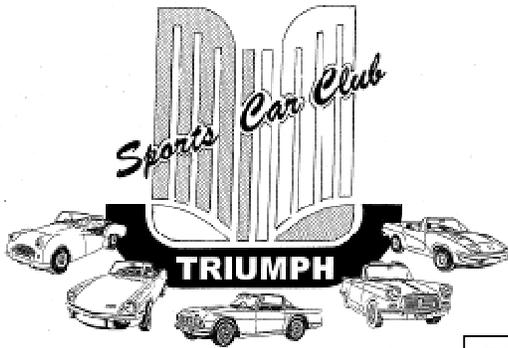


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NEWSLETTER – September 2009

Chairman's Chat

We are nearly there, hopefully only a couple of weeks before we can put those tops down and enjoy spring and summer in this lovely part of the world. We are going to be busy over the next few months starting with the Wheels and Whales show in Hermanus and then hopefully a club weekend away in the Worcester area. We still have a bit of research to do to find a good place to stay that is not at the end of a dirt road but hopefully that will be solved shortly.

Elsewhere you will find Dennis Cook's pro concours theme in his monthly articles. I do not really want to get drawn much further into this argument other than to take his rugby analogy to illustrate where I am coming from. Effectively with the current points system in use, it is that one teams try is worth 5 points and an opposition try is worth 10, in the same game! Mathematically in the current format a good d'etat car will always beat a very good d'elegance car simply due to the mathematics. Add competence, or lack of it due to the "officials" lack of knowledge and you have the recipe for dissension. How can a car that won the overall prize in the Cape Town car show in August only just scrape a silver medal the following March by 0.1%! Or cars built for the American market be marked down because there equipment was "not original", yet Bill Piggott in his originality book clearly shows the differences in equipment between the two markets. Seeing as more cars went to the USA than Europe, what is original anyway? I know of at least 3 members that have been lost to the club as a result of bad feeling over the results at



Hermanus.

Some are so bored with concours that they simply go to sleep

Where I do agree with Dennis is that we need to find ways to even out the playing fields so that different categories have an equal chance. I would like to investigate some of the ideas that he has researched from the USA and see how they could be applied here. I personally want to use sensible modifications and enjoy my car on the road, if I miss out on concours that is too bad if the rules are so biased! What I would hope to achieve is a situation where people will want to enter their cars because they are comfortable with the system and the fairness of judging! Can I please make an appeal through this column for a review of the concours system to make it more applicable for the 21st century!

Editor's desk

I certainly hope that everyone will enjoy the picture in this month's newsletter without their blood pressure going off the scale. All I can say is - see what happens when you drive a proper marque in Sea Point!!

Forthcoming Events - Please diarise!

Wednesday 16th September Talk on Shock Absorbers by Ian Glass

Shock absorbers are one of the most safety critical items on any motor car yet most people totally ignore them until they are in trouble. Ian Glass will give us a talk on design aspects, what is available for our cars locally and how to look after them in service, together with warning signs in use.

The meeting will start at 19.30, bring your own refreshments

Saturday 26th September Wheels and Whales show at Hermanus

This is the time for our annual jaunt to this popular show in Hermanus. To avoid the usual traffic congestion we want to leave the Orchard Farm stall in Grabouw at 07.45, the advantage is that the show is near to the centre of Hermanus and breakfast can be eaten looking at the whales!!

Please phone Jamie at 084 220 0082 to confirm your attendance.

Saturday 24th / Sunday 25th October Worcester Wheels show

This show has been provisionally booked for this weekend and hopefully as happened last year we will make it into a weekend away for the club. Will keep you updated in the next edition of this letter.

Sunday November 15th MMC show at Parow

The Multi motor club are organising their own bumper show at the rugby club next to the clubhouse, we have entered at least 20 cars so I will be twisting some arms to make sure we have maximum attendance from our members. Because of the show the British Sports Car Tour which was to have been on this day will be postponed to the end of March!

Wednesday 18th November A G M at the clubhouse

Please decide what jobs you would like to do and volunteer long in advance!!



Report Back

Noggin 19th August, talk by Les Hayden by Dale Jacobs

The speaker at the noggin was Les Hayden, of Cobra fame, who gave a really interesting talk on what he had done and some of his future projects.

Part of Les' education was at Cape Technical College where he studied mathematics, applied mechanics, machine construction and design, engineering drawing, and electro-technics.

