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NEWSLETTER – September 2014

Chairman's Chat

Here we go, Spring is here (so they say, weather permitting) and we all are looking forward to enjoy some serious open top driving. It's been a long wait.

As far as the club is concerned I still am amazed that not one member has made any suggestions of what they would like to see happening or doing in the club, surely you members can come up with some ideas.

Other than that it has been extremely quiet all round with great expectations for further functions. With that please people make sure that you book timeously for the EISBEIN and GLUEHWEIN function, the cut-off date being 20/09/14 due to catering reasons, we cannot entertain non bookings afterwards

Thanks to Pro Auto rubber coming through and showing us some very interesting stuff. They have expanded their range so much that it is worthwhile checking with them what they have to restore or refurbish your pride and joy.

It looks like the Jag fun run is going to be good fun again this year so book your space as places are limited.

Yours Triumphantly,

Frank

Editor's desk

This winter seems to have been a lot colder and wetter than normal, talking to everyone at the noggin yesterday people seem to be eager to get winter behind them and enjoy some top down motoring to make up for lost time!

The vexatious issue of values seems to be rearing its ugly head again on a number of fronts. Possibly one of the problems concerns the value of the rand pound exchange rate which went from R13 to the GBP in May to R18 by September. There is a school of thought that automatically multiplies the value of a car in UK by the exchange rate to come up with its "real" value in SA. Having looked through the prices in a magazine such as TRAction for TR6's, they can vary by up to 400% depending on condition and who is selling them!!

Taking a nut and bolt restoration in exceptional condition this could be R350 000 at a dealer down to a good clean well maintained car sold by its owner at say R180 000. So your good condition TR6 went up by R30 odd thousand rand just by sitting there due to Jacob Zuma! I was at a dealer in Cape Town the other day who had a TR3 and a 3A for sale at R275 000, the TR3 was from someone I happen to know and he had been paid R100 000 for it which he was delighted at, imagine if you paid the higher price for a car which wasn't in particularly good condition! To put things in perspective they had a late production

Mini that had been owned by a famous musician, he had signed the driver's door and they wanted R1 million for the car!

There are certain cars that will command high prices because of their rarity, the TR5 for example is a very sought after car for 2 reasons. One they only made some 3000 of them and secondly it is a really good motor car. Take the MGC for example, it wasn't a particularly good car as it wasn't too good on going round corners therefore few people bought them. The result is that the ones that weren't scrapped due to rust are very valuable collectors cars with values far in excess of their "worth" The issue here is that the value of something is what someone else is prepared to pay for it.

All of this makes deciding values for our cars very difficult, all I can honestly say is that rather err on the high side with your valuation based on practical prices rather than economise on lower value equals lower premium, if you do have a claim the insurers will only pay for the value insured and not what it is "worth"

On a different note, I have included the details of what is going on in October as well as September. I am only getting back long after the newsletter should have gone out for October so I suspect there may not be one. Look forward to writing again in the November newsletter.

Upcoming events

Inter club run, Sunday September 7th

The Cape Jaguar club are organizing this year's run which will start at the N1 Engen near Joostenbervlakte, participants should be there at 10.30 for an 11.00 departure. The route will be a very scenic one of about 75 kms with some questions to be answered along the way before ending up at the Allee Blue restaurant at Groot Drakenstein for a 2 course lunch at around 12.30. The cost of the lunch will be R150 per head.

The organizer is Rudy Schats and he can be contacted by E mail at: schatsrw@yebo.co.za , telephone 021-847 1707, fax 021-847 1708 or mobile: 082-899 7069. Please get hold of either Rudy or John Parker to get your entry in and pay your money to book lunch as soon as possible but not later than Thursday 4th September so final arrangements can be made.

Eisbein evening, clubhouse 27th September

Frank Dreher is organizing this popular event at the clubhouse. In order to get the catering right please contact Frank as soon as possible but definitely no later than Wednesday 20th so that he can get everything organized.

Club run to the Ceres Festival, October 18th

Final arrangements are being made for a club run to the festival following the great trip earlier in the year. Frank is in charge of arrangements and the idea is to possibly spend Friday or Saturday night in Ceres if this can be arranged and possibly visit the motor collection.

Noggin, Saturday 25th October to Executive Coachworks

Advance notice of this visit to be organized by Eddie Hughes to this operation in Killarney Gardens. They do both restoration of classic cars and in their next door shop do custom conversions to make street rods, so there should be something for everyone!

