



NEWSLETTER – JULY 2010

Chairman's Chat

Well, here we are in mid-winter with the big competition well under way and already claiming some big names. If you have been into the city you can't fail to notice the atmosphere of excitement especially on match days. The Fan Walk is personally highly recommended even if you don't have a match ticket. However, please don't fall into the trap of being a couch potato watching football as there are some great days to exercise the cars which Anne and I really appreciate. Having said that, my TR6 is in dry dock yet again- a bad few weeks but that is another story.

I am delighted to report that we have two new members and Spitfire owners, Mario Le Roux and Simon Cockett. They will bring the average age of the club down and may even band together and form, dare I say it, a youth league!! Welcome guys and feel free to look inside the old heads for technical advice.

Winter is traditionally quiet but in June we had a run to Hillcrest Berry Farm organised by Laurie and Chrissie Gleeson and a fascinating visit to Malcolm Uytendogaardt's workshop, or is it an indoor playground. The man certainly has a decent toy collection! Next month sees a run on Cup Final day, organised by Neil Cameron which will probably be on the peninsula. What about Triumphs sporting the national flag for this event. They are easily obtainable (every robot) and would be a great advert for Triumph in South Africa. I'm sure that even Mr Blatter and his thieving cronies can't call this ambush marketing.



The details for the Christmas lunch and concours event have now been finalised. Please put Sunday 28th November, Protea Hotel, Technopark, Stellenbosch in your diary now and see inside for more information. This is a stunning location to spend a Sunday morning despite a bit of car cleaning being thrown in. Gerhard Vorster and Jamie Hart will lead a discussion at the next noggin on Concours d'Elegance and Pride of Ownership respectively with the emphasis on how to prepare your car. Ronan will chair this noggin as we are overseas and I think it is not to be missed if you can help it. The timing is right now to take a critical look at your car and list the little jobs which need done to improve its presentation....even cleaning works!!

The June copy of Sabrina has hit the streets and everyone should have received their copy by now. It is a good read reflecting largely on the National Gathering and has whetted my appetite for the next one along the Garden Route in 2012 which is really accessible for our centre. Please let Anne know if yours did not arrive and she will do her best to find out why.

Please drive carefully and do have lots of patience in traffic with rental cars. There are lots of foreigners in town!

Editor's desk

It was really great to get to the noggin at Malcolm's workshop on Saturday morning, I was really impressed with the numbers of members and the overall spirit of the morning. As Malcolm said in his talk, he enjoys his cars and to me this club is all about enjoying our cars and the camaraderie that goes with it. Judging by the attendances at all the Saturday noggins so far, there is certainly a very good case for having them on a Saturday morning permanently as every one uses their classic cars far more readily in daylight than to drive home in the dark, and there were lots of Triumphs around on Saturday morning. It will of course have to be discussed at the AGM in November but I know which way my vote will be going!

There seems to be a great spirit in the club, let us keep this going and use the opportunities like the pride of ownership and concours Tom has spoken about to upgrade our cars. Contrary to popular opinion, I am not against concours per se, but against the negative way that many cars are marked and the overall lack of information about what to do to improve them for the next time.

Forthcoming Events - Please diarise!

Mid month run - Sunday 11 July

This event is now being organized by Neil Cameron, we know that the World Cup final is on the same day but the plan is to have you tucked up at home by the time the kick off happens!!

The plan is to meet at the Constantia shopping centre at around 11am and depending on the weather make our way to Dixie's at Glencairn for lunch. If the day is good we will go via Chapman's Peak, if not the direct route and an extra cup of coffee before we leave at the Mugg and Bean!!

We will use the SMS service to advise the exact meeting time, please let Neil know in good time whether you will be coming.

Month end noggin - Saturday 31 July

As Tom has said in his chat, we are going to have a Concours d'Elegance and a Pride of Ownership competition as part of our Christmas festivities at the Protea Hotel in Stellenbosch in November. What we want to do at this noggin is to lay out what we are looking for in both events so that we can all be ready with our cars properly organised.