In the late 70's he sold his E-type Jaguar for R3000. When he wanted to get another in the early 80's he found they were unaffordable, (selling for 10 times the previous amount). Les decided to use his engineering experience to build a car chassis and have it fitted with a Cobra body. Orders starting coming in from others when they saw the car he produced. Eventually Les became a partner in 'Shamrock', which built Cobra sports car.

Les described how he refined the Cobra's characteristics after surveying 13 Cobra owners and then addressing the problem areas. After a new 'space frame' was designed to improve handling - along with other refinements, the result was the Hayden 427 Cobra.



Les' technical knowledge, along with his ability to describe the more visceral aspects of what it was like to work with and drive a 600 hp Cobra made for an entertaining and enjoyable evening.

Les currently has 3 projects in various stages of completion; a fiberglass, scaled-down version of the old style Land Rover (known as the ANT), a fast-back Cobra sports car (known as the Rikhals), and a composite, scaled-down 2 place Spitfire airplane which will be available in kit form.

Les with the ANT – built on Nissan 1400 mechanicals

Month end event, the go karting challenge at Kenilworth by Tim Cruise

Our annual inter – club karting challenge got off to a bit of a shaky start this year, which was an improvement on last year's event which was washed out entirely due to a leaky roof... !!

Once again the only British Sports Car Club to respond to our challenge was the MG club, who indicated that some 15 people had signed up. From our side we had about a dozen, so it looked like this was to be a “bumper” event. However on the day only 6 MG drivers turned up, which was a bit disappointing, on our side we had 10 drivers so once again we had numerical superiority!

Unfortunately our two “star” drivers, the brothers Cameron, were otherwise indisposed. Sean was overseas; and William had unfortunately been the victim of a “road rage” attack the previous day from which he is still recovering (get well soon Ed). However Juliette (take no prisoners) Hart, was available, and even brought along her partner Mike, which made up somewhat for the relative lack of youth on our side...

Tim ‘boy racer’ Crawley was even at home in a cart



The racing took a "Grand Prix" format, with two heats of 10 laps for all drivers, from which the 10 fastest drivers, based on lap times, went into 2 semi finals of 15 laps each. The 5 fastest drivers, again based on lap times, went through to a 20 lap final.

The racing was very close, and lots of fun, with many drivers recording very similar lap times. Unfortunately our secret weapon did not make it through to the semi finals, which consisted of 4 MG and 6 Triumph drivers from which 2 MG and 3 Triumph drivers made it into the final. Now was the time for the gloves to come off, as we had to protect our unbeaten record without our star drivers!!

Unfortunately we drew the last 3 positions on the grid, which left the 2 MG drivers in a very strong position at the front. With all the carts performing similarly, and every one's lap times almost identical, it was going to be a very tall order for us to win and retain the title!

The racing was intense, with your truly jumping to 3rd off the grid, thanks guys! Despite my best efforts (and they were brilliant ed) I was able to claw back only 1 position and the finishing order was as follows; 1st Derek Hitchcock MG (on the left), 2nd Tim Cruise TSCC (centre), 3rd Douglas Whistance MG (on the right), 4th Ronan Sanderson TSCC and 5th John Markland TSCC.



There was a prize giving afterwards with trophies for the 1st 3 places and a bottle of champagne for the winner, sponsored by the TSCC. Naturally the MG guys were ecstatic with the result and have offered to sponsor next year's event!

All in all every one had lots of fun, and there was good racing to boot! Let us hope this event will become a permanent fixture on both club's calendars for a long time to come!

[Convoy driving by Tom Dougan](#)

As we have all experienced, driving in a convoy can be a frustrating business especially when there is other traffic on the road or the route involves some changes of direction. It is deceptively easy to take a wrong turn which at best confuses the convoy driver behind you or suddenly there are two convoys! Confusion reigns and the run leader is in no position to fix the problem.

There are some measures the run leader can take to minimise this risk, the first of which is a good briefing of the route and any stops to all drivers. This on its own is not enough as there will inevitably be drivers who are strangers to the route. Some old colleagues of mine in the Traffic Police used a simple system to ensure that everyone stayed on the same route even if the convoy was strung out in traffic.

There are three key positions in the convoy: the LEADER who is always in front, the TAIL who is always at the rear and the SECOND CAR which has a pivotal role to play. At a junction where the LEADER changes direction the driver of the SECOND CAR stops at a SAFE place preferably just through the junction and effectively acts as a direction arrow for the remainder of the convoy. As the TAIL approaches he lets the SECOND CAR out who now becomes second last. There is now a new SECOND CAR and the process repeats itself at the next junction where there is a direction change.

