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## NEWSLETTER – September 2013

### Chairman's Chat

I am really looking forward to the summer as we really had a wet, wet winter. This is the change of yet another season, which brings me to this month's topic. Seasons as it is in nature also comes our way in life and we go through the same "phases" in our lives.

I think we start off with spring, which is the start of new life. This phase starts when you are born and going through the growing early stages of your life, from learning to sit, walk, talk and conduct yourself in preparation of the future which lies ahead of you – new life!!.

Then summer where you completed your school education, studies and are ready to tackle the world. This phase normally takes you through finding love, getting married, having kids and teaching them the way of life. This is also where you are busy with all sorts of things such as growing a career, working yourself to a standstill and doing all sorts of things that you enjoy, playing golf, rugby, football, cycling, etc. This phase continues until your kids completed their education.

Autumn is the next phase in your life when the kids start leaving home. This is also the time of life when you are able to spend more time on you and your partner as the kids need less attention. This is also when us guys normally buys our toys, such as the Triumphs we drive and enjoy. I guess this is also the phase when the kids leave home and settle on their own and continue with their activities. You are also able to go on SKI holidays. SKI stands for "Spend Kids Inheritance" and you should do it, it is great.....

The winter phase starts when you retire from working. Winter is a time of rest and enjoyment. Nature sort of shuts down during this time and bear's hibernate and everything slows down, even growth of certain plants and animals, reptiles, etc. This is a time of reflection and a time where you can just sit back and enjoy it. Not having to get up before the crack of dawn to get ready to drive in serious traffic to work, to work yourself to a standstill, rushing home after work to do all the other activities that you have to do and hit the sack really tired to start it all over again tomorrow. Just relaxation, taking your TR and drive around the coast, having a picnic somewhere in a botanical garden or coffee at your favourite coffee shop and not having to rush it. Playing with your grandchildren and spoiling them is your job and the only one you have to do during this time.

That is how I think it is and don't take the negatively as I think it is positive and we should embrace life and make the most of it. Life is a journey and we should make the most of it every day, enjoy it and not having regrets.

Whichever phase you are in, just enjoy it.....

Until next time, enjoy spring when it arrives and clean you Triumph in preparation of the next time you want to enjoy it.

PS I just want to personally thank Frank and Sonja for their hard work to make the Eishbein and Gluhwein evening such a success. It was absolutely fantastic and really enjoyable. We really appreciate the effort you put in to make the evening a huge success. Well done and thanks again.

PPS A warm welcome to Bertrand Vidal a new member who has a 1972 Stag. We are looking forward to meeting you and your Stag.

Triumphant Regards,  
Gerhard

## Editor's desk

Well I think Gerhard has summed up where we all are very well and very philosophically! Certainly I can think of nothing better than taking my new blue machine to my favourite coffee place in Die Kelders and watching the whales from really close and personal. Whatever Uncle Jacob and his mates may be up to with our country's finances it seems to be a great reality check to see these wonderful mammals and realise where they have come from, and how much fun can be had for little cost in driving our wonderful cars. After weeks of rain and sh\*t weather it was really wonderful to be on the open road again, we really are genuinely privileged!

Please remember we have a very busy few months coming up. Please if you have not already done so enter your car for the Cape Classic show, its success means your MMC subscriptions will be kept in check rather than having to keep up with our inflationary spiral. Also **pleez** remember to send your car details to me so I can have the register updated by the AGM! And on that note, will you also remember that these events do not happen by accident, there will be plenty of space on the committee for you to volunteer your services! With the national gathering on the KZN South Coast next year and the potential 2016 happening in the Cape, it is vital we do not lose the momentum we have built in recent years.

## Upcoming events

### Whales and Wheels Hermanus 21<sup>st</sup> September

This popular event will be taking place on Saturday 21<sup>st</sup> in conjunction with the Whale festival. We have been given a great spot organised and it is a very festive event near to town so easy to go shopping, eat and of course see the whales up close and personal!

Meet at the BP garage on the N2 just after Somerset West at 7.30am for a prompt departure and a scenic drive over the mountain.

