cheers vir eers van die Klein Karoo
Gordon and Denise Waring

[Sunday run to Harold Porter Reserve in Betty's Bay](#)

Although this will be part of the route for the British Sports Car Tour, it was arranged as a bit of a "quickie" in the hope that I could get my TR4 licenced and roadworthy and use it as a running in run. In the event the fates conspired against me on that one, it is still a marvellous place to go.



The Cape Town contingent met at the N2 Engen and drove in very iffy weather along Clarens Drive, for one the sun was shining in Hermanus but got lost as we got to Betty's Bay. Jen and I parked in a lay by to watch the sea go by the Gordon's Bay side of Rooiels thinking that the convoy would be along soon! Needless to say it wasn't so we could have gone on further but hindsight is a great science. It was a great sight when they did arrive, I am afraid my photography is not up to Ronan's standards, but we enjoyed the sight! We then followed on and met everyone at the reserve, and once we had got through the gate proceeded to the restaurant where a really fine menu awaited us. It was quite a large group so conversation was sometimes difficult but it was really great to catch up with everyone and plan what we are going to be doing in the future.

[Climbing the Seven highest summits on each continent - Talk by Andre Bredenkamp](#)

As Andre is a member of the TSCC Tom managed to twist his arm to give us his talk (he normally gives to large audiences) at our Saturday noggin. Andre is also a member of a very elite group of mountaineers that specialise in high altitude ascents, typically over 6000 metres and above. He has climbed Everest twice, once from the north side and the other time from the south. He has also climbed the highest peaks on all 7 continents, including Antarctica - a feat that involved very different techniques for each mountain range and many logistical issues of very significant proportions in getting to the base of each climb.



Summit of Mt Vinson, Antarctica

As Andre said, although he climbed at school and university, he was very late starter into the field of high altitude climbing. For his 40th birthday he climbed Kilimanjaro and then the bug started to bite. One of the significant factors involved are the costs involved which are pretty scary so you need a good source of funds! Imagine the cost of hiring a large plane to take you to Antarctica from the tip of South America, complete with smaller plane inside for the final flight to the mountain and then having to repeat the exercise to come and collect you a few weeks later and there weren't too many people to share the cost! Similarly to climb Everest you have to get there, plus hire porters, take all your equipment with you and get a permit to climb the mountain which is a fair number of dollars US! As Andre joked, you could buy an awful lot of Triumphs with that money!

Climbing the major peaks isn't quite like going up Table Mountain! One of the major problems is that over 5000 metres the lack of oxygen in the air becomes a significant factor and can lead to altitude sickness and possible death. In order to prepare the body you have to do a lot of acclimatisation to build up the red blood cells that carry the oxygen in the body. So when you say arrive at base camp at

Everest it will be about 6 weeks before you can get to the summit and you have to yoyo between the various camps and return to base camp in between to build up stamina. This all takes time and as your



Traversing crevasses on Mount Everest

Red blood cells increase your white cells decrease so your immune system declines and your chance of getting ill increase significantly. In addition there are generally windows of opportunity on all mountains when it is safe to climb, on Everest for example it is about 2 weeks at the end of May before the monsoons start and the warmer conditions make the snow unsafe. So getting to the top becomes a huge traffic jam in climbing terms. One of the rules is that it is impossible to recover a body at that height so these have to be left there as if in a giant deep freeze. Pictures of the strong winds and snow avalanches reminded Andre that 3 of his friends were killed in one afternoon on Everest so just imagine the presence of mind and emotions that a climber has to go through.

As a South African not exposed to snow he hired an instructor to teach him the intricacies of crampons, ice axes, ropes, using ladders to get across the crevasse, towing a sled and not falling down into a big ice hole. He is a fast learner but this is a matter of life and death. All the equipment must be tried and tested and cutting ice igloos, making food, warm drinks and doing ablutions are all in a day's fun! How to put up your tent in a blizzard and being held prisoner for 4 days in a tent the size of a double bed with 4 others while the weather improves are all to be expected when you are living at 6000m.