One of the benefits of this system is that there are two drivers looking after the convoy and if the LEADER and TAIL are in speed dial communication this management becomes efficient. On that note it is not necessary for everyone to swap cell numbers but all participants should have the Leader's number.

This system is very easy to operate and is a really effective method of managing a group of cars using a little bit of teamwork. Might be a thought for future convoys?

Delirious in the desert by Dennis Cook

By the time that you read this it will be spring in Cape Town. You will all be getting your cherished roadsters spruced up to enjoy the beautiful Cape summer; how I wish I could be there to join you –especially the outing to Hermanus and the Whales and Wheels classic car show, but I guess that will have to wait for another year.

Whilst I support Eric Fletcher's view that interesting articles should ideally be published in Sabrina, I found last month's newsletter to be a pleasant read, with the article on tyre dating particularly useful to owners of classic cars without having to wait 3 months for the information. I admit that I have become almost paranoid on the subject of tyre aging since the club's doyen of car restoration, Campbell Miller, was killed some years ago in his beautifully restored TR4 whilst on an outing with the club when one of his back tyres burst; due, not to wear, but simply old age. This beautifully restored Triumph set the standard back in the 80's for classic car restoration but unfortunately was still shod with the tyres that were fitted at that time of restoration. All club members should become familiar with the method of dating of their tyres, and take care.



It was nice to see that Paul Mitchell is back again with interesting information about our cars on the Internet; we hope that you will become a regular again Paul. While browsing on the Internet searching for tips on SEO for our [guest house](#) I came across a couple of useful items for our members who use the Internet. The first of these is a site that offers workshop manuals in CD form which you can either purchase to be delivered or download from the site- if you have a PayPal account. Whilst it does not cover the sidescreen cars, it does include most of the subsequent Triumph models. You can find this at <http://www.datamanuals.net/autos.htm>

The other interesting titbit is that you can download a selection of lovely TR wallpapers for your PC from Moss Motors Media at the following website <http://www.mossmotors.com/SiteGraphics/Pages/media.html>

Now, my topic of the month: Our club chairman and newsletter editor welcomed discussion about concours competition from other centres, but I hope that he will allow me to join the discussion; albeit here from the Middle East. Although I have long known that Jamie has been disgruntled about club concourse, I did not realise until this newsletter what the issue was.

“I still have a huge problem with the way our concours scoring works as cars that have had sensible modifications made to them to allow for driving in modern road conditions are at a severe disadvantage to “original” cars with outdated technology. I can think of several cars that were high ranking d’Etat vehicles in their heyday that I would not trust to get me around the block at present”.

Concours; This is a topic that can launch 1000 arguments and keep our members up late at night at national gatherings arguing over a few beers but it is, and always has been, a part of the classic car scene and part of the Triumph Sports Car Club. It seems that Jamie's complaint concerns updating of the technology of his car. Firstly I would point out that when you enter a competition, play a game or what ever, you should determine what the rules are. Ever since I joined the club there have always been two different categories of concours- d'Etat and d'Elegance. One should be familiar with these rules because complaining that you are disadvantaged in d'Etat by applying modern technology that makes your car easier to drive is a little like the Western province rugby team complaining that they should be allowed to pass the ball forward as it makes the game easier to play and win.

Wikipedia says this about Concours:

*A **Concours d'Elegance** (from French meaning a competition of elegance) dates back to 17th Century French aristocracy, who paraded horse-drawn carriages in the parks of Paris during summer weekends and holidays. Over time, carriages became horseless and the gatherings became a competition among automobile owners to be judged on the appearance of their automobiles. (Note - Appearance)*

Concours d'Etat; on the other hand judges cars in such a way to encourage the preservation of the cars in a condition that adheres to the intentions of the original designers. Restorers strive to bring the cars back to a condition as close as possible to the original in order to preserve a piece of motoring history. Concours d'Etat undoubtedly helps to improve the quality of our cars, it gives guidance to those who own and care for them and sets standards towards which restorers can aim. But there the real fun begins; particularly for the South African assembled sidescreens, assembled side by side with a whole range of British and American cars, sharing paint booths, and common electrical and other parts bins. Our judges tend to rely upon the British historians and judge authenticity accordingly. Much of what we would like to know was never written down on the production line. Even worse, these cars were hand-assembled by workmen who had production schedules to meet, so they didn't always adhere to standards. Correspondence over the years with the then Production manager of Motor assemblies in Durban confirms that cars were often assembled with whatever was available and painted with the colour of the day. Accept the fact that you will differ occasionally from the judges; but I have personally learnt a great deal about both my TR3A and TR6 by participating in this category of concours. I have previously written on the matter of originality and stated a preference that we should talk about authenticity -- that is making the vehicle as close as possible in every respect to the way it left the factory. Anyone who participates in this category should understand that a rack and pinion steering, lightweight starter motor, headlamp flasher on the steering column of a sidescreen car is bound to score badly in authenticity. Seriously; one can hardly imagine allowing, say, a TR3 bodied car with a Honda V-Tech engine and 4 wheel disc brakes to be a winner in d'Etat- a better car it may be and more suited to modern road conditions but it cannot remotely reflect the original standard of car.

