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NEWSLETTER – June 2009

Chairman's Chat...

As I write this chat, the Cape winter is trying to do its worst outside and the last thing on most of our minds is taking our cars on runs. A big thank you to all of you who went to the May noggin, it seems that a lot of good ideas came out of it and we certainly hope to introduce many of them soon. One particularly good idea concerned the perennial problem of attendance at the mid month noggins during the winter months. With the cold winter weather at this time of the year, it is a major commitment to get everyone together from the far flung corners of the Cape metropole!

We have a really good speaker for the June meeting (Koesie Swanepoel) so that should be well attended, but the suggestion was made that we use the club's allocation of the clubhouse on the last Saturday afternoon of the month. The potential idea was to use this allocation during the winter months rather than the Wednesday and to put the month end run to mid month to avoid 2 events in 2 days! At present the July month end run organiser, Peter du Sautoy is overseas so we are not quite sure how far his plans are advanced, but if possible we would like to experiment for July and August to see how the idea works.



The sort of ideas that were put forward is for example for members to bring their cars along on a Saturday afternoon and maybe discuss modifications they have made, or have a practical demonstration of tuning S U carbs on a real live car! The thought of bringing a TR on the R300 on a Saturday afternoon is much better than in the dark and rain on a Wednesday evening!

The possibility of re introducing the coffee and cake runs was also mooted, now that we have the excellent SMS service it may be that these can be arranged at relatively short notice when the weather forecast is favourable for a dry day, rather than on a fixed day when it always seems to rain! Even if a few cars turn up at least the car is getting its exercise and we get to enjoy our cars!

On a closing note, many people have commented already how the SMS service has helped them remember events, many thanks to Tom and Anne for putting the hard work to make the exercise worthwhile!

Look forward to seeing you at the June noggin and month end runs, happy motoring,

Jamie

Editor's column

Well no one put up their hand to take over Eileen's job so I decided that I would give it a go and see whether I could do as well as Mike Napoli when he was in the chair- it is a hard act to follow and I am still wondering what to do about September! A similar photograph in TRAction seemed to bring about a similar reaction so it is not only this part of the world that has a problem!

But first of all, a very sincere than you to Eileen for her valiant efforts over the last few months. Life wasn't too easy for her and she has done a great job to get the newsletter out. I know her car is for sale, doesn't someone out there want a lovely GT6, but I really hope that when she gets back at the end of the year she will still maintain contact with the club.

One of the ideas the committee has been toying with is that we have a smaller version of the newsletter for 2 months and a really bumper edition on the 3rd month that will be between editions of Sabrina so that we do not eclipse the national magazine. Let us see how it will work out but comments are always listened to and acted on if possible.

A big thank you to Dennis of desert fame for his contribution, but please guys I do not want this newsletter to be the Dennis and Jamie show! There are an awful lot of people out there who can put finger to keyboard and come up with good articles so let's find them.

From a personal point of view, I enjoy technical articles so am starting to put a few of them together. Just simple things that are appropriate to keeping our vehicles on the road in a safe condition. If this isn't your thing, please write something that is!!!

Forthcoming Events - please diarise!

Noggin 17th June at the clubhouse 19.30

Put a big mark in your diary so you don't forget, and bring some friends! Koos Swanepoel will be giving a talk on his racing days including Triumphs such as TR2s. Koos was one of the leading competitors in SA motor racing for several decades and has seen a lot of changes. This should be a really wonderful evening so please make sure we have a bumper attendance.



Koos in his Lotus Cortina

Month end run Sunday 28th June

Brunch run to Ons Huisie in Bloubergstrand. Meet at Mouille Point lighthouse at 9.30 for a 10 am departure and a pleasant drive along the west coast.

Please confirm with Ronan Sanderson (082 443 3704) before Thursday 25th to confirm numbers.

Delirious in the Desert by Dennis Cook

Being so far away from home, and so far removed from classic motoring, I do look forward to the monthly club newsletter to keep me informed. My thanks go to all those who take the time and trouble to write articles for the newsletter on the outings and events. I was truly sorry to have to miss the visit to Viglietti Motors, cancelled last year when I was at home, and unlikely to be repeated soon. During last year when I was traveling into the city on a frequent basis, I passed by the showroom glancing with envious eyes at the beautiful machinery on display. In his interesting article on the visit Ronan made mention of a F1 machine previously raced by Jean Alesi being sold for a princely sum.