## Report Backs

### Monthly run for August from Peter Inskip

The Sunday Run of 18<sup>th</sup> August after a miserable week of bad weather, was well attended even though it was a cold but sunny day.

We had a good turnout at Ladies Mile Engen, thereafter we set out taking the Coast Scenic Route to Glencairn, thanks to the road currently being open again.

Our convoy consisted of Ashley and Barry in TR6's, Dannie and Dennis in TR 3's, Gerhardt TR8, Tom TR7, also 7 exotic sports cars ie: BMW, Merc and TVR, also several "plastics".

Dixie's set up 2 large tables for the 23 of us – a very good Sunday 3 course roast lunch was enjoyed by all in very pleasant company. After lunch everyone separated in various directions.

## From Dennis Cook

I am sure that most, like me, had all become tired of the rain and the cold; perhaps this is why so many jumped at the opportunity for an outing on the beautiful sunny day that we had been given to enjoy lunch with TR friends at a restaurant overlooking the sea at Simon's Bay. Peter Inskip had arranged the meeting point just off Ladies' Mile Rd. In spite of having the most inaccessible coffee machines I had ever encountered, most of us managed to get a cup of coffee and a chat and got going. Danie, Tom and Anne, Gerhard and Suzette had travelled quite a distance whereas the rest of us attending were all locals. The convoy headed down the M3, over Boyes Drive and along the coastal Main road to Glencairn, outside Simonstown. Jamie had asked me to send him a few nice pictures of the outing. Thinking to keep our editor satisfied, I pulled over at a viewpoint on Boyes' drive where we could have taken a picture of all the TR's looking out over the waves of Muizenberg beach; since most of us use Boye's Drive regularly, the cars behind me must have thought I was daft to stop and drove by shaking their heads. Sorry Jamie-no photographs.

Dixie's is a very popular local watering hole and restaurant that has been around since I was a young man, offering affordable meals in a great location, and on this Sunday was buzzing. Finding parking was a little of a problem although Geoff, Danie and I found that you could get 3 cars into 2 parking spaces. Because the cars were spread all over there was no photo opportunity here either. I could not help but reflect that it was just over two years ago that a procession of TR's met up at this same spot to accompany Peter du Sautoy on his final journey.

Peter Inskip, who had organised the outing, had thoughtfully arranged a separate dining area for the club, and we were soon settled in with the choice of beer on tap or other refreshments. Most of us opted for the Sunday lunch set menu which was great value at only R65; and included delicious home-made chicken soup, a carvery with roast potatoes and vegetables and a delicious Crème Caramel. In all 21 people attended, although Frank and Sonja did not. Frank phoned to say that he could not get his Chicane to start, which lead to some jokes about recommending a good workshop to sort out his problem.

Thanks Peter for organising a pleasant lunch time outing.

## Eisbein and gluhwein evening at the clubhouse by Dennis Cook



Frank Dreher had planned to replace the month end noggin with a social event aimed at raising funds to assist members to attend the 2014 National Gathering. He had hoped to attract many supporters by offering hearty food, warm *Gluhwein*, good company and a disco at the Clubhouse to come and ward off the winter chills.

Sadly, there was not extensive support and the aim of raising funds, that would have been achieved with 40 people attending, will not materialise but the 9 couples who attended thoroughly enjoyed what turned out to be more like a group of friends having a party than a club event.

The evening got off to a good start with fragrant and warm glasses of *Gluhwein*, getting the blood in circulation. Hearty was certainly the right way to describe the food. Frank and Sonja served



massive smoked and grilled pork hocks; so big that after many had eaten their fill there was enough to take home for another meal. The smell of the delicious garlic potatoes permeated the whole Clubhouse, and were a popular accompaniment to the meat, together with the selection of delicious oven baked vegetables. With the lights off, candles on the table and a disco ball spinning stars on the ceiling, one could hardly believe that the venue was our practical old motoring clubhouse which had been turned into a nightclub.

