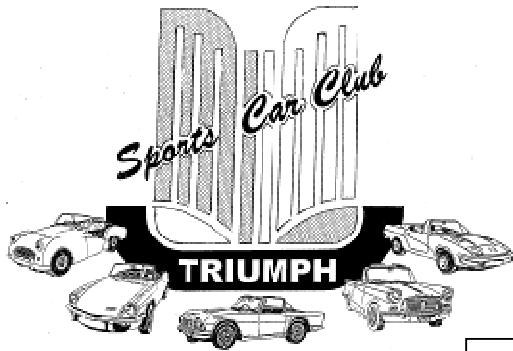


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NEWSLETTER – October 2009

Chairman's Chat

Hopefully summer is now here and we can get some good topless runs in the forthcoming months. It was interesting to read the recent issue of Sabrina, in spite of some blatant misquotes it appears the issue of Concours is being looked at a bit more seriously which was the object of the exercise. Whether anything actually happens is debatable but at least there is some discussion!

I want to use this month's chat to start people thinking about where the club needs to go in the future. The AGM comes up in mid November and I think we should use the time to have an in depth discussion as to what you the members want from a car club. At the end of the day the committee is elected on behalf of the members and takes decisions, the problem is that if people are not happy with the way the club is being run then they take action either actively by voting out the committee, or passively by voting with their feet and not attending meetings. I hope that the latter is not the case, but some of the meetings recently have been very poorly attended and it would be great to get some feedback as to how things are going. It is very disconcerting to arrange a good speaker and then find that few people bother to turn up.

Having spoken to a few members, it would seem that the Wednesday night slot in winter is not that popular with members having to come from Simonstown and Somerset West amongst other places. Just looking at the attendance register the other day it is interesting that they are the ones that tend to come to the meetings, those nearer to Parow seem not to make the effort. One alternative is that during winter months we use the Saturday afternoon slot we have been allocated at the clubhouse and say have meetings at 2.30 in the afternoon. This may encourage more people to actually use their cars during the month and mean we could have members actually talking about their cars or do things like tune ups and every one can drive home in the light.



On show at the Hermanus Whales & Wheels show

The disadvantage of this date is that we have the last Saturday in the month allocated and our club run has been on the last Sunday. It may be necessary, therefore, to maybe change the run to say the second Sunday of the month for the "winter season". This is not necessarily a bad idea as the last Sunday clashes with a number of other clubs runs and therefore we may possibly get a few more cars coming.

Please give the idea some thought so we can talk about the idea in more detail in November at the AGM which is the right place for items such as this to be voted on.

Editor's desk

First of all an apology, the lovely picture of a TR2 in the last newsletter was of course taken in Camp's Bay and not Sea Point, I must have been distracted!! A big thank you to Mike Napoli for pointing this out and taking the trouble to writing a letter that appears a bit later on.

I was really delighted to receive 2 letters this month, first is that someone actually reads the newsletter and secondly they make an effort and commit things to paper. It makes for more interest in the newsletter and I believe helps make the club much stronger to encourage debate.

As I said in my chat, at least the editor of Sabrina picked up on it and will give it some air in the next issue. From a couple of comments from other centres it would appear there is a need to experiment with the format of concours, let us see where this all leads!

Letters to the Editor

- *Letter 1*

Dear Editor,

The Newsletter is excellent. It's good to see so many different members contributing articles and comment – it makes so much difference. I agree with Dennis that it's good to see Paul Mitchell back again.

I am a supporter of our newsletter in its present format and I would not like to see a single page version replace it with all the content going to Sabrina.

I simply look forward to receiving it – so long may it stay that way.

Regards

Geoff Davis

- *Letter 2*

Hello all

Thanks to the team for an always interesting Newsletter and thanks to Margaret for the mention in last month's issue. Unfortunately trying to keep two racing cars race ready has severely cut into our TSCC activities so the newsletter is much appreciated as the medium for keeping us informed of what is happening on the Club front. One small criticism, the attempt to emulate the spring issue, although welcome, was well short of being controversial enough. I am also not too sure if the Editor was trying to test us but unless I am much mistaken the photograph was taken in Camps Bay and not Sea Point. But enough nit picking, after reading Dennis Cooks article on concours I decided that I had to put pen to paper (so to speak)

In my humble opinion Concours events have become their own worst enemy.

Why has this happened? Very simple, concours events are no longer held to assist people in preserving/maintaining their cars, they have become competitions to decide whose car is the "best." Whether such a car was put together by an individual using the skills available to him / herself or whether it was a cheque book restoration done at the behest of and enormous cost to the owner by specialists in the field is immaterial.

At a time when cars were worth nothing and were being scrapped because they had no resale value of note enthusiasts combined with the intention of helping owners preserve, maintain and improve their cars to a standard approaching factory original (d'état) or customized/modified to suit their own personal preferences (elegance).

