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NEWSLETTER – March 2014

Chairman's Chat

Hi to all you members out there.

Once again time seems to be running away for us and it is becoming more and more difficult to sustain our newsletter content. Are there really none of the members willing to contribute any and I mean anything towards the newsletter. There seems an unbelievable amount of info somewhere that's just not being shared in the club.

The program is now at a stage where we can look forward to our noggins and runs, they are sure to be fantastic and enjoyable for all. We hope to see you all there and have a good party.

Now for ideas for the nationals..... We have been requested to give our input even if we are not going to be there but at least show some interest. With PETROL going up another 32c a litre it now becomes an insane cost for us to run up to KZN let alone the extra fuel levy of 20c applied by our friendly Mr Pravin. Thank you Mr Pravin for only applying a levy of 6.8c on a bottle of beer. Has someone not found a formula to convert our pride and joys to run on hops as this seems to be the better alternative.

Please members, interact and give us your opinions on any and all subjects you would like to discuss. It is vital for your club and where you would like to see the club move forward.

Also take note of the Knysna show as it seems that the organisers are really trying to make it a huge success.

From me best regards, and see you enjoying the greatest British sports car made.

Till next time - Triumph uber alles!

Frank Dreher

Editor's desk

A big apology for this newsletter taking so long to come out but I have been really struggling to get hold of the information to put in it. I am not sure what the message is but I am beginning to think that I could spend my time better on other things. One major problem is that living so far from the epicentre of the club I am very reliant on other people for reports and photographs, with very few exceptions these are not forthcoming so my frustration levels get very high when the newsletter is due! So if there are a lack of articles and report backs please do not get upset with me for what has been a difficult newsletter to put together.

I thank Peter Inskip for his contribution regarding getting cars licensed. If you are confused by it welcome to the club, it is a frustrating process not helped by officials who do not understand the whole

process and have their own variation just to confuse matters. Add something like microdotting to the situation, what that helps with I have no idea other than to feather some government officials pocket, I have no idea. I think it was John Dobbins in Sabrina that highlighted an enormous flaw in the process in that say the dots are put on a radiator (and you have no idea where they are) and this is swapped with another used one, you end up with a car that is illegal! Trouble is you don't know that it is until you come to sell it and end up in jail!

The other major problem in our classic car movement is the licence known as an "S" licence. One of the major problems is that seemingly every licence department has a different interpretation of what it means, some want a roadworthy and others don't. With the rules technically you cannot use the car to go to the shops, only for club events, and heaven forbid that you have an accident while on your travels as you could suddenly end up with no insurance! One other problem in say Cape Town is that, again technically, you are not allowed to use N class roads if other routes exist so you could be fined for using the N2 rather than going through Gugulethu in an open car!!

Upcoming events

Run to Eden on the Bay, Sunday 16th March

Please wait for an SMS about this event as I have no details at all

British Sports Car Tour, Sunday 23rd March

The 11th **BSCT** will be **Sunday 23th March, 2014**. Sorry that the notice is a little late but please include it in your diaries. It is now time to let you know that we have finalised the details of the event. For this 11th run we have a new venue and a familiar drive. The new venue is **Under the Oaks** winery at Windmeul Paarl. The route is via Elgin and Franschoek so there will be plenty of time for stops en route.

This year we are limited to 100 people and the closing date will be the 16th March. The Triumph Club have negotiated a fixed price for lunch of R110 (tip included) which entitles each person to any 2 dishes off the a la Carte menu, 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.

Start False Bay Engen one- stop N2 (eastbound) Assemble at 9.30 for a 10.00 start

Registration At back of service station in the truck stop

Route Somerset West, Elgin, Franschoek, Agter Paarl. The route is a simple one and instructions will be given on the day. Arrival in Paarl should be around 12.30 so coffee is an idea en route

Cost R110 per head.

Simply do an EFT for the sum of R110 per head to:

Triumph Sports Car Club

Standard Bank

Bank Code 036309

A/c No. 044945442

Please quote your name and BSCT as a reference.

The last day for booking is Sunday 16th March. We may not be able to accommodate entries after that date.

THE EVENT

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 1230.

Should you wish to discuss any aspect of the event please contact me or my committee members,

John Parker 079 506 9450 or
Frank Dreyer 083 261 5508.

