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NEWSLETTER – March 2009

Chairman's Chat...

Well I suppose all good things come to an end! We have had a very good run of attendances recently but that came to an end with the month end run. We ended up with a grand total of 2 Triumphs, 1 guest (Neil's new Balletea GT) and a total of 8 people including Ronan's son Keegan! I think it was the lowest attendance I have ever been party to at the club. It was a great day, lovely drive and a really good venue but just no people! Neil had been to a lot of trouble to recce the site and check parking etc., so I am at a loss to understand why no one bothered to attend. At this point let me drop the subject before I say something I shouldn't!

On the positive side, we had a good discussion at the last noggin about spares and Ronan has already put a members section on the website where you can enquire about availability of spares or find the information you need to track down locally available parts. The general feeling was that the club should not be in the business of spares, but those members who are looking for information should be able to locate part numbers and get in touch with members who have parts for sale. Information is the key to this operation so please participate and contact Alan Sheard if you have ideas or items of interest. The user name for the members only section is tsc2009 and the password sabrina

You will also find a questionnaire enclosed with this newsletter that has been compiled by the Dougan's, Tom and Anne, who will be taking over the membership function in April from Tim Cruise. At this point a very big thank you to Tim who has done a sterling job but now wants to do other things with his time.

We have re organised some of the functions of the committee and the membership area is probably the largest area to undergo change. Effectively we will be combining the secretary and treasurers job as membership matters are the most important area of the club. PLEASE fill in the form and send back to the club in your most preferred way.!! There are several reasons for this request.

Several people have complained they were not getting newsletters, on investigation we found that some of the e mail addresses were wrong so they were going astray. People also are more mobile and move houses so we are not sure if things are going to the right postal address either! The other important factor, particularly in view of the no attendance for the month end run, is that we are organising a SMS service to remind members of events so there should be no excuses like I forgot! It is a bit like if you are not here put up your hand but if you are not getting any club news, please let us know. There is also an area where your preferences for delivery of the newsletter can be put. As a club we would prefer to use e mail (it keeps your membership fees down) but we do understand that many members do not have the latest gizmos for downloading mail so would still prefer it in the old format by snail mail. The last area on the questionnaire is to update the register on who owns what and get some details up to our long suffering registrar, Nols Pienaar. We know of lots of cars that have changed hands and we are not always too sure if the details are recorded, so please take some time and enter your details so we can have an accurate register and contact details to ensure good communications.

On a more tragic note, we mourn the passing of one of our founders and long time member, Chris Schultz – see obituary by Dennis Cook.

Enjoy those cars and SUPPORT your club! Jamie

Editorial

Hello there folks. I can't believe that two months of the year have already passed, and here we are in March, with the Cape Town summer heat not letting up one bit. All the nicer for those with open topped vehicles, but not so great for those of us with the closed top variety. Having no air-con means I ride around with both windows down and the quarter-lights also open. It may not be considered safe to do so, but it's the only way I can be comfortable riding in my little sports car. I got to ride in Richard Grahams TR6 the other night and it was great to feel the wind in my hair on a cool evening.

We have a bumper issue of the newsletter this month, and although we don't have many contributions in the way of articles, we certainly have a busy programme of interesting upcoming events, as well as an interesting For Sale section.

I have not sold my GT6 yet, and am indeed hoping that I won't need to until I'm ready to leave for England in May. But if you happen to know someone who would like to own a very cute head-turner of a classic car, then please let me know. Founding member and well-loved friend, Chris Shultz passed away this week and will be remembered for his friendly helpfulness at all times. Dennis has written an obituary below.

Ed.



A small collection of Triumphs from the February month end run which included a Triumph motorcycle

Passing of a Comrade: RIP Chris Schultz - by Dennis Cook

We mourn passing of a dedicated classic car enthusiast and Triumph Sports car lover in our comrade Chris who passed away peacefully on 27 February.

I am not the best choice to write an obituary for their Chris because I have spent too much time away from Cape Town, but I believe that his passing should not be without mention of the contribution that this remarkable man made to the Triumph sports car club during his long life time. You can read for yourself some of his history on our web site by clicking on the tab "Club History."

