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NEWSLETTER – February 2009

Chairman's Chat...

A very big thank you to those members who made the Timour Hall show such a success, every one seemed to enjoy it and although sardines probably have more space in their tin, it all seemed to work well. What I was pleased about was the appearance of virtually all the models of TR's that were made. It was a shame that we could not put the boards up to show the public the history, but I am really not sure where on earth we could have fitted the display! Ronan made up some re-useable sign boards for each car; they really looked the part and well done. There was also a great Triumph team spirit and many other clubs commented favourably on what we had done.

I was also delighted to see the younger members of the club there with their cars. They were well turned out and a credit to their owners. They might not have had items that were period pieces, but as my daughters keep saying to me; if the music is too loud then you are too old!!

My only general comment is that the organisers are going to have to look carefully at numbers next year, other than that I thought it was a really good show, well done to Jo and her team.

From a club point of view, this was another example of WHY to pay your subs! The club offers very good value for money, for under R300 you get free entrance to at least 3 good car shows and access to spares that will certainly save you most of your subscription!! From a social perspective club outings and noggins provide a great opportunity to meet other owners, and find all sorts of interesting information and places to visit. So PLEASE renew your membership and tell other Triumph owners about our club.

On a different note, please come forward to organise either a noggin or a club outing. Good winter speakers are especially welcome!!

Enjoy your cars in
2009,

Jamie



TR3, 3A, 4, 4A & 5's on show at Timour Hall 2009

Editorial

Yes, I'm back in my editor's seat once again. Jamie did a fine job doing a mini newsletter last month and Ronan added some nice pics to bulk it out a bit. For those of you who check out the website occasionally or indeed if you attended the event at Timour Hall you will see that my golden chariot is up for sale. It is with much sadness that I have to part with her. I have enjoyed many happy hours bombing around in her over the last 5 years and would dearly love to keep her, but circumstances dictate that I must change vehicles. So, sadly I will be swapping my beautiful classic sports car for a more serviceable plastic hatchback.

Dennis has happily resumed sending me his Delirious in the Desert contribution. These always make for interesting reading. Neil Draycott was also out in that neck of the woods and has sent a contribution as well. Welcome back Neil and Colleen.

I've typed out an article from the P.E. December newsletter as I didn't receive it by email this time. Tim pointed out the item and asked me to include it as it may be useful to club members.

Enjoy this February edition of the newsletter and above all, enjoy driving your own Triumph chariots.

ANNUAL FEES DUE

Membership renewal fees for 2009

For those of you who haven't done so already, (and most have I'm happy to say), your annual fees are now due. The deadline for early bird payments has passed and current fees are as follows.

Single: R270

Couple: R300

TSCC BANKING DETAILS:

[TSCC of SA, account number 078226929, Standard Bank Pinelands, branch code 036309.](#)



Spitfires and Herald on show at Timour Hall 2009

Forthcoming Events:

Sunday 8 February - Killarney Classics

The organisers have requested our presence on Sunday 8th February. The plan is that there will be a classic car show in the central grassed area of the track (opposite the Jaguar Club) and a parade lap at lunch time.

As an incentive to bringing your pride and joy, the driver of each classic car will be issued a free ticket – **provided they pass through the MAIN GATE (off Koeberg Road) between 8h30 & 10h30.** Look out for a CCMCS representative at the main gate, get a ticket for the driver and a sticker for the windscreen, then proceed under the subway and park in the appropriate demarcated display area. All passengers will need to pay the R70 entrance fee, which seems a fair arrangement.

The Jaguar Club has kindly extended an invitation to the “British Armed Forces”, provided you sign the visitors register. They have a small bar facility and normally have braai facilities available at lunch time.

We also have the use of old CMMCS clubhouse on the day, so please feel free to make yourselves at home there. Please note that there is no one officially manning the CMMCS clubhouse, (or cleaning up afterwards) so please bring whatever supplies you may require and help us to leave the place neat and tidy when we leave.

To add further spice to the occasion, Killarney is supplying 3 trophies for the 3 “best” cars on the day. The winners will be selected before lunch, and could lead the lunch time parade lap, assuming their owners have been paying attention to announcements! Trophies will be presented at the prize giving at the end of the day, which will start at approx 18h30-18h45.

Wednesday 18 February - NOGGIN at the clubhouse

As the weather is so good, we thought that another bring and braai would go down well and enable everyone to catch up on what is going on. Fires will be ready by 19h30.

We would also like to take some time out to discuss the future programme and particularly to discuss what form members would like the spares department to take under the leadership of Alan Sheard.