[Noggin at the clubhouse 29th March 10.30](#)

Frank has arranged for someone from GUD Filters to come and give us a talk on the variety of filters available for cars ancient and modern, this should be a must for all those technophobes out there so you can find out what you are missing!

The famous bacon rolls will be available and hopefully Anne will be back to add her great touch to them!

[Report Backs](#)

[George motor show by Eddie Hughes](#)

Three Triumphs set off for the George Old Car Show on Friday 7/2/14. Dennis and Jo Cook in their TR6, John Parker in his TR6 and Eddie and Lynne Hughes in their TR7.

We left the M2 Engen Service Station in convoy around 10.30am, leaving ourselves plenty of time to get to our accommodation at Pine Lake Marina at Swartvlei and then to supper at Heinz and Paula Koncki's in George. The weather was good and as we went over Sir Lowry's pass it started to get very hot. About 12am Dennis started to get problems with his car which eventually cut out. Assisted by John, who fortunately had spare injectors, they managed to get it running after finding an injector that simply fell to pieces. We set off again and after about 15 minutes it stopped again. We then realised that it was the pump overheating so we poured water over it. This process was repeated every half hour until we eventually arrived at our accommodation around 7.30pm and duly apologised to Heinz for missing supper. John had a lucky escape, running out of fuel just as he coasted into the driveway at the Sasol Service Station drive way in George.

We were allotted numbers during our show attendance application and gave these to the gate Marshall's when we arrived at the Show at 8am. We were told that there was no allocated space for the Triumphs as we had not submitted a club entry. This was regretful as we found Triumphs scattered all over. As usual the show organisation was poor with most left to sort themselves out. We found parking bays, parked up and went to Register and collect our "Goodie Bags" and lucky draw forms. After a quick breakfast at the Wimpy we explored the show. The model cars that were being sold occupied 3 full rooms and seemed reasonably priced. There were stalls to suit everyone, food, homecraft, car spares, rubber mouldings, car care products, carbs, moulded bumpers, etc. On display were many beautiful classic and a good showing of vintage and veterans as well, but some of the modern saloons stretched the definition of "classic". In addition there were tractors, including the TR's Granddad (a Vaaljapie) Army vehicles, steam engine's etc. It was an overcast but warm day which made for pleasant viewing. The Clubs who were well represented had designated areas with their Marques but unfortunately the Triumphs were mixed-up in the masses of cars.

The auction seemed to have plenty of nice cars for sale and attracted a large crowd. Although bidding was brisk it was hard to establish what sold as most were sold "subject to confirmation" and seemed not to make the reserve. General opinion was that only 3 or 4 cars actually sold.

The "drive through" started on time but soon got behind schedule which unfortunately meant the Triumphs didn't get the opportunity as we were at the latter part of the Programme. We left around 5pm after a very enjoyable day.

That evening we had a meal out at Joplins, which is a well-known steak house in the Wilderness, with Paula and Heinz Koncki, Mile' and Beyers Vermaak as well as Dave Lugg in his TR3 and Brian and Linda Hansell from KZN who drove 1800 km to attend the show. During discussion there was an enthusiastic support for a regional gathering to take place together with the 2015 Show.

We didn't go to the show on Sunday, preferring to visit Sedgefield Classic Cars, view the Knysna Heads and visit the Waterfront.

Later on that afternoon we had a really enjoyable braai at Eddie and Lynne's chalet at Pine Lake Marina and were joined by Heinz and Paula Koncki and Beyers and Mile' Vermaak, a great time was had by all.

We set off for home around 8.30am again on a very hot day, with temperatures around 40 C, however we were prepared for the petrol pump problems that lay ahead this time and our return journey was a lot less eventful!

In conclusion a good long weekend spent with our Triumphs!

Dennis and John's TR6's have proved that even the Bosch pumps can overheat and cavitate, so they are planning further improvements.

For the next George Old Car show, we must enter as a club instead of the individual entries to avoid the Triumph's being lost amongst the masses of cars.

[Run to Kleinmond, Sunday 16th February](#)

This was a run that I arranged but was unable to go on as I was recovering from an operation. All I know is everyone seemed to enjoy themselves but it was really hot on the way back. As it was a breakfast run, imagine what it would have been like at lunchtime!