At the same time, we are also very keen to get feed back from club members in case there is anything we have either missed or need to change to get the most out of the day. It certainly promises to be a really great occasion in wonderful surroundings and I am sure the more preparation we can put in the better!

Atlantic Rail Open Day - Sunday 8 August

Venue: The Train Lodge, Monument Station, Old Marine Drive, Cape Town

This is not a Triumph event but it is a lovely opportunity for us to show support for Atlantic Rail by arriving in our cars and helping them to publicise their tourist service to Simonstown once the line has been repaired.

Classic car owners are invited to support the staff and volunteers of Atlantic Rail at our open day. Cape Town's only operational steam locomotive will be working in the station yard. Free train rides, other static steam locomotives (see the Red Devil!), classic London Transport RTL bus and a cinema showing rail related films.

Other attractions include craft stalls and many activities for children, food and drink available. Bring your classic car, family and camera for a great day out. Indoor attractions will be available in case of inclement weather.

Please contact Frances Smith on 021 556 4176 or e-mail smithcape@telkomsa.net for further details and to register as an exhibitor for free entry to the event.

Your support for a group that is working hard to return heritage rail services to the Cape Town area will be much appreciated.

Concours & Christmas - Sunday 28 November

For those who skipped the Chairman's Chat on the front page here are the details of our year end event. Sunday 28th November is the date and the Protea Hotel, Stellenbosch is the place. At 9am we arrive and park cars adjacent to a restaurant which is for our exclusive use throughout the morning. This is in a stunning setting overlooking Die Zalze Golf Estate and is generally a nice place to relax for a morning. Coffee and scones will be served mid-morning followed by a buffet lunch at 1pm and a prize giving (Santa hats mandatory!).

This is not all relaxation as we are running a concours d'Elegance and Pride of Ownership competition. These classes complement each other in that a car may be entered for one, other or both. Entry is not compulsory and if you want to arrive in your classic and simply park up, you are welcome to do so.

It is worth mentioning now that our national chairman, Gerhard Vorster, has agreed to supervise the judging which will be undertaken fairly and with constructive criticism from the judges who will be briefed in advance of the day. The spin off from entering your car is that you should know what the judges thought and be able to go off with their positive comments and make your car that little bit better.

Gerhard and Jamie Hart will lead a discussion at the July noggin on how to prepare a car for these events. Gerhard is an experienced concours judge and Jamie has judged Pride of Ownership for the Jaguar Club so they will have a few hints and tips up their sleeves.

The third element to the judging is undertaken by all who attend who may vote for the most desirable car on display.

What is Concours d'Elegance?

This is easy. A car will be judged on cleanliness and condition only with no penalties for non standard components, fittings, finishes or modifications. In other words this is about presentation and not factory originality. Gold, silver and bronze medals will be awarded to each entry.

What is Pride of Ownership?

This is a class more suited to a car which is not pristine but is honestly presented along with its history. The owner is interviewed about their time with the car and marks accrue through presentation, cleanliness, points of interest, years of ownership and usage. This affords an opportunity for even a scruffy car to win provided it scores well in these areas so long as it is CLEAN. A good strategy here for the owner is the presentation of the history of the car. Photographs of restorations, places and evidence of events attended work well along with the car's manuals and records.

No medals here but prizes for 1st, 2nd and 3rd place.

As this is a club event it is only right the entries are restricted to members of good standing. At this point we could immerse ourselves in rules but the point of the day is to have some fun so we merely enter the cars, judge the cars with positive criticism, eat lunch in the winelands and hand out prizes!