Sunday 22 February - Month end Run

Outing to Speedway 105 Cafe, Hope Street, Cape Town. Those coming from southern suburbs can meet at Constantia Village at 9.30 for a 10am departure. Cars from northern suburbs might like to make their own way there. Please arrive by 11am. It's in the Old German Club if you know where that is. Neil Cameron has booked for 20 – 25 of us for a meal.

Wednesday 18 March - NOGGIN at Viglietti Motors

We have managed to arrange the long anticipated visit to our Italian friends at the now infamous Ferrari & Maserati Importer, Viglietti Motors, in Roeland Street. This is one noggin you would not want to miss. The last Viglietti noggin, about 5 or 6 years ago, was a well supported event with lots to see.

Everyone is to meet in the showroom at Viglietti Motors at 78 Roeland Steet, Cape Town at 18h30. Some small snacks and wine will be made available.

Please confirm your attendance with Jamie – 0842200082 or Jamie.hart@kingsley.co.za.



New member, Jacques Blom's modified Spitfire MK3 on show at Timour Hall 2009

Potential new member, Pat Stacey briefly showed his modified Spitfire MK2 at Timour Hall 2009



Delirious in the Desert - February 2008

A belated wish to all old friends in the most beautiful city in the world, for a peaceful and Triumphant New Year. I apologise for missing the January newsletter- with getting settled in a new job and new accommodation as well as organising the formalities for Jo to be able to join me, the deadline came and went unnoticed.

We are certainly seeing some remarkable changes unfolding in the automobile industry throughout the world as we go into this New Year. The old order of things, with the USA dominating the motor industry, is about to change. Not only are their motor manufacturers, with the possible exception of Ford, technically bankrupt and face having to re-invent their products, but Toyota has overtaken GM as the largest automobile manufacturer in the world.

It is certainly interesting to see the shift in the premiere motor sport events to the far and near East, with the shifting of economic power, bringing many changes to the F1 calendar, with the burgeoning Middle East a rising star. The first, of course, to host a Middle Eastern F1 GP race, was the prosperous little Island kingdom of Bahrain with a state of the art F1 track, in 2004. In 2007 an official signing ceremony was concluded by CEO of F1 management Bernie Ecclestone for the Abu Dhabi F1 GP. Their first event is scheduled for November 2009. The track under construction is situated on a 2,550 hectare, natural leisure island, situated on the east coast of Abu Dhabi. A press release at the time stated *"Spectators will enjoy high speed action played out on three distinct sections of the 5.6km circuit, including high speed areas ending in tight overtaking turns, a street section and a marina section. Each section of the circuit combines to deliver an unrivalled viewing experience."*

It seems that the Middle East economic powerhouse Dubai, has wanted to host a grand Prix but has been turned down by Ecclestone on the grounds that a World championship cannot have 3 races in the Middle East, notwithstanding the availability of ready funds. They do say that money is not everything, but it seems that if you have money you can achieve almost anything. I'm sure that all are aware of the fact that the Cape Town waterfront which the SA government had previously said would never be sold, but would be retained for the people, now has a majority new owner in Dubai Holdings. Not being able to host a third Middle Eastern F1 GP, it seems that a successful Dubai property developer which owns large swathes of property in Las Vegas is keen to promote its investment in the city and they have proposed a street race in Vegas which would take in the world famous strip in the center of the gambling city. Will it be called the Dubai /USA GP??

Since the demise of the USA grand Prix at Indianapolis in 2008, due to lack of funding, F1 boss Bernie Ecclestone has been under pressure to reinstate a race in the USA. Although the Americans as a nation have never been particularly enthusiastic supporters of F1; preferring to support their own brute brand of oval track racing, the lack of a USA GP, certainly takes something away from the notion of a world championship, as the US still remains the center of consumerism. The formula one constructors are naturally keen to return as the North American market is still vital to European and Japanese car makers, and for all the luxury and sporting car makers.



It seems unlikely that a future F1 GP would be held at Indianapolis speedway again due to changes in the track and the high cost of F1 sanctioning fees for which the speedway has no sponsor. There are a number of attractive racetracks that could be used, provided they were upgraded to meet the F1 safety requirements, but since neither State nor Federal funding is available for the race, Ecclestone has had to seek alternative finance. He has recently confirmed that talks are on the go for the USA GP F1 race in 2010, and has entered into negotiations with some of the larger Vegas casinos to work out a suitable date. Watch this interesting event unfold with the sheikhs in the background.