Andre, your club salutes you and we are all much wiser about Mountaineering!

Committee for 2013

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|-----------------|---------------------|--------------|--|
| Gerhard Vorster | Chair | 082 776 1835 | gerhard.vorster@telkomsa.net |
| Tom Dougan | Treasurer/Secretary | 072 913 2392 | tom.dougan10@gmail.com |
| Frank Dreher | Committee | 083 261 5508 | frankmot@zsd.co.za |
| Eddie Hughes | Committee | 082 555 0256 | eddie.hughes@netpoint.co.za |
| Jamie Hart | Newsletter | 084 220 0082 | jamie.hart@kingsley.co.za |
| Ronan Sanderson | Webmaster | 082 443 3704 | ronan.sanderson@gsb.uct.ac.za |
| Peter Inskip | Spares Manager | 082 651 9581 | peterinskip@iburst.co.za |

Noggins and Runs for 2013

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|------------------------|------------------------|--|
| 3rd March | Run | Neil Cameron/ Dennis Cook – destination Hout Bay |
| 24 th March | Sunday | British Sports Car Tour |
| 27 th April | Saturday 1030am Noggin | TBC |
| 4/5th May | Knysna Motor Show | Gerhard Vorster |
| 25 th May | Saturday 1030am Noggin | TBC |
| 9 th June | Sunday run | Birds Paradise, Robertson Eddie Hughes |

OTHER EVENTS OF INTEREST

17-20 May Knysna Hill Climb

Regalia News

As from the next Noggin we will run a raffle, proceeds from this will go to the Nationals Fund. To make this a success we ask if each member could donate an item (anything - no matter how small that is suitable as a prize) such as a bottle of wine, unwanted car parts, shampoo, polish, books, etc. The club will donate an item of Regalia. Frank Dreher will be looking after this.

PLEASE SUPPORT THIS TO MAKE IT A SUCCESS.

Regalia sales were good at Timour Hall. (R505)

We have ordered 50 Golf shirts of various sizes and colours and 10 Bottle Green (British Racing Green) Caps which should be available to sell at the next Noggin.

Other Regalia as follows;

3 Navy l;/Grey Caps @ R40
 11 Beanies @ R50
 1 Thermos Flask @ R75
 3 Key Rings - Boxed @ R30
 3 Key Rings - Leather @ R25
 19 Sew on Badges @ R15
 36 Casual Bags @ R20
 9 Insulated Mugs @ R25

If you haven't done so already please will you let Eddie Hughes know of your sizes and requirements?

Technical mutters

HOW TO IMPROVE THE BRAKES ON A TR6. By John Parker

Since acquiring my TR6 in 2012 I completed the restoration which was approximately 10%. One of the items on the list was the brakes (Wooden feeling to the pedal) when braking the car seems to glide on with no real bite on the discs. I know she is going on 40 years old but I felt that the brakes could be better as I had good brakes on my 69 MGB.

My first gut feel was the brake booster, had it checked by the experts and found to be working. Next was the usual brake overhaul done by Brake Super Service in C.T, this led to Disc/drum grinding new pads shoes etcetera. Still the brakes were not brilliant.

Next new Booster and master cylinder ex TR shop. Same problem! Bled the brakes umpteen times, still no improvement!

By now I felt that this was normal for the TR6. I then fitted Ferodo pads as I felt the ones BSS fitted where a bit hard metallic like composition. This led to a slight improvement!

Then I came back to my original suspicion of the brake booster. When looking at modern day cars, the boosters are much larger diameter than the TR6. Given the fact that a larger diameter booster would give better pedal assistance due to the atmospheric pressure acting on a greater area. So I measured the area where the current booster sits and saw that I could fit a 160-180mm booster in there.