Report Backs

Sunday run to Rhodes Memorial, 10th August.

Dennis Cook organised to August run which was a wonderful tour of the City along to Camps Bay and then up Camps Bay drive, scene of many hill climbs in earlier days, to the outlook on Signal Hill before ending up for a wonderful breakfast at Rhodes Memorial. This lovely restaurant is behind UCT and overlook the whole of the northern suburbs towards Stellenbosch and Paarl. It was one of those spectacular winter's days that happen every now and then, the only problem was that all the Capetonians thought so too so parking everywhere was at a major premium!



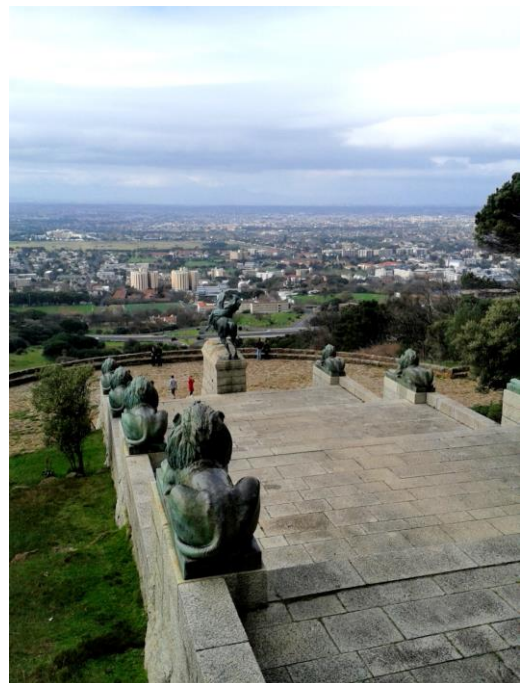
The Ladies



Everyone



Signal Hill



Rhodes Memorial

It was great to see Theo Brand come along with Danie Barkhuisen but Dennis had hoped that Nick Paxinos would be able to make it as well but sadly this was not to be as Nick felt he was too frail to make to trip.

Saturday Noggin 30th August Pro Auto Rubber

This talk was in a very different format to normal in that Andre from Pro Auto who came to give the talk couldn't find the clubhouse so was a bit late! Not a problem as he brought many of the products they sell and laid them out on a table for us to view and was able to answer many of the questions directly from members. They certainly make some very good products especially items such as door seals which seem a lot softer than many of the imported products so enable the doors to shut better! They also do some interesting pipe work which seems imperious to many of the fluids used in cars and is certainly more durable than the old fashioned rubber type items.



Serious scrutiny!



Andre and Danie



Danie's TR3



Malcolm's lovely Alpine!

I have always found them very helpful on my rebuilds with items such as grommets and similar so if you need help please give Andre a ring on 021 552 9894 or 9816, their e mail address is capetown@proautorubber.co.za As a satisfied customer I am sure they can help!

Noggins and Runs for 2014

Sunday 7th September	Run	7 club run with Jaguar club	Frank/John
Saturday 27th Sept	Noggin	Eisbein evening	Frank
Saturday 18th October	Run	Ceres festival	Frank

Saturday 25th October	Noggin	Executive Coachworks	Eddie Hughes
Saturday 1 st November	Run	Langebaan Festival	Ronan/Eddie
Sunday 9th November	Run	Plaaskombuis Hermanus	Jamie
Saturday 15 th November	Concours	River Club	Frank
Saturday 29 th November	Xmas do	Clubhouse	Frank

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Regalia matters from Eddie Hughes

Not a lot has happened this month but please look at our supplier's website, www.lazya.co.za to see if there is anything that takes your fancy and I will get it for you as soon as possible.

Rebuilder's diaries

Barrie Downes TR5 rebuild

I popped down to see Barrie this week and to check how his rebuild was going, I certainly wasn't disappointed! The last time I had seen the car was towing it on an A frame to the spray painters, an awful lot seems to have happened in the meantime.

The body has been off the chassis so that the suspension could be rebuilt and other faults corrected. There was damage to the front suspension, possibly when the car was stolen from Neil, so Barrie has spent a lot of time sorting out the geometry and renewing items such as bushes with polyurethane ones (bright red to suit the colour scheme!) One other area that had to have attention was the area of the chassis that the differential is suspended from. This develops cracks that require strengthening plates and welding closed and is a known area of weakness on these cars using this chassis (TR4A, 5 and 6) He has also reinforced the front suspension turrets as he remembers the problems I had with mine at the 2014 national gathering! The ride heights have also been returned to standard as these seemed a little on the low side.