That intention has long since been replaced by a win at all costs mentality pervading modern concours events that is not limited to any one marque club.

It is this very sense of win at all costs that instead of harbouring a spirit of camaraderie amongst people with like minded interests achieves the opposite effect with people being polarised instead of united, people leaving

gatherings ahead of schedule because of poor concourse judging /results, (the merits or otherwise of which will not be debated here) and in an extreme case even lead to one of the judges "fiddling" the score sheets in order to get his cars favorably placed ahead of their competitors!!

And that's not all, then you get the guys playing the system . I well recall a national gathering a few years ago where a local spitfire was entered in the d'elegance category. Once all the concourse cars were in the arena the owners noticed that only 2 spits had been entered in d'etat. They quickly switched their entry to d' etat and despite having wide rimmed wheels, wooden steering wheel, electric radiator fan etc etc they proudly(?) finished 3rd--a fact that was widely advertised when the car was put up for sale a few months later!!!

And let's not just blame people--regional centre's are just as guilty. Again I am reminded of an incident during a national gathering where 2 TR7's were entered in d'etat. In order to achieve points a centre urged one of its members to enter an additional TR 7 that could justifiably be described as diabolical. Despite the written recommendations of the 2 judges (of which I was one) that the car should not be placed (3rd)--guess what?? Yep it was placed 3rd and even received a prize!!

Despite the negativity of the above tirade I do still believe that concours events, properly administered, are useful for preserving and improving the marque. So let me end of with some positive suggestions

- 1) Scrap the winner takes all trophies and revert to the medal system (Bronze, silver, gold) The trophy hunters might hate it but stuff them. The purpose of concourse should be for the betterment and continued preservation of the vehicles and not a reward for the individual.
- 2) It is no use whining if your side screen re build, complete with Ford rack and pinion steering components, high torque Japanese starter motor, chicane overdrive gearbox, golf radiator and BMW brake calipers is refused entry in the d'etat class. If you have an apple, do not enter it into a competition for the best pear.
- 3) Ideally cars should be "screened" by the centres' prior to being allowed to enter a national concourse and cars which are so obviously NOT d'etat should not be allowed to enter such category. In those instances where screening is not possible (such as a rebuild not yet ready at the time of screening) on the judgment day judges should simply disqualify cars which are incorrectly entered in the d'etat category.
- 4) Centre's also have a responsibility to ensure that the score sheets revert back to the car owners after judging has been concluded in order that they can ascertain what the shortcomings are--perhaps a silver medalist missed gold because of something relatively simple that is easily rectified.
- 5) A post mortem noggin where score sheets are discussed with the owners together with their cars can but only assist in improving the standard of cars.

- 6) If there HAS to be an overall winner let the participants at the gathering vote what car they consider to be the "best" on display

At the end of the day you do not need a bunch of anoraks with score sheets to decide on the "best" or "most desirable" car at Concourse--enthusiasts can do that.

Be Well
Mike Napoli.



Now which car is more original!!!

Report back on "Wheels and Whales" at Hermanus

A very big thank you to those members who supported this event. The weather forecast for the weekend was bad and looking at the match at Newlands in the afternoon there was certainly a huge amount of rain in the Cape Town area. There was a howling gale in Hermanus that held off the rain until early afternoon, but certainly attendance at the event was very much down. Many of the bigger clubs were very poorly represented and there were many more "local" registrations that fortunately made up the show numbers. Unfortunately the organisers have to take a bit of pot luck on this one as the whales arrive in winter and the show is about them, maybe someone needs to have a word with them to make it more weather friendly!



Five cars came through for the event; it was good to see Adrian Morris in his TR7V8 and the Pastorino's in their immaculate TR3. Once registration was complete everyone headed off for a well deserved breakfast and a chance to look at the whales. Only problem was that any self respecting whale was keeping well off shore with the prevalent sea conditions!

Once again, thanks to all those that came.

Forthcoming Events - Please diarise!

Noggin at the clubhouse, Wednesday 21st October

As summer has supposedly arrived by then, there will be a bring and braai at the clubhouse starting at 19.30. Fires will be lit beforehand so bring your meat and your choice of beverage.

Please note there will be a short meeting at 19.00 for the committee.

Month end run to Struisbaai, Saturday 24th and Sunday 25th October

Plans for the Worcester show were not coming together due to a change in the show management. We decided to change the venue to Struisbaai for a number of reasons; mainly it is a lovely place at the end of a great run along TR roads!

The idea will be to use some of the excellent bed and breakfast venues in the area and those coming can choose one appropriate to their needs. The idea is to meet at the new BP garage in Somerset West for a 09.30 departure along the N2 over Sir Lowry's pass. We will meet Nick Joubert in Napier for a brunch stop before heading off to our destination. Nick is the organizer of the event, he did a star job last time which is why we are going back again!