Now there is another category which provides for those who have decided to modernise and upgrade their cars; and that of course is the d'Elegance category. In this category all cars of any age and type can compete fairly against each other, as it is the aspects of condition and cleanliness which are being judged. Originality or authenticity of the vehicle is not an issue and if a car is well presented it can compete fairly against any other- even a non Triumph. Any owner should be free to create the car that he feels comfortable to drive and which meets his standard and if there are substantial modifications to the original, can participate equally with other cars in this category where originality or authenticity is not considered at all, without feeling unfairly judged.

One of the most active clubs in the United States is the Vintage Triumph Register, and in pursuit of an answer to the dissatisfaction of people who are disgruntled at Concours judging, I researched their rules about Concours, and found that they had all bases covered, making provision for all. They have the following categories:

1. SHOWROOM STOCK CLASSES: The standard for these classes is the way the Triumph appeared and functioned when it left the dealer showroom as a new vehicle whether it is original (unrestored) or restored. Accessories which were available to the owner during the period when the car was current shall not be a cause for a deduction and shall not be considered modifications.

2. MODIFIED CLASSES: A car shall be deemed to be "*MODIFIED*", if there is a major component change, i.e. engine, or multiple (2 or more) minor component changes, multiple body and/or trim modifications.

3. TOURING: The standard for this class is an original or restored Triumph set up with modern equipment for touring which does not alter the driving character of the car but enhances the reliability and ease of maintenance. Common modifications for eligibility are wheels, tires, exhaust, ignition, alternator, air cleaners, valve covers, electric fans, paint colours, soft tops, suspension, steering wheels, seat belts, dash boards and/or stereo system.

4. PREPARED: The standard for this class is an original or restored Triumph set up with performance modifications by modifying any major component. This would include performance ignition system, fuel system modifications, transmission conversions, major interior, suspension or body alterations

Surprisingly enough they also allow the Chief Judge, in conference with the team leader, to determine (and penalize) if the car is over-restored!

Of course the numbers in the USA who participate in these events are vast compared to ours but it seems to me that the touring category provides the answer for those who upgrade their cars to modern motoring standard.

Conclusion: I honestly believe that there is a place for Concours d'Etat and that it has played a significant role, not only in our club, but in the whole classic car movement, in keeping alive interesting motoring history and in upgrading the standard of restored motor cars; anyone who attends a National Gathering can attest this in the ever

improving standard of cars exhibited. I believe that the club would be poorer should we decide to abandon this category simply to placate those who, for whatever reason, have been unhappy with the judging or with their particular results. I also believe that the d' Elegance category gives ample scope for those who wish to exhibit a clean; well-prepared and turned out car with out being too bothered about the authenticity.

My own view is that the Cape Town Centre is the poorer for not encouraging and facilitating the holding an annual Concours for its members.

Have fun cleaning and polishing your cars for the forthcoming events!

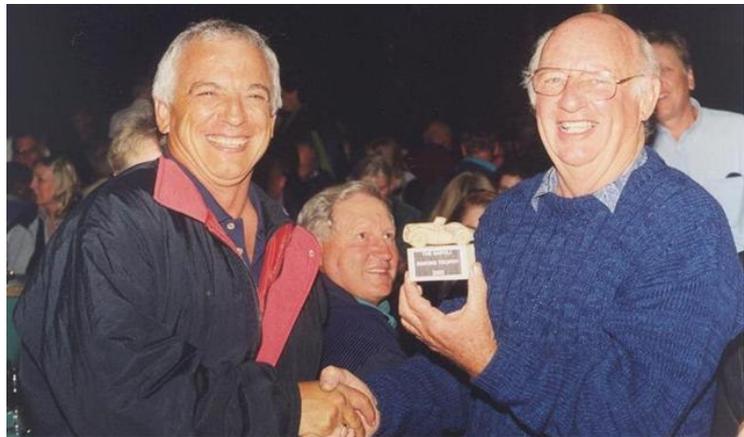
Cheers- Dennis

[The club of yesteryear by Margaret Young - Part 2 of an occasional series](#)