I first got to know Chris in 1971 or 1972; not long after I had purchased my TR3A, which I still own. Although I drove the car home from Durbanville it was a total disaster and it was with relief that I found a number of equally crazy guys, lead at that time by Mike Allan, who owned or were in the process of restoring side screen TR's. Amongst these enthusiasts was a mild mannered slightly older guy who I came to know had a tremendous amount of knowledge which he was perfectly willing to share if asked. While scouring the spares shops, breakers yards (yes guys, you could even find TR bits at places like Barnett's in those days) Chris offered to help me with some bits and pieces. During a visit to his garage to purchase some sorely needed items, I was impressed by the orderly way in which everything had been stored and catalogued.

In his potted Club history on the website, Chris makes mention of the fact that he often assisted guys in finding spare parts at Robb's motors, the agents at the time, whom, I can tell you, let the guys with old cars know that they were a pain in the butt and were not very helpful.

What is not mentioned in the club history is the fact that when British Leyland closed down the plant at Blackheath, Chris was able to make contact with a senior manager of the parts division who agreed to give the Triumph Sports car club any spares that they could identify from the parts bins; free of charge. Chris himself collected a couple of loads of invaluable parts for the Club and also helped clubs such as the Jaguar and MG to obtain loads of spares in the same manner.

The Cape Town TSCC had so many spare parts, used as well as those from Blackheath, that we had to rent a double garage in Claremont to store them. Since I was in charge of club spares during 1973-74,

Chris passed me a stack of microfiche from BL, and the name of his contact at Blackheath, and left me to work my way through the microfiche together with the TR2/3 parts manual to identify any spares that he may have left behind. Over a period of a couple of months I collected several boot loads in my Cortina for the club spares- including new TR6- Triumph chicane crankshafts, and many other parts, particularly valuable new Spitfire parts. Thanks to Chris' initiative there are many members of the club today who benefited from these spare parts, but few know to whom the credit should have gone. I recall many names of guys still with the PE club and KZN who motored up just to get at these parts.

It is just like Chris to plan methodically; in the latter part of last year, when it was apparent that his health was failing, he accumulated his copies – every single copy of Sabrina since the club's inception – and handed these over to the club. He would have known that someone not as dedicated to the Club, might not have realized their worth as a historical record after his passing. We now have this wonderful history to preserve for posterity.



Chris and Marion in his beloved TR4A on the British Sports Car Tour 2004

Chris rebuilt a number of sports cars during his later years, and at his ripe old age was still enjoying his beautifully restored TR4, and regularly using his TR7. I am sorry that the TR4 has been lost from Cape Town, but really pleased that the TR7 will still be around in Ronan's care.

There are many younger members of the club who might have wondered why Chris Schultz was an honorary member of the club and why we paid his subscription to Sabrina every year. It is because of his remarkable contribution that he was honoured and we will remember him not just for this, but for his kind and un-self-seeking nature. We have lost a gentleman from our midst- and a true Triumph Sports car enthusiast.

Rest in peace dear Chris, we will long remember you.

[Forthcoming Events:](#)

[Wednesday 18 March - NOGGIN at Viglietti Motors](#)

As many of you know, Viglietti are the South African importers of Ferrari and Maserati cars. They have kindly offered to host us for the evening and will show us most of their operation including workshops and storage areas. The evening will start at 18.30 promptly, please ensure you get there in time. The club will be laying on snacks and drinks afterwards, please let Jamie know by Monday 16th if you are coming so we can finalise numbers for catering.

Viglietti are on the left hand side of Roeland Street just after the Mill Street bridge at the end of De Waal drive. There should be plenty of street parking in the area.

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

Month end run - 29 March 2009

The March 2009 month end run takes the form of a short scenic drive through the winelands followed by a breakfast that has been arranged at the Skilpadvlei restaurant on Polkadraai (the road from Stellenbosch to Kuilsriver).

Meet on Sunday 29 March for a 09h00 departure at the northbound N1 Engen Garage (JUST FOR DENNIS – the road that goes to Paarl and Johannesburg)

Please confirm attendance with Gerhard on 082-807-8011 / email gerhardvor@nedbank.co.za by no later than 25 March.

Visit to Plettenberg Bay - June long weekend.

PLETT WEEKEND SCHEDULE: 12th - 16th June 2009.

We will depart the morning of the 12th in convoy. A route schedule will be given for a scenic trip to Plett.