Chassis and engine



The repairs near the differential



Barrie Downes



Engine bay



The car was essentially in good condition but getting a little tired since its last rebuild so there have been a lot of small but significant jobs done. One interesting point that I didn't pick up at first was the routing of the brake and clutch pipes through the front bodywork and along the cross member to avoid the pipes running along the front of the plenum chamber. Needless to say the brake servo was the Toyota Tazz version and not the Triumph one, I wish I had known about this when I did my rebuild! In addition the car now has an electric cooling fan and there is an oil cooler neatly fitted in front of the radiator.

Barrie had also spent a lot of time sorting out the fuel injection system and the previous day had spent over 2 hours re timing the distributor and metering unit to get it spot on! He is also going to fit the Revington overhead modification to the throttle assembly as the underslung one was badly worn and needed replacing. At the same time he has fitted a tubular tuned exhaust manifold so this car is potentially going to have an impressive performance!

It was interesting talking to Barrie about his long term objectives for the car. Number one is to sort it out mechanically so it becomes a pleasure to drive around town or on a long trip. The overall intention is to get it to a good pride of ownership condition with sensible modifications rather than to have it in a totally original condition, a view I can really concur with. He was hoping to have it back on the road by the end of October but this may be delayed as he is off to the UK soon to check on his family but hopefully it will be up and running by the end of the year.

Dennis Cook's TR4A



As reported in an earlier newsletter, Dennis bought Geoff Davies 4A fairly recently. I had heard that the car was stripped down but Dennis has sent me a picture of the car re-united with the chassis and it is looking very smart in its new red paint job. I understand that he has any issue with the quality of the paint job but at this rate we look forward to a swift reunion with the road!

Heard around Town

As mentioned earlier, it was good to see Theo Brand out on the run earlier in the month. He has to rely on oxygen but fortunately the cylinder was able to be accommodated in Danie Barkhuisen's car so he was able to join the run to Rhodes memorial. Unfortunately Nic Paxinos wasn't up to the trip so we can only hope he will get well enough so we can see him again.

Bennit Joubert who we saw occasionally with an absolutely immaculate TR3A unfortunately died recently and we send our condolences to his family.

Godfrey Gerrike from the PE club who we have seen many times at our get together's and the National gathering in Plett is unfortunately struggling with a serious illness. We wish him well from all of us in Cape Town and hope he will not have too much suffering. His contact details are greengod@agnet.co.za or 079 393 6572, I am sure he would love to hear from you all.

On a very different note, I have been talking to plaasboer, Gordon Waring, about the repairs needed for his TR6 that hit a kudu near Ladismith whilst returning to his farm. The car was extensively damaged but fortunately for Gordon he had recently fitted his factory steel hardtop and this bore the brunt of the impact. Had this not been in place the consequences could have been very tragic as a soft top or no top is no match for 300kg plus of beast!



Sorry for the poor quality of some of the photos, they were taken by a cell phone!

Fortunately most of the body parts for a TR6 are available, at a cost, and we have been scouting round to see where we can get what and the best way to get it to South Africa from the USA or wherever as items such as bonnets occupy lots of shipping space! The original repair estimate was very high but it seems Gordon's panel beater in Riversdale is pretty handy so he is hoping that many of the panels can be recovered. Negotiations are taking place for the steel hard top to be swapped with one in Cape Town and the damaged one made into a TR6 Surrey top, we shall wait with interest!!

[Triads](#)

TR2/3 workshop manual

TR2/3 workshop manual in as new condition together with a complete photocopy of the Kenneth Ball TR2/3 workshop manual which is great for using in the workshop as one does not mind getting it dirty. Price only R250 for both.

TR3 radiator and welding sets

TR3 Radiator in fair condition was re-cored by Silverton but has had a ding or two during storage. Asking only R200.

Afrox Portapac welding sets - 2 of in good condition. Asking R3,000 for both or R1600 each. Phone Bob Melville 083 580 3533

TR7 for sale

TR7 1981 owned from new by one family. Alleged 89,000 km in good running order. New hood and re-upholstered. Car is in Stellenbosch; needs re-spray and some TLC. Asking R25,000 Phone Reeve 083 507 8200

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