[Noggin at the clubhouse, 22nd February](#)

This took the form of a casual get together as our booked speaker could not make it. Our thanks to John Parker for being the chef for the bacon butties! We sorted out a lot of the runs and somehow the time seemed to rush past then just before we were due to go, Frank asked who was the owner of a very smart collapsible chair found at Timour Hall. It seemed everyone wanted it so a raffle was hastily organised and Ashley Ellis walked off with the chair with a big beaming smile as shown in the photograph. It was also super to see Margaret again in Ricky, the other photograph I wanted to call beauty and the beast, the beast being Gerhard Vorster's TR7V8



Noggins and Runs for 2014

March 16th	Run	Eden on the Bay	Ronan Sanderson
March 23rd	Run	British Sports Car Tour	John Parker
March 29th	Noggin	Visit to Jack Cramp	Frank Dreher
April 13th	Run	TBC	
April 26th	Noggin	Clubhouse	Frank Dreher
May 11th	Run	Knysna Car Show	Jamie Hart
May 31st	Noggin	TBC	Frank Dreher
June 14th	Run	Ceres	Eddie Hughes
June 27th	Noggin	Clubhouse	Frank Dreher

Please note that the February and March runs are later than usual. In February our stalwarts are off to the George show and the March date coincides with the Argus cycle race so no one is going anywhere that date!!

Committee and portfolio holders for 2014

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Spares Manager	Peter Inskip	082 651 9581	peterinskip@iburst.co.za

Regalia matters from Eddie Hughes

The new stock, to replace items sold at Timour Hall, arrived in time for the Noggin. (Thanks to Jamie for collection!)

I ordered Khaki Caps with British Racing Green embroidery and they have come out very nice. Also Black and White Trucker Caps. - the White portion being netting to provide ventilation. As I said in the last Newsletter if you are thinking of buying Regalia you should do it now while I still have last year's stock as the prices are rising dramatically every time I order new stock.

If anyone wants any item of clothing I dont stock just go to our suppliers web site www.lazya.co.za and give me the size, code number and colour and I will give you a price and order it for you.

If you order at one Noggin the items are usually ready for the next.
Please dont hesitate to contact me should you need assistance.

STOCK ITEMS AND MEMBERS PRICING

British Sports Car Tour Caps 2013	R25
Khaki Caps	R56
Trucker Caps(black and white)	R55
Bottle Green Caps	R50
Beanies (red and black)	R50
Keyring in black box	R30
Sew on badges	R 15
Casual Bags (red)	R20
Insulated Mugs (silver and black)	R30
Golf Shirts	R100
Body Warmer (Khaki)	R380
Oxford Shirt - short sleeve in sky blue	R246
Black Long Sleeved Jersey	R334.50
Black sleeveless jersey	R275.50
Granite Essential Microfleece	R297
Melbourne Jacket (orange and black)	R550

[The Minefield of licencing a classic car by Peter Inskip](#)

I hope I can save other Classic Car Lovers the painful process of trying to licence a vehicle without a register number or paperwork. (This process is designed to increase liquor sales and blood pressure pills, believe me!! Ed)

Firstly, a visit to your (friendly?) Licencing Office with your ID and car details asking for the following documents:

You require all the documents for a PGWC (built up) TR141 vehicle.

- 1) MMC (Mass Measuring Certificate document).
- 2) RPI document (This is issued by the vehicle registration office – this is a request for Police Identification) NB: This is not an Application for Police Identification.
- 3) SOA (This is a signed Affidavit IRO/Motor Vehicle Blank Document).
- 4) They must give you an Affidavit Guideline Document as to how they require the document to be filled in.
- 5) MVA/VDC Confirmation of information by Examiner of Motor Vehicles. If they can't give you this document, your local Roadworthy Centre could supply you with this document (which was in my case).
- 6) A blue form RLY – this you will need after weighing and Police ID.
- 7) A TSP/3 3-day Temporary Licence (brown form TSPI).

Very important that you make sure that you can find your car engine number and your car chassis number – without these two, you are wasting your time at Police Clearance. If these are missing, contact the Police Clearance Depot for advice or alternatively you may die of old age running around in square circles trying to go any further. (If you have put a new commission plate on because the old one was taken off for any reason, do not admit it! Ed)

If so far everything is running well for you, fit your Temporary Licence and take your ID and then bright and early with a full days pack lunch (as well as all your patience) take your car with request for Police Identification – Southern Suburbs: Bellville and Northern Suburbs will be Stikland and have the car checked out.