- Friday Night - Communal spit braai, price to be advised.
- Saturday - Route scheduled run to Knysna.
- Lunch in Knysna.
- Boat trip to Heads.
- Sunday - Driving test set by PE Centre (at Plett Airport)
- Afternoon Free.
- Monday - Morning trip to Mitchell's Brewery.
- Afternoon Free.
- Tuesday - Depart

Accommodation prices for 3 bedroom units at around R750.00 per day for 4 nights, total of R3000.00 shared for 6 people. The above is what is planned but may change slightly.
Gavin and Nan Turner. Border Centre

Delirious in the Desert - March 2008

Before we left our peaceful little valley to work in Saudi again, I had a few weeks to finish off the rebuild of my patiently waiting TR3 A. This has been a rebuild so long in the undertaking that I have almost forgotten how the car was ever put together. Only the fact that I have owned it for more 35 years, and have rebuilt it once before in the '70's, can account for knowing something about its technicalities. I had almost finished the rebuild while working in Botswana some 5 years ago, but was plagued by poor running of the engine and subsequently dirt in the fuel lines and had to trailer it back to RSA. The dirt in the lines was easily rectified – twice - but I had been bamboozled by the engine performance; realizing that it was a timing problem, but not being able to resolve it. Naturally the workshop manuals were consulted, and even some pictures of engine bays of really nice TR 3's that I had taken at various National gatherings. I was further bamboozled by the fact that some pics that I had taken had the distributor cap on these engines at 90 degrees to mine, although I knew that my engine timing was not 90 degrees out. We eventually solved the problem with mine, I still have not worked out how some cars can have the distributor cap positioned 90 degrees differently.

It was actually following the garage noggin at Jack Cramp's place last year that I left his workshop determined to get the car running before I had to leave. I had called Neil Cameron to ask his advice about the timing problem one Saturday morning and he promised to bring his friend Neville Dredge (who gave a talk at the clubhouse last year). When they arrived, I showed him the diagram in the manual where it has the pic of the distributor drive and the instruction that the offset slot of the distributor drive should point at no1 pushrod, which is how I had it. Neville promptly set it to point at the second pushrod on No. 1 Cylinder and it ran as sweet as any TR engine that I have ever heard, although his logic that it was now correctly pointed at No 1 pushrod still escapes me, as my layman's brain says that it is pointed at No 2 pushrod (albeit cylinder No. 1) but at least the problem was solved. Cold beers (sweet memory) replenished dry throats and Neville left me really motivated to get the A into G. As an aside, I know that

many people criticised Neville's noggin talk - but not all of us are public speakers; call at his workshop and talk to him to really get to tap his extensive knowledge of cars of all types, particularly British Classics. He is doing some work now on my TR6, and has a line of classic cars from regular customers waiting for his attention (*unpaid commercial – his number is 0798756960*)

Next step was to do something about the carbs of the TR 3A; which were leaking and causing rough running. Regrettably the seals had dried up during storage and would all have had to be replaced. This is where I decided to call in the expert - and back I went to renew acquaintance with Jack Cramp, whose workshop is just down the road. Jack was initially reluctant to help as he already had a lot of work committed, including rebuilding the carbs off a certain derelict TR4. I pointed out that with a TR6 at his pleasure and TR 3 about to be completed, the gentleman owner would surely be prepared to tolerate a small delay in his job in the interest of getting my car back on the road (I owe you one Jamie). It took quite a few visits to Jack before the carbs were completed in about 3 weeks, and I was truly glad that I had taken them to him. Each visit was a learning experience that will stand me in good stead. I had actually thought that my carbs rebuilt years before were in quite good nick, but the spindles required new bushes, as well as Jack's new butterflies. Once installed back on the car, I found that the float chamber valves were not seating properly with too much fuel leaking, not only into the engine but on the paintwork too. New improved valves from Classically British solved that problem, but took another couple of weeks. Jack had told me that he had learned that in future he would not work on anyone's carbs unless they agreed to renew the float chamber valves. Tip for anyone with older SU's - replace these valves as they are a vital component for both smooth and fuel efficient running, and not all that expensive. Jack was busy designing an improved needle and seat when I left, so check with him. By now the whole power plant was running pretty good, and a bit of a tune up with the assistance of a Gunston colortune had everything purring sweetly.