With dinner and chatting over, Frank got his DJ's to turn up the volume, and crank out many of those old favourite tunes from the 50s, 60s and 70s and soon everybody was on the dance floor. The DJ was cleverly able to read the mood and the likes of the group and keep them going for a couple of hours. He must have been given some information about the club members because even the Proclaimers "walk 500 miles" with its rollicking beat was rolled out to popular acclaim. From the energetic dancing one would hardly believe that most of these people are pensioners. Father and daughter combo Gerhard and Bernadette showed everyone how to do the moves professionally for Billy Ray Cyrus' one hit wonder "Achy Breaky Heart". Even Dennis was able to demonstrate how far he has recovered from hip surgery dancing to Chubby Checker's "how low can you go" Twist!



It seemed that the evening came to a conclusion almost too soon with everyone helping to clear up and pack away before heading home. It is often said that behind any success one will find a woman, and Frank confided that he had been prepared to throw in the towel but it was Sonya who encouraged him to persevere in spite of the small numbers. Thanks to both of them for going to so much trouble and so much hard work to give us a great evening of fun and

laughter.

Our Club used to have fun with end of the year dinner /dances, but we have not done this for many years. I could not, however, but help overhear Frank and Gerhard discussing the possibility of having a year-end dinner dance function at the clubhouse as a separate event from this year's concourse, so watch your newsletter for details.

## [Visit to the Morgan factory by Ian Evans](#)

Ian Evans was the Chairman of the TR Register in the UK for many years and is now a Vice President of the register. We keep in touch and he sent me this wonderful story for our newsletter.

Once again the annual TR Register International Meeting was held at Malvern, on the Welsh borders. Malvern of course is home to the Morgan Car Company and prior to our huge TR gathering, I was privileged to be part of a tour of the Morgan factory itself. And what a joy it was! Not a robot in sight, but craftsmen skilled in all the techniques required to build these iconic British sports cars working away with all the traditional tools associated with woodwork, metalwork, painting and finishing, trimming and final assembly.



Each prospective owner is consulted over every detail of the specification of their car before construction begins and they are then able to follow its progress. The engines are bought in ready for fitment, as are the bare aluminium chassis, but from then on every car is hand built using wood and aluminium sheet according to its individual specification which accompanies it throughout the various processes, the majority of which haven't fundamentally changed for decades. And why should they? As the saying goes, "if it ain't broke, don't fix it" and as the company can sell

every single car they make, it must be doing something right! There are about 180 employees and on average, some 26 completed cars leave the factory every week. There is no production line as such, (Henry Ford would be appalled!), with each craftsman working steadily at his own pace and in his own area, which somehow all seems to come together at the end of that particular process.

Apprentices are taken on to do a four year apprenticeship in one of the seven workshops, be it metalwork, woodwork or whatever and on their successful completion are offered employment - for life if they want it. Workers and management are all on first name terms and needless to say, strikes and industrial unrest are completely unknown.



About 18 months ago the factory decided to introduce a new 3 wheeler model with the expectation of selling 2 or 3 hundred. Somewhat to their amazement, actual deposits began coming in before they had even built a single car and with every one they build already spoken for, they have now sold more than 700!

Nor is progress ignored. Obviously we were unable to visit the high – tech design department and production facilities which have designed and now manufacture the later voluptuously curved 'aero' models, but apparently



aerospace techniques such as vacuum and air pressure moulding is a pre-requisite to obtaining the unblemished curves demanded. Something of a contrast to one particular wood laminating and bending mould, still doing sterling service, which is at least 60 years old and believed by some to be from the original factory and therefore possibly even 100 years old!



**The Chairman's personal transport**



A wonderful blend of tradition, though with an eye always to the future, a visit to the Morgan Car Factory is a unique experience – a bit like the cars in fact!