Other forthcoming events

Sunday 8th August - Mid month run - organized by Nerina Napoli

Saturday 28th August - Month end noggin - Peter Inskip on wire wheels

Sunday 12th September - Mid month run - organized by Tom and Anne Dougan

Saturday 25th September - Month end run - Wheels and Whales in Hermanus (holiday weekend)

Report backs

Monthly run - Hillcrest Berry Farm - 13 June

We had a really wonderful run to the Hillcrest Berry Farm at the top of the Hellshoogte pass organized by Laurie and Chrissie Gleeson. To say the weather was unpromising was an under statement, the best thing was that it only rained the cats part for most of the journey!



side to enjoy the day. In view of the conditions, the run was pretty short and kept to the main road through Stellenbosch before turning up the pass. I am not sure why but my car loves that road and needless to say the hooligan in me took over and we were soon enjoying the sweeping bends and exhaust noise, hopefully every one else was enjoying themselves as much as I was!

The restaurant did us proud, naturally we were all inside as there was no view, but we had great breakfasts and wonderful conversation which is the hallmark of these get togethers. Once again, many thanks to Laurie and Chrissie for their organisation.



We met at the N2 Engen and it was great to see so many members making the effort to come out. Only 3 proper cars though, the rest were plastics and even our chairman succumbed to the weather! It was great to see Fred and Caryl Phillip in their TR3 come over from the Atlantic



June noggin - Malcolm Uytenbogaardt's Workshop - 26 June

This month's noggin was held at the Montague gardens workshops of Malcolm Uytenbogaardt. Malcolm runs a really nice Spitfire Mk 1, but the real excitement was all the other vehicles that he has in his fleet. As he said in his welcome, he enjoys cars and has a major fleet of mainly veteran Fords that he both races and just enjoys, he is really a self confessed petrol head but the main thing is he does it for the enjoyment!

His business is sorting out lifts, there was some evidence of his day to day activity but most of the down stairs section was taken up with a car lift and shelving full of car bits, a seemingly endless supply of V8 engines and other bits. He assured us that he only works on his cars after 4.30 pm but what a wonderful set up. The car on the lift was his Ford Fairlane which he has completely rebuilt the suspension so that it can actually



go round corners fast, very fast! It certainly was not the one that it left Uncle Henry Ford's factory with! There were Zephyrs, one with the obligatory V8 plus Mustangs and all sorts of other goodies. I was very taken with the Sunbeam Alpine which is due to become a Tiger soon!

We had a really good attendance of members and every one seemed to really enjoy what Malcolm had laid on. Many thanks to Anne for her bacon booty duties, they went down well and needless to say were soon sold out, complemented by good coffee.

Malcolm has indicated that his car lift is available to members of the club to use on a Saturday, they will however need to provide their own tools. Suggest you contact Malcolm for more information.



Songs about Jane by our man in the desert, Dennis Cook

At Drakensville, during the recent national gathering I met up with old friend Dave Lugg, who most of you will remember. We were reminiscing about the early days of the club in Cape Town, swapping stories, and so I thought I might add to some of the Club history that Margaret has chronicled, and awake memories for some.

In 1972 I purchased a sadly neglected TR3 A which I drove home from Durbanville with the intention to rebuild it, but found that the chassis had been badly damaged, and subsequently purchased the rotting remnants of a TR3 (for R 200!) for the chassis and other bits. Not long after, I came across a nucleus of enthusiasts led by one Mike Allan who lived in Claremont and drove quite a nice blue TR3. The club was a rather loose affiliation then, and used to meet in a hotel in Rondebosch. Members that I recall from this time (73/74) were the late Chris Schultz; Rob Ingleby and Bruce Erasmus. Chris was rebuilding a TR 3 that subsequently went to his son in Jhb. In 1974, while I was partially into the rebuild of my car, I was posted to the Middle East for nearly 4 years and the car had to be stored.