Having relocated from Jhb to Botswana; Botswana to Jhb to Cape Town, it is little short of a miracle that all the bits for the TR eventually were mustered together in Noordhoek, although a few vital items seem to have been lost forever. After a few weeks of frustrating trim and other assembly - frustrating only in that it took so long, and I was in a hurry - it was back on the road after nearly 10 years. I fell in love with it all over again. Out on the road the Spax shocks and all polyurethane suspension bushes definitely contributed to a tight and firm ride. My son in law was of the opinion that it was a better ride than the TR 6. Regrettably there was not much time to use it to find any faults except one ☹

There is an oil leak from the rear main bearing oil seal; yes the scourge of the TR 4 lunger engine! After running the car a bit I noticed a few tablespoons of oil on the garage floor. Not really believing that it would help, I got under the car and tightened all the sump bolts, timing cover and the like, but the leak persisted. I took a long drive through Simonstown and round Cape Point to get it really hot and back home climbed under the car to see if oil was leaking out during the drive. To my relief and pleasant surprise there was no oil on the chassis; just drips all over my face and clothes from the rear main after stopping. This was when I climbed on the blower - first to Jamie who I knew had been struggling with the same problem. When he told me that he had taken his engine out several times in an effort to cure it (was it 4 times?) my heart sank. After waiting so long to get the car on the road and after having assembled it twice - wrong the first time, and then to correct the errors - no way did I want to take off the front apron, never mind take out the engine. I was advised by several people to take the engine out and have the conversion done to fit a regular oil seal to the crankshaft. When one gets news that is too bad to bear one keeps looking for another opinion, so it was off to the Gurus with my problem. First John Roets gave me sage advice - if it leaks only when you come to a stop, carry a piece of cardboard in the boot to catch spills when you park, or park on the lawn at your friend's. Our Club President Alan Grant sympathised as he has a similar problem with his racing TR3, and opined that as long as the leak was confined to when the car came to a stop it was worth living with. No prizes for guessing which way out I took; yup, I can live with a bit of oil on the garage floor.

I had in last month's Sabrina recommended e-bay as source of bits for your classic, and this has paid off for me. I have long wanted a wood rim wheel for my car, as I just can't manage to make the original steering wheel look decent no matter how much I polish it. I have been watching e-bay for a long time, and recently lost out on a really old 1960's steering wheel off a TR3. I wanted to be able to keep the original hooter/indicator boss. Fortunately indeed I came across a used Motolita wood rim being sold by

a guy in Dubai who has just completed the restoration of a stunning Daimler SP 250 - at half the new price and a very low courier cost because of his being so near, it was a bargain.

Dubai keeps cropping up in our lives - and I was interested to read of Neil D's visit there in last month's newsletter. Perhaps I might give some interesting news from Dubai in next month's article.

Here we are going into Spring, but I guess that you still have the best of late summer ahead to enjoy your Triumph motoring. Have fun and stay safe.

Cheers
Dennis

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
- **Triumph Spitfire MK1** - 1963 / registered in 1964. The car comes standard with the following items: Soft top, Cabin Cover, 1 Set of chrome rims. The car comes with the original engine and also a complete spare engine and gearbox which I bought as a back-up. Excellent condition: Price R 32,000 (Permanently stored in Garage). Please feel free to contact me for further details. Chris Horne Cell 082 558 9475
- **Triumph Spitfire Chassis** – 1963, in excellent condition. Bare chassis only, no wheels, no nothing, ideal for somebody re building a Spitfire. Price negotiable. Arthur Wiffen 021-8529630 office hours 021-9052337 Home
- **TR7 convertible** complete and 2x TR7 convertibles that have been broken up for spares. For sale as parts or complete job lot. Any offers? Phone Carey 083 297 3268

- **TR6** - 1971 model, bright red in very good condition, solid rims with chrome trim. 69,000 miles Price R105,000 or swap for Explorer off road caravan or similar. Please find photo herewith. Mike Schilperoort 082 770 8604



- **TR4A** – 1967 one owner car. Originally purchased in Bath, England in October 1967 and imported into South Africa in 1969. Various modifications done, including fitting of overdrive gearbox. The car has been resprayed burgundy from its original white. Approximate mileage to date is 160000 miles. Price R150,000. Contact Robin Dean - robdean@telkomsa.net. Also see the triads section on the TSCC Cape Town website (www.capetriumph.za.org) for more information and photos of this delightful car.