Those of you that want to can stay for extra nights, we will probably stay over for Sunday as well and only go home Monday morning. There will be a TV for the Currie cup final on Saturday afternoon, hopefully Province will be in it followed by a braai at Nick and Denise's on Saturday night.

Please let me know as soon as possible (084 220 0082) so we can organise your accommodation.

Cape Classic car Show, Parow clubhouse 15th November (9h00 - 16h00)

This is the big event of the Multi Motor club and looks to be a great one. We have booked 25 places at the show for members, please let me know as soon as possible if you are coming as we should like to be able to book even more!! This is the major fundraiser at the club this year, your active participation will mean that our levies to the CMMC will be pitched at an appropriate level for next year. Good response equals either reduced or the same levy, bad response is an increased levy and maybe an increase in our subscriptions!!

AGM at the clubhouse, 18th November at 19h30

This is your opportunity to contribute to the running of the club, either put up or shut up. We are always looking for better ways of doing things and your feed back is vital to the club's future. Even better, come and take an active part in the club's running by standing for the committee, we are always looking out for new blood!

November month end run Calabash Bush Pub 22nd or 29th November

Ronan is organising this run via Bain's Kloof pass for our Christmas get together. Lunch, in the form of a spitbraai, will be R120 per head and promises to be a great day. Reason for the 2 possible dates is that the annual Motorcycle Toy Run takes place on the 29th and we are not sure who will be on that run, possibilities are that our month end run will a week earlier on 22 November, but this will be confirmed closer to the event.

George Motor Show - 13TH February 2010

Neil Cameron and I were at the classic car show in George this year. It was a well organised event with the best part of 1000 vehicles of all types on show. However, we counted only a handful of Triumphs which were scattered around and it was obvious the marque was seriously under represented.

Our chairman has approached the P.E. club and proposed that together, we organise a display of Triumphs at this show. I am happy to organise the trip which would be over three days.

Friday 12th – Travel to Knysna and overnight at a central B&B. Braai in the evening.

Saturday 13th – To the showground in George. At the conclusion we depart together for Oudtshoorn where we overnight again at a central B&B. Restaurant meal.

Sunday 14th – Return on the scenic R62.

I have stayed at both B&B's I have in mind for the trip. Both have secure parking and should cost in the region of R300 per person per night. Advance booking is essential and I would appreciate notes of interest at an early stage. Final confirmations of numbers will be required by Sunday 20th December, 2009.

Tom Dougan 072 913 2392 e-mail: tom.dougan10@gmail.com



Delirious in the desert by Dennis Cook

September is the worst month of the summer here in Saudi Arabia, not because it is the hottest, but because it is characterised by humidity levels of 90% plus in addition to temperatures in the mid 40's. Jo and I took the advantage of supplementing some leave with the extra days of the Eid holidays to escape from the desert and to make a long anticipated trip to visit her daughter and granddaughter in Chicago and my youngest daughter and two granddaughters in Quito, Ecuador. Transatlantic travel is not for sissies, but nevertheless it turned out to be a very rewarding holiday.

This newsletter is supposed to be about classic motoring so I shall refrain from making it a travelogue. (No mention of our trip to the Amazon jungle or the amazing historic colonial city of old Quito, or the wonderful food that usually accompanies travel) Chicago was for me so typically United States (sorry Gordon, but it is true); It was all about astonishing skyscrapers and things done on a large scale, including helpings of food. No wonder they are as large as they are, and no wonder they need equally large cars to get them around. I must acknowledge that Chicago is a very clean and well maintained city, with lovely parks and even gardens planted between the highway lanes. The highways and the traffic are nowhere near as congested as some of the other big US cities I have encountered, and it was relatively easy to get around. My first remarkable observation, based on the Highway traffic and parking areas in the shopping malls, is that upwards of 60% of all the motor cars in Chicago were manufactured by foreign companies; predominantly Japanese. When talking to our hosts they stated that this was fairly typical of the northern part of the United States where people have scaled down because of higher gas (petrol) prices; although in the Southern States where rednecks still abound, a greater percentage of American SUV's and pickups will be found. It is no wonder that the US automobile industry finds itself in the predicament that prevails. Not all of the foreign cars are imported, however, as many Japanese car companies have manufacturing or assembling plants in the US as does Mercedes Benz and BMW, and some of them manufacture larger automobiles specifically for the US market. Undoubtedly we will see significant changes in the motoring scene in the USA in the next few years, not only because of fuel economy and changing consumer trends but because of environmental issues.