My job took me back to South Africa in 1978, but to Durban, where I came across a beautiful gathering of TR's at a hypermarket and met Graham Cheetham for the first time; found that he had organised a National Association and joined the Durban club. My employer, who had originally promised to send me back to Simonstown after my stint overseas, refused to transport my car and other stuff that had been stored to Durban, so I resigned to return to Cape Town, where I made contact with the Cape Town Centre, then under the chairmanship of Rob Ingleby who was chairman for several years. Today we are fortunate to have the multi-motor club house, because club meetings back in the late 70s and early 80s were held in a garage in Wynberg that was rented by Dave Lugg and another for their restorations. Whilst there were a few rickety chairs, and an empty beer crate, one generally stood around or sat on the chassis of a TR undergoing a rebuild. (Dave Lugg was the original 'one day'). In good weather we sat outside and enjoyed the chats and the beers.

One of the larger-than-life characters in the club at that time was Bruce Erasmus; for whom the Castle Quart was renamed the “Erasmus dumpy”, because of his huge capacity. Bruce owned a very original and un-restored black TR2. To show how values of our cars have changed, I recall that Bruce purchased a beautifully restored Austin Healey 3000 and we were staggered that someone would pay the price of R6,000 for such a car! (A running TR 3 for rebuild could be had then for R 500) Bruce, like Rob Ingleby, was your genuine bachelor about town, but we were all delighted when he met a lovely lady who had been through an extremely unhappy marriage, and started making plans to settle down together. Alas, it was not to be; they were driving in the Healey on the N2 near the Pinelands cooling towers where the municipality had been burning grass, and the visibility was poor. The traffic had almost come to a stop when some idiot came tearing down the highway at great speed and smashed into the back of them, rupturing the fuel tank and setting the car ablaze. Sadly they both perished in the fire before anyone could help them. Bruce’s TR 2 was subsequently restored by his brother in PE.

Rob Ingleby, during his tenure was a popular chairman, and a great organiser of social events, most of which then took place around the Peninsula; usually assisted by Hinke Nixon and Sheila Maggs. He was also a dedicated enthusiast and, as I recall, attended the first couple of National gatherings on his own in his TR3. He was of invaluable assistance in helping get my TR rebuilt; which I had to do in a single garage in the little house that I had bought in Zeekoevlei, following a divorce. He spent many a Saturday afternoon in that garage, teaching me panel beating, and helping me to rewire the car.

Dave Lugg was another who unselfishly helped a great deal because I literally had to rebuild the car on a shoestring; committed as most of my salary was then to alimony and maintenance. Dave did the machining of the engine components, put in new valve seats in the head, and welded new sills on the body, as I had no access to welding equipment.

Hinke and the late Dennis Nixon were active members and Hinke was a key player in the committee for several years. I found that Dennis had acquired the blue TR3 from Mike Allan, who had packed for Perth like so many others at that time. The Nixon’s were working hard to realise their dream of building a house in Constantia, and raising a family, so the car was never used nor rebuilt. I think that the car was sold before Dennis was so tragically killed by a burglar in 2007, and I wonder what happened to it? Hinke, showing her commitment to Triumphs, drove a nice Triumph 2000 station wagon and eventually took over from Rob as Chairman about the time that I moved to Johannesburg in 1983. Having been a theatre sister who assisted Dr Chris Barnard in the world’s first ever heart transplant, it was no surprise that she was assertive, if not bossy, but she was a Club stalwart and I was very fond of her. It was not her fault that she could not find me a new life partner from her wide circle of beautiful and unattached women.

To be continued...

Technical tips

Now is the time of year when we should be looking at all those maintenance jobs so we can enjoy our chariots when the good weather comes back again as it surely will!

One of the critical areas of maintenance is the front suspension, particularly all those lovely grease points! Because of the design of the Triumph suspension, it gives really good road holding provided all the grease nipples are regularly looked at, failing to do this will result in rapid wear and loss of performance. One critical area is the bottom trunnion where the vertical link screws into the brass holder. This has to be well lubricated with Hypoid 90 grade gear oil rather than grease, there is a grease nipple at the bottom into which the gear oil needs to be squirted. Sometimes it is easier to replace the nipple with a UNF bolt to avoid the oil draining out!