In Saudi Arabia, where I am working, there is much less interest in motorsport and even less in classic cars than in the UAE, and particularly Dubai, with its very large proportion of wealthy locals. In fact if you were in the market for a used Ferrari, Porsche or Maserati, the most cost effective deal can be found in Dubai, where the wealthy owners and Royal family members change their luxury cars quite regularly.



I was interested to see that in January there had been a classic motor car show that formed part of the UAE national Day celebrations. Motoring in the Gulf countries has always been dominated by the U.S. and Japan with European vehicles rare, and the only British representation, Land Rover and the occasional Jaguar. Here in Saudi Arabia there are sufficient people at the bottom end of the income scale driving old cars to see that in days gone by it was the big Chevs and Fords that got the large families around after they decided to seek a more comfortable and capacious option than a camel. This was notable, too, in the classic car show in Dubai where more than 150 restored classic vehicles lined up in a recent 2-day Emirates Classic Car Festival, held in conjunction with the UAE National day celebrations.

The cars were judged in eight Categories, according to year of manufacture. The overall winner in the classic luxury class was a 1963 Porsche with the run-up in the Pre 1960 class a 1955 Porsche 356. The winner in the Pre-War category was a 1920 Ford.

The Yank tanks did not have it all their own way, as the overall winner in the 1960-1969 Category was a 1968 Datsun, whilst a 1980 Datsun came 3rd in the 1970-1979 Category. In spite of the undisputed affluence associated with the show there was no mention of any one owning an Isuzu Bellet; which just shows that money cannot buy you everything after all!

Having not succeeded in selling his Triumph TR5 through the club web site last year, I wonder whether the owner of such a rare Japanese vehicle, which is undoubtedly not appreciated in TSSCC circles, will be looking to market it for a princely sum in Dubai?

By now the Timour Hall classic car show will have come and gone- we thought of our Club and truly wished that we could have been there to enjoy and support the event.

Cheers Dennis.

[Hi From Neil - In The Desert Next To Dennis!](#)

We have been in Dubai visiting our children since the 5 December. Colleen and I are amazed to see how Dubai has developed since our last visit 2 years ago.

The Metrorail and also the Burj Al Arab (which is now the tallest building in the world at 818m high and 154 floors) are nearing completion. Sol Kerzner's new Atlantis Hotel is on the Palm Island and one has to drive through a tunnel under the sea to get there. The décor is amazing, particularly the crystal fountain and King Neptune's throne, and the controversial whale shark seems to be quite at home and unaware of the conservationist's petition for its release. Hugh Grant and Victoria Beckham were celebrities who were visiting there last week.

Talking of celebrities I was watching the F1 Power Boat Racing in the sea and who should be standing next to me but Rodger Federer who was taking a break before the tennis championships in Abu Dhabi.

Our ex next door neighbours in Beacon Bay East London were visiting relatives here and we bumped into them at The Mall of The Emirates. Also from East London and living here now is an old Motor Racing Fan friend who very kindly took me to the Dubai 24 hour race. We had a super time walking around the pits and chatting to some of the teams on the Thursday (practice day), on Friday we watched the start of the race and most of the afternoon's racing and on Saturday watched from a number of

different corners which can be reached very easily by very good roads circling the track. The very new “Pink 60 flag” which is now used instead of a safety car leading the cars in the event of an accident or any other incident, such as a bad oil leak, was utilized because of an accident, and it was amazing to witness the drivers form up in their positions with no overtaking and travelling at a speed of 60kph until the green flag came out again. The facilities at the Autodrome are very up-market. The main stand is massive and seats 7,000 people. The FIA sanctioned GP Circuit is 5.39 km. The state of the art pit facilities are about ¾ km long and have upstairs lounges, restaurants and pubs from which one can view the main straight. There are also members and team hospitality suites.

The 24 hour race was won by a Porsche, followed 49.67secs later by a BMW and 8 more Porsches! The drivers were transported to the podium to receive their trophies on Camels (a very definite change of speed!). Amazing to think that there was no entrance fee at all and that one could sit where one liked and enjoy all the facilities. Abu Dhabi are building a new F1 race track and hope to stage their first race in 2010.

Colleen and our daughter Janielle, have been enjoying the shopping festival and have been out searching for bargains.

We fly home on the 2 February and are looking forward to our next Triumph Car Club get-together.