## [Noggins and Runs for 2013](#)

<b>2013</b>		
21 <sup>st</sup> September	Saturday	Whales 'n Wheels Show, Hermanus.
28 September	Saturday	Visit to Peter Lindenberg's collection.
13 <sup>th</sup> October	Sunday run	Visit motor collection at Paarl-Dennis Cook
26 <sup>th</sup> October	Saturday noggin	Talk by Dale Jacobs

3 <sup>rd</sup> November	Sunday	Cape Classic Show
30 <sup>th</sup> November	Saturday	AGM and Concours Day
7 <sup>th</sup> December	Saturday/Sunday	Wings and Wheels Show, Ysterplaas.

National Gathering 2014 27<sup>th</sup> April to 1<sup>st</sup> May, 2014.

## [Technical Mutters](#)

### [SAMCA report back from Rene de Villiers](#)

Just a few brief notes on some developments in the motoring world which you may find of interest:

#### [Scrapped vehicles.](#)

Proposed legislation will result therein that if a vehicle is scrapped and classified as a Code 4, (unfit for use) that vehicle has to be crushed, so that it can never again be used on the roads. Nor may any of its parts be sold. If this proposal were to become law, it will have a very serious impact on the business of scrap motor yards/dealers and will put a lot of people out of work. In addition the owner of a classic car which was involved in a serious accident will not be able to buy-back the vehicle and repair it himself. Needless to say this proposal has come in for severe criticism. Stay tuned for further developments.

#### [Left hand drive vehicles](#)

By now most people know that left hand drive vehicles can no longer be imported. But what about old left hand drive vehicles? The first thing you should do if you come across a 1932 left hand drive V12 Cadillac that has been sitting in someone's barn for some decades is to phone me immediately. There is no need for you to worry about all the problems you will face because it has no papers. I will buy it and make the problems go away. Seriously, though, if it can be shown that the car has been in the country before 31<sup>st</sup> July 2004, it is possible to get the car onto the system and licensed in your name. It is a long and complicated process and not for sissies (see my article on microdots which, if all goes according to plan, should appear in the September 2013 issue of Sabrina). Proof of local "residence" of the vehicle could be an old licence disc, a bill of lading, an out of date registration certificate or something similar. It was news to me to learn that if one cannot demonstrate that the LHD has been in the country prior to 31<sup>st</sup> July 2004, it is still possible to get it on the system and in your name, but no licence disc will be issued for it, even if it is completely roadworthy. This in effect means that such a car cannot be used on the road.

#### [Road worthy tests](#)

It has been proposed that all vehicles older than 10 years be tested for road worthiness every two years. Whilst the intention to make our roads safer must be applauded, such a requirement, were it to become law, has serious implications for owners of classic and older vehicles. SAMCA is lobbying government to change this to every 5 years. It is safe to say that any car older than 25 years on thereabouts will fail the modern road worthy test. For one thing they will not comply with modern emissions regulations. Should the proposal become law it will be in your interests to obtain a dating certificate so as to ensure that your car will be tested according to original manufacturer's standards. SAMCA is working on the wording of a practical and usable dating certificate.

A way around regular testing is to have your car registered under an "S" licence because cars thus registered do not need to have a roadworthy certificate. Currently, cars older than 40 years can be so registered at a cost of about R230,00 per year in Gauteng. Fees vary from one province to another what with "S" licence plates being a provincial matter. Apparently in the Western Cape the fee is higher but in

the Fee State it is lower. SAMCA is lobbying to reduce the age to 30 years so as to widen the net. Some of the conditions attached to "S" registrations are that the vehicle cannot be used for hire (which means using it as a paid-for wedding car is out); it cannot be used for daily commuting and crucially, only the driver may be in the car when it is being used on the road. Apparently the traffic authorities are not too strict on last named, but to me it is a deal-breaker. If you happen to be involved in an accident and you had someone in the car with you, your insurance company – ever on the lookout for reasons to repudiate a claim- will gleefully point out that you were using the car illegally, and thus they are obliged to, reluctantly, refuse your claim. "So sorry, Sir, but our hands are tied".