Having gone well so far, take your car to the nearest steel merchant to get your weight certificate (I found Macsteel close to Bellville SAP to be very helpful).

You need to take your car to your nearest Roadworthy Centre with your MVA/VDC Confirmation and ask the Inspector of Vehicles who does the Roadworthy to fill out the form for you – (the car does not require a Roadworthy if you are going for an “S” licence), it just requires them to fill out the form, but you need the Weight Certificate before they can fill out the document.

Having got this far, you are doing well – now go home for a rest and get the rest of your paperwork together for the next painful episode.

Importantly, you need to complete your sworn Affidavit document – my advice to you, is not to have a pile of bits from multiple sources, or this will confuse the issue hugely. You have basically purchased a whole car, otherwise you need sworn receipts for every nut, bolt and squiget. (Agreed Ed)

A motor is OK because you have a receipt for the engine number (I hope) and the body has a fixed chassis number and receipts.

Now reading your Affidavit guideline, fill out the document with no large words and as simply and least complicated as possible.

All this done, take your Masterpiece to your nearest Police Station (with your ID) and ask one of the Police Officers your sworn Affidavit as a Commissioner of Oaths on each separate page of your Document.

Now off you go to your Licencing Department with your MMC, RPI, Signed Affidavit, blue RLY, MVA/VDC Confirmation form. Please note, if any step in this process is missing, you will be sent back to go with a kick up the rear end.

If they are happy so far, before leaving all your valuable documents with them, I suggest you make copies of everything you have done so far in case they go “missing”.

I would also advise you to get the name and phone number of the Supervisor in charge of that particular office in case process takes too long. Now be patient, and hopefully this should take approximately 2 – 3 weeks for you to be issued with your Invaluable VEHICLE REGISTER NUMBER. Once they have phoned you with this number, back you go and you ask them for a Request for Police Clearance (NOT an APPLICATION for Police Clearance) it must be on the necessary documentation, issued by the Licencing Office for a request for Police Clearance. Once you have got all this, then take your car back to your nearest Roadworthy Centre and ask them to Microdot the car or you will not be admitted to the Police Depot without this. (A word of warning: Make sure you take all ID for vehicle, your personal ID and register details and relevant car documents so that they can capture the microdoting on the system and issue you with a certificate).

Having got all this, off you go to the Police Clearance depot, making sure that your Temporary Licence is still valid or you will have to apply for another temp licence.

Once you have got your Police Clearance you go back to the Licencing Office and you have a car that is now registered in your name. You can either for full roadworthy, or apply for a Special Licence if the car is old enough.

I hope this info can at least help at least one other car lover to retain their sanity – it nearly cost me mine. Please contact Peter Inskip 072 651 9581 should you have any further queries.

Good Luck!!

Kind regards, Peter

(This process has to be the most frustrating ever, having got my police clearance which involved going to Caledon then to Paarl, I was told by my local licence department this was the wrong one so back to the beginning!! It would appear that each and every licence department has a different set of rules, don't even go down the road of an “S” licence as that could find you in serious problems due to the mis application of the rules! Ed)

Heard around Town

Not a huge amount to report other than everyone seemed to enjoy the George show but the problem of overheating fuel pumps seemed to raise its head again, and on the run to Kleinmond! I was talking to John Parker and Frank Dreher on the subject and they have promised me an article on their discoveries so far. All I can say is I am pleased that I am on carburettors these days as I seem to understand them much better!

My TR4 is back on the road having had both rear axle oil seals replaced and a few more bolts tightened up that seemed to be leaking oil. Getting all the small jobs done seems to take a long time and I am pleased I took the decision not to go to KZN for nationals, although I am hoping to get to the Knysna show in May.

Triads

I hope all is fine on the Western front!

I would like to convert my TR2 to disc brakes and I looking for the following TR4A to TR6 parts:
Uprights, trunnions, upper wishbones, caliper mounting plates and brake calipers.

If you have any of those and are willing to sell please let me know, or know of somebody who has.

It all came up again while I'm busy cleaning the suspension parts of the TR6. Can't wait to get the chassis back and get started.

Best regards, Heinz Koncki 079 625 0240 h.koncki@gmail.com

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

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