Quite a few men have been chairman several times, Des Rudolph, Dave Gordon, Mike Napoli and Eugene Rossouw. Eugene has sadly passed away a few years ago and Nic and I long remember happy committee meetings in their lovely Milnerton home where we used to enter through the garage and admire his BRG TR. His wife was the lovely Ann-Marie whom we all loved. She keeps in touch with me and would love to still be a member except that she is an estate agent and always has show houses on Sunday. Clive and Heletia Oosthuizen were members before I joined and I see them regularly now as we both belong to the ship society. Apart from his Triumph he had a green Morgan which he always brought on runs. Today he has sold it and only Heletia has a white TR7.

We owe a great deal of gratitude to Ken Boss for his years of Sabrina (hear hear Ed), especially in the days before computers when he had to type out everything himself. We have had many happy social gatherings in the form of braais etc at Ken and Liz's Home in Durbanville, and I used to love to look at Kens amazing collection of miniature cars which he has in glass cabinets. One of our most ebullient characters was Dave Lugg who now lives in KZN. He lived in Lakeside and had a garage in Diep River near Spotty Dog. Dave always had lots to say at AGM's and there was never a dull moment when he was around. Another very faithful member in days gone by was Rusty Walsh who was a quiet man. I imagine he sold his TR as we haven't seen him for some years. Peter du Sautoy used to live in Johannesburg but came down here often on business. Luckily for us he retired to Cape Town and soon after married Monika. Some years ago Ricky had a rival in the form of a black and white Herald coupe which was bequeathed to a young man by his grandmother. This was Sam Steenkamp, the son of Willem Steenkamp the well known journalist. The car was in excellent condition except for one huge dent in the middle of the back bumper and I always wondered why Sam didn't get it fixed as it really spoilt the car's beauty.

We don't often see Mike and Nerina Napoli much now, which is sad because we miss them. Mike used to write the newsletter when he was chairman and every September used to put a very risqué pin-up on the front which upset one or two of our sensitive members. Mike and Nerina are very involved in racing at Killarney, but we hope to see you soon. Some years ago we had a member called Trevor Hook who had a grey roadster and who lived very near me in Sea Point. He was very enthusiastic and attended every function so much so that he was awarded the Chairman's trophy one year. He also wrote the newsletter for a while, which I had to type for him. He even gave me a ride in his roadster around Bains Kloof of all places whilst we were on a run and I was terrified at the slow pace this massive long bonnet took to turn corners! After a year when the next AGM was due to be held, Trevor had not attended any functions for a while and we needed the trophy back. Efforts to retrieve it by the then chairman did to elicit a response so one morning I took it upon myself as then secretary to go and get it back from him. He was out when I called, but the maid let me in and I told her I had come for the trophy. Luckily for me it was on his mantelpiece in his lounge, so I just grabbed it and left. We never saw or heard from him again. So all you people who have won the trophy since can thank me for that!!



**Mike Napoli with Grahame 'wheeler dealer – down under' Johnson
(note Rudi Venter in the background)**

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!



TRIADS

FOR SALE

Herald 13/60 convertible for sale. It has had a full body rebuild and trim, and is in very good condition. Asking price is R32500, contact John Coleshill at 022 451 2738 or jcoleshill@telkomsa.net



WANTED

- Paul Mitchell is looking for **speedo** to rebuild into his **TR6** after it was damaged by the “repairers”. If you have an old speedo around, preferably with the number 480 or similar on the face, please let Paul know. He has become an expert on rebuilding speedos and is very happy to help others in need! Please contact him on 082 33 55 634 or paul@cirrusconsulting.co.za
- Dickon Daggit is looking for **front hubs for a Herald**, his contact number is 083 625 8678
- Leon Smit, of Krugersdorp, is looking for **TR7 parts** and has some for sale. His number is 011-664 8166

HEARD AROUND TOWN

- Our esteemed National Chairman’s rebuild continues at a frenetic pace, sorry for the lack of garage noggin but the parts on the critical path didn’t arrive in time so it has been postponed for a while.
- Neil Cameron’s car is out of intensive car to be replaced by Peter du Sautoy’s with a similar problem; hopefully one of them will be available for Hermanus at the end of the month!
- Geoff and Jill Davis went on a shopping trip to London for parts for their TR6. Judging by what was on their list they must have spoken very nicely to the excess luggage department!!
- Buttercup the GT6, Eileen Cruise’s old car, has been sold to an owner in Pringle Bay. He looks as if he will be joining the club so it will be great to see this car around again.

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