On the other hand, the draft regulations published for comment in June 2012 potentially contain a solution to some vehicle owners. The relevant proposed amendment was worded as follows: "...motor vehicle which is 10 years and older as from 1 December 2012 calculated from the first date of registration of such motor vehicle in the Republic excluding any vintage motor vehicle: Provided that such motor vehicle will thereafter be required to be certified roadworthy after every 24 months". [The National Department of Transport (NDoT) has its own definition for a "vintage" vehicle, namely those manufactured up to 31<sup>st</sup> December 1964]. If my interpretation of this regulation is correct, it looks as if (for example) side screen TR's will not be subjected to two-yearly tests. There are still some unanswered questions regarding this regulation and we will have to wait and see how it is finally worded. If you have any bright ideas on regular roadworthy certification of cars older than 10 years, please let me know – we may be able to include them in our lobbying activities at NDoT.

### Warning triangles

I was under the impression that only newer cars had to have warning triangles, but it turns out that all cars of all makes of all years have to have them. Maybe someone can tell us if it also applies to motor cycles?

### Heard around town

Fred Phillips has been the owner and publisher of Classic and Performance car Africa to which many of us subscribe. He has sold the business in order to be able to focus fully on his cars and racing. Good news is it was sold to his editor Stuart Grant, who will be the future publisher. Stuart, as most well-known is not only a keen motoring enthusiast and racing driver but is the son of Alan Grant our club's honorary president. There is no doubt that petrol runs in the veins of the Grant family and we look forward to seeing what improvements they will make to the magazine.

Unfortunately Fred decided almost simultaneously to sell his TR3, and to replace it with an MGC. Fred has, however, promised to put us in touch with the buyer so that we can try to persuade him to join the club.

At the recent AGM of the Crankhandle Club, Ashley Ellis was awarded a trophy for the best presentation to a senior's meeting for his talk titled "The Good, Bad and the Ugly" in which he interestingly narrated details of the many cars that he has owned and enjoyed.

Frank has been given a very original TR6 to restore which was imported by the owner from the UK. The car had, however, been stored in leaking shed for many years. It is rusted from the top down and from the bottom-up. I don't think I have ever seen a TR6 in such poor condition. It will be interesting to see what both the owner and Frank decide about this car.

I have had a wonderful letter from Margaret Young concerning "Ricky" It would appear that he is recovering well from all his operations although it would seem that there may have to be a couple of minor ops in the future to bring him back to full health. As Margaret say, she is probably going to be on a diet of baked beans for a while but her car is returning to full health!

Congratulations to Gerhard and Suzette on their house sale and moving to a new home at the end of October. I saw Gerhard's TR3 at the panel beaters last week and it is going to look really stunning. Please look out for a suitable steering column from something like a Chicane or similar so that he can sort out his newly fitted steering rack. I am also hoping that his Spitfire 1500 may soon end up in this part of the world as all the interested parties seem to be from the Overberg!



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Differential for TR3

I have a TR3 diff / rear axle for sale.

It has been reconditioned and returned with the side shafts removed (complete with shims / spacers) for ease of fitting. I am selling at my cost of R1000.00.

I also have TR3 Brake parts all new from Moss; my costs are shown

Adjuster assembly x2 part # 7H4997	70.79 pounds = R1026.46 x2	R2052.91
F/K RR whl cyl x2 part # GRSP2862	8.83 pounds = R128.04 x2	R256.07
Boot handbrake x2 part # 505093A	1.63 pounds = R23.64 x2	R47.27
Springs w/cyl x2 part # 505081	2.45 pounds = R35.53 x2	R71.05
Pull off springs x2 part # FRC3234	1.45 pounds = R21.03 x2	R42.05
Ret spring x2 part # 505091A	2.09 pounds = R30.31 x2	R60.61
Shoe pad x4 part # 7H4429	1.00 pounds = R14.5 x4	R58.00
<b>TOTAL</b>		<b>R2587.96</b>

I will discount these new part values by 50 % and will sell for R1250

David Patten ; [patten@axxess.co.za](mailto:patten@axxess.co.za) (PE contact)

## Tailpiece

A former Chairman and newsletter Editor of considerably more talent than myself always used to brighten up the Spring edition with a suitable picture!

It's a bummer when you don't have a cool TR to slip into this summer!

Roll on October!!



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