Concours US style

While riding around on the Labour Day weekend, which is a special event in the US, I noted many classic car owners enjoying the fine weather of the late summer in their classic convertibles. On the Sunday we chanced upon a local classic car club holding a concours in the parking area of a suburban shopping mall—naturally we had to stop and spend a good couple of hours browsing amongst the classic cars. I took so many pictures but can only include a couple for the consideration of the editor. One of the cars not competing was a stunning silver late model Mustang Cobra, with so much hardware in the engine bay that I was surprised that the hood could close –



excluded because the cut off for participation in the concours was 1973. I chatted with the proud owner who informed me that his car delivered 1060 hp at the back wheels!! Notable also was a very well maintained De Lorean and so many years on it is almost difficult to understand that such a car was a commercial failure. There was a truly eclectic collection of cars which included hot rods and customs while ever popular Mustangs abounded, as did 1950's Chev Corvettes, and Corvette Sting Ray models. The owners were openly friendly and happy to chat to a foreigner, fellow enthusiast from so far away.



Another outing later in the week was to an attractive small country town, Volo, outside Chicago near the shores of Lake Michigan, where it is understood the population is less than 200 people. Here we visited the Volo Auto Museum. This is a family owned business established in 1966, and set in beautiful landscaped gardens with special parking set aside for visitors who arrive in their classic cars. The museum hosts a truly spectacular collection of classic cars, the majority of which are on consignment from the owners for sale and all of which bear the selling price. It is not a bad way to

run a business when the stock is provided for you free of charge and you can, in addition, charge an entrance fee. The Volo auto Museum also boasts a spectacular collection of mostly original cars from famous television shows and movies, most of the cars were created by the legendary customiser George Barris.

These included:

- KITT from Knight Rider
- The Daytona driven by Don Johnson in Miami vice
- police car from RoboCop III
- replica DeLorean from Back to the Future
- Herby (VW) racer
- cars from The Fast and the Furious
- Batmobile of TV's Batman



The selection of over 300 classic cars, all but three of which were naturally USA built, was truly amazing as each was in pristine condition and there was almost too much to view in one day. The only European cars were a beautiful XK 120, an E type which was being attended to in the workshop, and a Rolls-Royce which was used by Princess Diana when she paid a visit to Chicago. Cars on display varied from a smattering of vintage and veteran with predominantly convertibles and collectables from the 1950's to 1970's era. Never before have I seen such a massed collection of enormous fins,



acres of chrome and huge bumpers. The only negative comment about the display is that the cars are so numerous that they are packed in with almost no space between to admire or photograph them. Unusual and rare in the collection was a mint Edsel Ford. There was a surprising number of pristine Chev Corvettes from the 50's with prices up to \$ 50,000, and a large assortment of Mustangs from every era. A bargain to be had was a 2000 Mustang Cobra at \$ 12,000, but the early cars from the 1960s were being priced at around \$ 30,000. The asking prices no doubt reflected the high value obviously placed on these collectables as well as the outstanding condition. If you wish to browse the museum , see their website

www.volocars.com.

The museum included an interesting outdoor display of military equipment including a captured Iraqi tank. For collectors of antiques and memorabilia unrelated to motoring there were three floors of shops selling furniture, arts and bric a brac from yesteryear but we had time just to sample a small section, before running out of day.

There is not much of interest that I can tell you about the motoring scene in Quito, except that I did spot a Mark 2 MGA roadster with wire wheels in the yard of a small workshop. The car was missing any sort of soft top and was being protected against the elements by a couple of planks over the cockpit. Although it needed attention, it was surprisingly rust free and sound. I did not enquire the price and if you fancy this it will require a transatlantic trip. The only vehicle that tempted me while here was a very well kept Mk2 Mini bakkie. I had sold the [Horizon Cottages](#) bakkie just before I left to go to Saudi Arabia and replaced it with a hot Mini Panel van, but I do sometimes regret selling it.

By now you are hopefully enjoying the Cape summer weather; we miss Cape Town and we miss the Club activities and people.
Cheers Dennis

PS: If you are interested to see further pictures of the American classics, historic Quito and the Amazon jungle, I will publish some pictures soon on Facebook.

Regalia

We have a few of the fleece jackets with zip off sleeves in stock in all sizes. We are offering them to members at an end of season price of R190 to clear stock. These are a very good quality and VERY good value for money as they are so versatile. Please contact Gideon at 076 427 6854 or Tom 072 913 2392 to get yours now!



HEARD AROUND TOWN

Neil Cameron's TR5 is back on the road but suffering from injector problems. He is hoping to get the car ready for the trip to Struisbaai, otherwise it is the "honorary" TR Bullet!

Tom Dougan's normally immaculate TR6 suffered a major mechanical problem on the way back from Hermanus. Fortunately he was only going slowly at the time, but essentially the rear offside drive shaft sheared where it enters the hub. This is not an uncommon fault on the I.R.S cars and by the looks of the shaft there had been a crack there for a while. Instead of being able to get their house ready for guests, Tom and Anne had to wait several hours for a flat bed tow truck to take their normally trusty steed home.



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