Spares

On the subject of maintenance, my request in a recent newsletter for information regarding spares availability seems to have been ignored. I trust this is only a very temporary aberration on your part!! These are for items that are locally available such as distributor points, condensers, brake pads and shoes as well as many other available spares. If we can give members the information of what to order and where, this will help us keep our cars in really tip top condition at a price that is affordable.

Triumph Trivia

I am not sure who sent me these lovely adverts for my favourite car, but thank you all the same. They were a little bit small for good reproduction but they certainly get the point home.



"IT WAS A LOT OF CAR IN THE BEGINNING AND IT'S A LOT MORE CAR TODAY." (MOTOR TREND)

That's a new review from a tough critic: Motor Trend. So when their technical editor said our TR6 (below) is even more of a sportscar than the classic TR2 (above) – both winners in national and international competition – we wanted you to know about it.

But aside from talking about the TR6's heritage, they had a lot to say about the car itself. "There is a feeling of almost immense subtlety, as though the basic car were carved out of a single block of steel." That solid feeling comes from the TR6's taut, low-ball chassis with rugged 4-wheel independent suspension. It's a car for precise driving, crafted by engineers who really understand sportscars.

And the magazine's description of it having "long-legged go for ever performance" from its high torque 6-cylinder engine will be agreed by TR6 drivers anywhere or by people who have simply driven in one.

Even though we've been improving and evolving the TR series for two decades, it wouldn't be the great sportscar it is today if it hadn't been great to begin with.

THE CLASSICALLY BRITISH TRIUMPH TR-6

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The winding, twisting, narrow roads of England make the TR6 solid, tough and beautiful to drive.

In England, we're not enthusiastic about driving in a straight line. Here cars must be built with an uncanny ability to handle and perform, safely and accurately.

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In addition, because you don't know what's around the next bend, it's good to know the TR6 has big 10.9 inch disc brakes up front to stop you even more quickly than it goes.

If you share our passion about driving, you drive a TR6.

On the winding, twisting, narrow roads of America.



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I was watching James May of Top Gear fame extolling the virtues of the TR6 on YouTube the other day in typical British weather, pouring with rain, and it really made me feel very proud of these cars and their fine tradition! I really have nothing against other cars from this era, but as James says, they are not really the same are they!

TRIADS

It seems that every year about this time I contact you with the news that I still do not have a taker for my 1981 TR7. Please be good enough to publicise the fact once more and stress that I will consider any reasonable offer. The details again are

- Colour silver-grey (Black soft-top in fair condition)
- Condition: good running order; (We use it regularly) needs some TLC
- Mileage: 150 000 km
- Tyres: Pirellis – good nick

Please contact David Shreeve at 021 791 1004 or 082 466 6135.



HEARD AROUND TOWN

- A very speedy get well soon to Colleen Draycott after her recent operation, glad to see you are on the mend and we look forward to seeing you fighting fit very soon
- I spoke recently to Peter du Sautoy, he is sounding very much better and was off to supper for the first time in ages, keep up the recovery and we look forward to seeing all of you in the near future!
- On the car front, our Chairman's car developed a horrid screeching noise which seemed to come from the differential area. On entry to Rod's hospital for cars it was found that the bearings were just about to disintegrate. There was evidence of previous damage so maybe who ever had repaired the unit in the past had not done a very good job, possibly the problem with the half shaft was connected to this. Hopefully the car will be on the road again soon with a clean bill of health.
- As an interim report on my car, the new injectors are working well and overall there is a reduction in fuel consumption (about 5%) which I am not claiming as absolute but it helps! What is making a huge difference is the greater mid range torque that seems to be available from the engine and lack of a flat spot just over 3000 rpm.



*Now this is how to fix your car boys & gals!!!
Under a car during the visit to Malcolm Uytenbogaardt's workshop*

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Your Committee would like to hear your views and ideas at any time. Please feel free to contact us.

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