Best wishes to you all.
Neil and Colleen Draycott

[Non starting problem - from PE December newsletter](#)

The TR3 was perfectly tuned with valves reset, carbs tuned in and the distributor sorted out by Frikkie. The engine kicked over first time on pressing of the starter button and then purred. A few more starts, and switched off and we celebrated. The next morning all ready and raring to go for a spin – alas no friendly persuasion could get the motor to up and running.

After much consultation and expert opinions, the head was re-machined, new valve springs and pushrods fitted and new plugs inserted. Still no LIFE until new plugs were fitted – and additional litres of fuel added to the tank. Then it started and was retuned. Then again we had the same problem recurring. On testing the plugs and found one new plug absolutely dead. Not a spark. This time I fitted only new plugs and Trriiuumppphhh and we were A for away and added petrol. Only to experience the problem again a few weeks later. What could have caused the problem? Maybe it was a combination of all these factors already mentioned.

Then in the November I came across an article by S. Johnson entitled Evil Spirits. He writes: As a small garage owner he encountered a spate of cars refusing to start after a cold engine had been running for a few minutes and then switched off. New plugs were fitted and the problem persisted a few weeks later. For example the car would start in the garage and then pull out and switched off. Five minutes later it would not start again. The problem pointed at a temporary fuel problem.

The explanation was given by a fuel expert. The information states that the high aromatic content of ULP is most likely the culprit. When a cold engine is started and switched off again before it has had a chance to heat up to operating temperature, some of the aromatics vaporize on the spark plugs, leaving a thin coating of carbon on the central electrodes. This attracts sufficient water vapour to stop the plugs from firing. There is a good chance that if you leave the engine running until it reaches normal temperature that this will not happen again.

It should be noted that the slight variation in aromatic content is outside the control of the normal refinery process. This explains why this phenomenon does not occur all the time. Your petrol station may just have received a batch of poor supply of ULP fuel from the supplier. This was just my luck – and that of Leon.



Left - Roger Robeck's TR2 took centre stage at the Timour Hall 2009 display

Below - A silhouette of Rogers TR2 as seen in Jacque Blom's Spitfire bonnet.



Tri-Ads For Sale

- GT6 - 1973 mimosa yellow, very good condition. Price - R60,000 onco. Contact Eileen Cruise on 082 560 2589 or 021 558 4632
- TR6 - 1971 bright red, very good condition, solid rims with chrome trim, 69,000 miles. Price - R105,000 or swop for Explorer off road caravan or similar. Contact Mike Schilperoort on 082 770 8604 or cabin@intekom.co.za (see picture)



Snippets

- Chris Schultz has sold his entire Triumph fleet – the TR4A has gone to a very eager and potentially new Johannesburg member, Dave Sawyer. The Herald and TR7 (previously owned by Ken Boss) are now both in the hands of 'ONEDAY' Sanderson.
- The Timour Hall display lead to 5 new potential members requesting information regarding the club, so the exposure is definitely paying dividends.



Potential member Dion Tromp's SA made Chicane on show at Timour Hall 2009

EVENTS CALENDAR 2009 – TRIUMPH SPORTS CAR CLUB CAPE TOWN

DATE	EVENT	ORGANISER
8TH FEB	SPRINGBOK SERIES KILLARNEY	
18TH FEB	NOGGIN - Bring & Braai @ clubhouse	Jamie Hart
22ND FEB	MONTH END RUN	NEIL CAMERON
18TH MARCH	NOGGIN - Viglietti Motors (Ferrari)	Jamie Hart
29TH MARCH	MONTH END RUN	GERHARD AND SUZETTE
15TH APRIL	NOGGIN	Volunteer required
26TH APRIL	MONTH END RUN	PETER DU SAUTOY
20TH MAY	NOGGIN	Volunteer required
31ST MAY	MONTH END RUN	Volunteer required
17TH JUNE	NOGGIN	Volunteer required
28TH JUNE	MONTH END RUN	Volunteer required
15TH JULY	NOGGIN	Volunteer required
26TH JULY	MONTH END RUN	Volunteer required
19TH AUGUST	NOGGIN	Volunteer required
30TH AUGUST	GO CARTING CHALLENGE	TIM CRUISE
16TH SEPT	NOGGIN	Volunteer required
26/27 SEPT	HERMANUS WHEELS AND WHALES	Jamie Hart
21ST OCT	NOGGIN	Volunteer required
31/1 NOV	WORCESTER WHEELS + AWAY	Jamie Hart
18TH NOV	AGM	Triumph Committee
15/22 NOV	BRITISH SPORTS CAR TOUR	Jamie Hart
28TH NOV	YEAR END FUNCTION	Triumph Committee

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