What a surprise it was to get the Middle East issue of Autocar last month (out of Dubai) and to see a report on the thundering Speed Car series – modified saloons- held in Dubai. This report showed that many erstwhile F1 drivers don't hang up their helmets but go on to other forms of competition. The report headlined that former F1 ace Jean Alesi had trounced the field in the speed car series beating the local champion, but equally interesting was to see that third place was taken by Heinz Harald Frenzen and fifth place by Johnny Herbert- all ex F1 drivers. I guess that there is still enough money around in Dubai to attract top names to their motor sport. For such a small country there is an enormous variety of motoring events, shows and races which we do not get here in Saudi Arabia. In February the inaugural Dubai Classic car show was held at the iconic Burj Dubai Hotel.

If Peter will permit me to piggy back on his report about Sedgefield classic cars, where he saw a couple of Triumphs on display, I was interested to follow up on this, primarily because I have been in discussion with the owner of a red Mk 2 automatic Stag for some time, and thought it to be the same car. It is a car owned by PE member Peter Leyland, previously owned by Bob Pretorius. I found the dealer has a website well worth browsing for a while. For those of you who have the time to indulge see <http://www.sedgeclasscars.com/>. Perhaps those motoring down to Plett for the mini – gathering over the June long weekend will agree to tarry a while in their “Car-fee” shop:



“Enjoy a super cup of coffee in our Car-Fee Shoppe with its walls adorned with many motoring memories and block mounted posters. Car photo place mats on the tables, toasted sandwiches, cakes, scones, muffins, milkshakes and cold-drinks, relax in a motoring theme coffee shop The adjoining Motoring Memorabilia Store has a large variety of motoring theme products and an excellent range of Die Cast Models.

This enthusiastic dealer has a wide variety of classic cars on sale. I personally coveted the 1958 Austin A 50 pickup; could be an asset to our guest house business www.horizencottages.co.za at R 28,000 and in good nick. Prices, I thought were a little on the high side- to cover his commission I guess, but one could find some great classic motoring for under R 30,000. I was surprised, though, at the astronomic asking price for a Mk1 Cortina GT at R 120,000. This is one of the cars that I would have liked to own, but preferably in Lotus Cortina form. How many of us “oldtimers” did not own a Cortina- that spacious family car that could be so easily tuned to deliver exceptional performance or uprated by easy bigger capacity engine swaps from “Crash Flash “?

I recall with nostalgia the exciting competition between Koos Swanepoel and Basil van Rooyen in the Lotus Cortinas at Killarney in 1964 when Koos won the SA saloon car championship racing for the Willie Meissner team, but I seem to recall that Basil won in 1965?

Koos will no doubt tell how he started racing in a TR3 in the late '50's moving on to an Anglia which eventually was claimed to be the quickest in the world. Koos went on after the Lotus Cortina to race a Mustang for Meissner and campaigned the massive Windsor Garage Fairmont GT at Killarney in the early '70's. It was something to see these large cars in his capable hands being thrown around the tight and tricky circuit that is Killarney.

Please note, Jamie, that I am coming home just to meet and to hear Koos tell his story at the June noggin, so don't let him get sick and don't let me down.

Cheers till then.... .. Dennis

May Month End run by Tom Dougan

Twelve hardy souls turned up for the scenic run to Kleinmond organised by Anne and Tom Dougan. The weather was miserable but there was no chance of cancellation as it was lead by Scots who think heavy rain is normal! We met at the 1-stop on the N2 and took the beautiful drive from Gordon's Bay to Kleinmond looking at the scenery through misted screens. There were three TR6's and one TR3 plus Neil Cameron's Isuzu Bullet and Danie Barkhuizen was not in the least bit embarrassed turning up in his plastic. Gerhard and Suzette could not make it because of car trouble and were probably grateful for that.

However, things cleared and the Sandpiper restaurant provided a good breakfast in spite of Eskom's best efforts. This is a lovely location by Kleinmond Harbour and to be recommended.

It was good to see Nick and Denise who travelled from Struisbaai in their TR3 and Jack Cramp who arrived with Neil in his sporting 'Bullet'.