Off to the scrapyards and found a good conditioned one from a Toyota Tazz. A 1300cc car with a booster twice the size of the TR6 booster. When I put the TR6 booster on the bench next to the Tazz booster it was quite obvious why I had the problem, the Tazz booster looked like a dinner plate next to a saucer.

NOW I HAVE BRAKES. Like a modern day car. The bonnet dips when the brakes are applied.

EUREKA!!!!

INFO NEEDED from Dave Gordon

Greetings, The new year is on its way and one wonders what's in store for each one of us in these crazy times, while browsing thru the books at CNA late last year something I sort of have faded from doing, and there was a copy of Triumph World, not as good as the first ones but interesting until I saw the price tag R114 something, lost interest but then noticed another "Classic Car Africa" at a better price so I took one. And there I came across the name of that famous Triumph guy Mike Napoli, I found it interesting that he attended racing at Gunners circle at that young age, well I was doing the same on the other side of the woods namely at Paarden Eiland, those Studebaker specials thundering around the track. I was acquainted with the Frewin's in fact I went to boarding school with his sons, interesting reading indeed.

However this is not the reason for the mail, I or rather we have a small problem that is bothering us, that is Bushpig and I. During this very hot weather Bushpig is inclined to dribble a bit via the filler on the tappet cover, I have tried various things but to no avail at present, First I placed a piece of light foam in the filler cap, that helped till it was soaked, next I cut a disc and popped riveted it near the entrance to the filler tube no luck, I then cut a disc and hooked it over the top of the neck of the tube hanging about 2 thirds down and slanting downwards, no luck. I have cleaned out the innards of the cap worked for a while. oil pressure when at work is around 70 idle 60

The dribble is not that much about 1/2 a teaspoon just onto the tappet cover, but that is like spilling red wine or even better olive on your shirt front not lekker.

The wise men of the club Triumph what would you suggest, we are open to all ideas as long as it does not include things like banana skins to thicken the problem.

By the way that birthday bash was great and also a bit of a shock in meeting some of the oldies.

Greetings from Bushpig and company.

[Triads](#)

TR6 FOR SALE IN JHB

For the first time in a number of years a pretty good TR6 has come my way for sale. Please let your members know. The asking price is R130000-00 negotiable, details of the car are as follows and attached are some pictures

Mileage is 77k miles which I believe is genuine as the present owner has had her about 20 years and hardly used her

Commission No CR929 O with J Type Overdrive, Engine No CR783HE



It



There are some faults such as paint work being touched up and there are missing trim items which are easily replaceable. The car has the incorrect master cylinder and a faulty inertia switch. The soft top is usable but not perfect

There is no evidence of accident damage and the only rust is surface in places like below the clutch master cylinder After 3 years of storage I have just re - commissioned the car and she runs well with everything working like it should

Please contact me on 0825080910 for further details and/or a test drive. The car is in Johannesburg
Regards John Dobbins

SIDESCREEN

I have been given a right hand side side screen - which was suggested as being from a Morgan. I cannot match it to a Morgan model and wonder whether it may be from another British Sports Car. Attached is a photo - in case you would like to circulate it. I do not want anything for the screen, but will be happy if it goes to someone who can use it.

Regards, Peter Dimaio 082 891 2431



Beyers Vermaak has advised us of the following items from P E

TR3 Hardtop (steel) – R2000.00, TR3 Gearbox (no overdrive) – R1000.00, TR3 Wiper motor, light fittings & odds + ends Contact Roy Nel at royneltsp@iafrica.com

CLUB SPARES

The Club is currently gathering together all spares donated by Members and presently housed at various locations. Frank Dreher has very kindly offered to house all our spares.

This is an appeal to Members who have Triumph spares they no longer need, to donate to the Club so they can be sold for Club funds, I am currently compiling an inventory Model by Model.

I am also compiling an inventory for Club Members who have Triumph spares for sale – please send me a list so I can point enquiries in the right direction.

Please contact me on email: Inskip@iburst.co.za or phone me on 082 6519581.

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

WEBSITE www.capetriumph.za.org