- **Compressor** - 3HP with 100 liter tank. Includes air line. This is suitable for spraying a whole car, using power tools and paraffin gun cleaning. It is in very good working condition. - Price R1 200. Please contact Ken on 083 260 9006.

Wanted

- Second-hand gearbox for TR6. If anyone knows of a good second-hand gearbox that would fit a TR6, please get in touch. Mine is apparently stuffed - Paul Mitchell: 082 33 55 634 / paul@cirrusconsulting.co.za
- The letter 'H' from the TRIUMPH lettering for the bonnet / boot of a Triumph - Ronan Sanderson 0824433704 or ronansan@gsb.uct.ac.za

Correspondence

From: geldenhuystransport
Sent: 11 February 2009 11:47 PM
To: Paul Mitchell
Subject: Re: triumph tr3a

Hi Paul thanks for responding on our e-mail. The information you need follows below;

I am Deavello Geldenhuys from Kuilsriver in the Cape Town area. My office no is 021 9034514 Cell 0835281499 I am rebuilding a 1958 tr3a Triumph for myself.

Parts List Needed ; ALL BADGES
FRONT BUMPER COMPLETE
FRONT WINDSCREEN AND FRAME
SOFT TOP CANOPY OR THE FRAME.
HANDBRAKE RACHET
BOOT HINGES X 2
SPARE WHEEL COVER CLIPS OR LOCKS
SPEEDOCLOCK
FRONT GRILL
BONNET CATCHES
2 X HEAD LAMP TRIMMINGS

Your help will be appreciated; once the project is completed we would like to join your Triumph club.

BIRTHDAY CHEER!

Celebrating birthdays this month are Stephen Taylor on the 7th, Liz Boss on the 16th, Ronan Sanderson on the 18th and Jamie Hart on the 23rd. Many happy returns of the day to you on your special day. I hope you get spoilt!

In all 11 Triumphs were on display at the Cape South Easter Car Show held at Killarney on 8 February.



EVENTS CALENDAR 2009 – TRIUMPH SPORTS CAR CLUB CAPE TOWN

DATE	EVENT	ORGANISER
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

2009 COMMITTEE MEMBERS

	NAME	TEL NO (H)	TEL NO (Cell)	E-MAIL ADDRESS
Chairman	Jamie Hart	021-855-1207	084-220-0082	jamie.hart@kingsley.co.za
Editor	Eileen Cruise	021-558-4632	082-560-2589	cruiser@iafrica.com
Treasurer	Tim Cruise	021-558-4632	082-920-4431	tim@smsweb.co.za
Webmaster	Ronan Sanderson	021-559-4965	082-443-3704	bofs@iafrica.com
Multi Motor Club	Ronan Sanderson/ Neil Draycott	021-559-4965 021-975-7586	082-443-3704 082-444-7734	bofs@iafrica.com richdray@imaginet.co.za
Spares	Alan Sheard	021-976-9414	082-257-2635	
Committee member	Tom Dougan	021-852-1589	072-913-2392	tom.dougan10@gmail.com
Committee member	Anne Dougan	021-852-1589		
Clubhouse	Theo Brand	021-948-6392	083-320-4820	
Regalia	Gidion Snyman	021-591-9890		
Sabrina Scribe	Margaret Young	021-434-8243		
National Chairman	Gerhard Vorster	021-852-3350	082-807-8011	GerhardVor@Nedbank.co.za



Memorabilia on display at the Speedway 105 Cafe

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

Website – www.capetriumph.za.org

TSCC MEMBERS' DETAILS UPDATE - MARCH 2009

Members name: _____

Telephone Number: _____

Postal Address : _____

Cell Number: _____

E-mail: _____

Postal code: _____

By what method would you like to receive the monthly newsletter? (tick one) (keeping in mind that postage is expensive)

E-mail

Post

What cars do you have?

Model	Year	Colour	Commission/Chassis No.	Engine No.	Comments
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

Please return by e-mail to tom.dougan10@gmail.com , by post to TSCC, PO Box 12197, N1 City, 7463, by fax to 086 514 8774, or bring to a Noggin by 31 March.