Tyre Care by Jamie Hart

Many people take their tyres for granted; the consequences of such actions can be catastrophic as the number of accidents caused by tyres blowing out on South African roads bear testament.

Essentially the tyre is the link between the car and the road, the area of contact of all 4 tyres is less than the spread of an adult hand, ie not much! This can be influenced by a number of factors, the most important of which is the pressure of inflation. Too high a pressure and the car will bob around like a cork in a pond, too low and the results can be horrendous. The reason for this are complex, but put simply the tyre cannot make contact with the ground properly and because of the increased flexing of the sidewalls in particular, gains heat rapidly. This leads to mechanical destruction of the tyre construction and in time the tyre disintegrates.

The original tyres fitted to the early TRs was of a cross ply construction which was a lot stiffer in section than the later, radial, construction. The adoption of a radial ply tyre lead to significant increases in grip levels meaning cars could corner faster without coming to their adhesive limit. One of the problems in the early day of radials was that they lost traction relatively suddenly compared with cross plies which meant you came off the road faster!

Because of the flexing of the tyre section, for high speed work the tyres need to be inflated to a higher pressure than for round town work, and for sand work the pressure are reduced (but then so is the speed!)

Essentially a cross ply tyre will be given by the notation 5.20 15, whereas the same radial will be 155 15. The designation of low profile will be given by 195/65 15 which means the ratio of the height to the cross sectional area is 0.65. A normal tyre section is about 0.85 to the cross section. Lowering the profile increases the ability of the tyre to grip, but can lead to mechanical damage if it hits something like a pothole as the distance of the rim to the road is reduced and will damage the tyre wall.

The enclosed table (by courtesy of the TR Register) gives the factory recommended pressures from the TR2 to the TR7. You will notice that some of the high speed pressure for the TR2 and 3s are quite high, this is because in the UK prior to 1963 (I think) there were no speed limits on motorways and many people took advantage of this to reach the magic ton! The fact that there were not too many miles of motorway didn't seem to count! Today the average car will travel comfortably at 130 km per hour on a freeway so tyre pressure must be looked at carefully. In general it is better to be a couple of PSI over than under!

TYRE PRESSURES FOR TR CARS							
MODEL	ORIGINAL FITMENT	PRESSURES		RIM SIZE	RADIAL FITMENT	PRESSURES	
		FR	RR			FR	RR
TR2/3	5.50 15	22	24	4J	155SR15	24	28
		28*	30*	4J		30*	34*
TR4 UP TO 23383	5.90 15	22	24		165SR15	24	32
		28*	30*				
POST 23383	5.90 15	20	24	4J	165SR15	22	38
		26*	30*				
TR4A	5.90 15	17	21	4.5J	165SR15	19	23
					165HR15		
TR5	165HR 15	22	26	4.5J	165HR15	22	26
TR6	165HR 15 TL	22	26	5.5J	165HR 15 TL	22	26
TR7 4 SPEED	175/70 SR 13 TL	24	28	5 OR 5.5J	175/70SR13TL	24	28
TR7 5 SPEED	185/70 SR 13 TL	24	28	5.5J	185/70SR13TL	24	28
NB 1 BAR IS 14PSI, 28 PSI IS 2 BAR!							
* DENOTES HIGH SPEED UK SPEED LIMITS UNLIMITED TILL 63?							

Regalia

We have now taken delivery of new stock which includes some very good quality winter wear! There is a v-neck navy sweatshirt at R180, blue fleeces with zip-off sleeves also at R180 and rain jackets at R250. There is also a new series of golf shirts in white, grey and red selling at R80. All of these items bear the club logo and really look the part.

Don't forget we stock a wider range of goods including thermos flasks, insulated coffee mugs, beer mugs, red or beige caps, beanies and key rings. These will be displayed at the next noggin or if you prefer contact Gidion by e-mail or phone. ([snyangidion@xsinet.co.za](mailto:snymangidion@xsinet.co.za) 076 427 6854).



P.S.

- Tim Cruise gets older on the 5th of June – happy birthday Tim!
- Please find a good home for Eileen's car, Buttercup, so we can still enjoy it.
- Gerhard's rebuild continues, will it make Nationals 2010? Not if he has to keep fixing his TR8!

Spares

Please look at the members section on the club website for a selection of new Triumph spares that Classically British at selling at phenomenal prices - contact Ronan if you need the password.

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