



WHALE TALES

THE CAPE TOWN TRIUMPH NEWSLETTER

Editor Jamie Hart

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MAY 2019

CHAIRMAN'S CHAT

Our March noggin was well attended with the added attraction of Frank & Sonia's boeri rolls. My compliments to them for a really good treat which was free to members.

Two days after the meeting and after handing over the rest of the BSCT organizing to André and Eddie, Aurelia and I headed for the Free State and 'Stars of Sandstone'. If you've got any feeling for things mechanical then stick Sandstone on your bucket list. The 12 day-long event focuses on steam but there is also a collection of traction engines, military vehicles, vintage cars and bikes, stationary engines and a team of genuine oxen pulling a wagon. There were many overseas visitors who say that there is nowhere else in the world that can compare with this event.

After Sandstone we carried on to Golden Gate National Park. At the main centre we parked alongside a nice TR3. Naturally I had to go and look for the owner. We approached a group in the lounge who turned out to be the Johannesburg committee of the Triumph Club. I hope I'm not giving any secrets away but they were recce-ing the venue for next year's National. The Golden Gate scenery is stunning so should make for a good venue.

We got back earlier than expected so were allowed to enter for the British Sports Car Tour. André and Eddie had done a great job in sorting out the unfinished side of the run

and notwithstanding a bit of rain, the run went off well – see Gerhard 's report further on. I just need to mention that we received several compliments from members of other clubs who were on the run and the choice of charity was very well received.

A week later Aurelia, Danie, Richard and I took our cars to the Street Rods National at Durbanville. We were joined by Peter who thankfully brought the club gazebo along. This was very welcome when it rained. The rain abated and we had a pleasant day in the end. One of the cars that impressed me the most was a 1960 Standard in excellent condition. As far as I know this was built in the same factory and at the same time as the TR4. Perhaps it was just another saloon but to see one in such good condition was rare, in fact I don't think I've ever seen another one.



TR's AND HOT RODS



STANDARD C-111 (VANGUARD?)

THE EDITOR'S DESK

I hope you will enjoy this month's missive, reaction so far has been positive. We are trying something a little different this month, Tim Kent has sent in an article on what started his love of Triumphs. It is an interesting read and I hope you will enjoy it.

Looking at Graham's picture of the Standard, it has a shape very similar to the UK built Vanguard that was a very popular family car in the Sixties in the UK. I am not sure whether this car was locally built at Motor Assemblies in Durban, but the TR4 was built at Canley in Coventry and exported to South Africa. Local assembly of TR's seems to have ended with the TR3 and 3As, with cars such as the Spitfire and Chicane being locally assembled. Possibly someone with a greater local knowledge can advise on that one.

Talking about TR4s, there was a great episode on Car SOS recently about the rebuild of a very, very tatty TR4 which ended up as a concours condition rebuild. I am not sure how much of the original body work could be re-used but having rebuilt my TR4 from the chassis up I have great empathy with what was done. Fortunately South Africa does not have the tin worm present in the UK so many parts could be repaired, some of the repro parts are very poor and extremely expensive. Fortunately we still can get Vaal

Jaapie parts for the engine which make a huge difference, and I wish I had some of Mike Napoli's electrical connections!

I am not sure what will happen with the June edition, Glyn and I are off overseas and only get back mid- June so the July edition looks like being a bumper one! June is usually a pretty quiet month for Triumph matters so maybe there will be a mini version mid month!

BRITISH SPORTS CAR TOUR SUNDAY 14TH APRIL

Even the weather did not deter the double rugged die-hard British Sports Car owners from attending this year's fifteenth British Sports Car run. We arrived at the Engen 1 Stop on the N2 in the rain where we did the required sign in's and got the paperwork out of the way. It was great to see so many British Sports Cars, such as MG, Sunbeam,



MGs AT THE START



EN ROUTE 1



EN ROUTE 2



KLEINMOND

Austin Healy, Jaguar, Land Rover, TVR and Triumph on the road. I counted about 15 cars in all, but we had a couple of cancellations due to the weather. After a warm cup of coffee left behind organizer Andre Bredenkamp for Kleinmond along the Clarens Drive past Gordons Bay. It must be one of the most beautiful scenic drive in the country and we stopped along the route for a leg stretch and photo opportunity. The weather cleared up somewhat on the route, but we arrived in the rain in Kleinmond.



KLEINMOND



KABEL JOES



KABEL JOES 2



KABEL JOES 3



The parking was pre-arranged in front of Kabel Joes at the harbour. Was great to also see Nick and Denise who drove through with their beautiful TR3 from Struisbaai to enjoy the day with us and also Brian and Rene who arrived in their Toureg as the TR3 hood still needs some work before it can be taken out in rainy weather. The restaurant was fully booked for us and we met the ladies from the non-profit organization Kleinmond Animal Welfare Society (KAWS) that was chosen as the charity to support and the brought 2 rescue doggies with. The food, drinks and company was great and we

MAGGIE ELLIS WITH NEW FRIEND spent time with like-minded friends from the British Sports Car fraternity. Each club donated 2 prizes for a raffle in aid of KAWS and Eddie and Andre promoted and sold raffle tickets. The speeches were done by Andre who was the main organizer and also Graham who thanked everyone for their support and participation. The ladies from KAWS also got a chance to enlighten us about the work they do in the region for the neglected and throw away animals. KAWS has a shop in Kleinmond where they sell allsorts in aid of the charity, so if you have anything to donate, you are more than welcome to drop it off there or they can arrange for collection if there are enough items. We managed to collect R4600 for the charity and I am sure it will go a long way to covering some of the monthly expenses of keeping such an organization going.

A huge thanks to Andre Bredenkamp and Eddie Hughes who took care of the arrangements, well done and keep up the good work. A great day was enjoyed by all and I am looking forward to the next run already...

A WHALE OF A TALE PART 1 BY TIM KENT

The title of this will suggest it to be a Tale, which according to the Oxford English Dictionary is “usually a fictitious narrative” but this Tale must defy the definition though it may be embellished with a tad of poetic license. It’s not fiction, Honest.

The Tale begins in 1965 in the County of Staffordshire, in the United Kingdom, although, today it could be more accurately described as the Disunited Queendom. Scottish devolution, pah!

I belonged to the local Hockey Club, because, well, it was the done thing. All the young Gentlemen of the County belonged, it was like joining the Regiment to which one’s grandfather had belonged.

In fact my grandfather had been a founder member of the club, way back in 1901. It was considered an anecdote to relieve the horrors he had witnessed in the Boer War

I couldn’t play hockey, (or any other sport) so they relegated me (unanimously) to goalie. How stupid was that?

Actually it gave one the opportunity for good fellowship and the opportunity to get leg-less on the local brew after the Saturday match.

One Saturday afternoon I drove down the long gravel path to the Club House in my 1959 Morris Minor (with terminal body cancer) and saw one of the most beautiful sights of my life. You guessed, yea? Erh, No, it was not the giant orange ball of the afternoon Winter Sun, it was....a new Triumph TR4A, finished in royal blue with wire wheels, surrey top and twin exhausts sweeping up the rear bumper, I could not take my eyes off it, even when I was in goal. Our team lost the match by the biggest margin in Club records, because when I should have been alert to some huge prat bearing down on the left wing I was staring at the archetypal British Sports Car. Oh, the motley collection of other cars in the car park, the Austin Healey, the Jensen 541R, the Reliant Scimitar, Jaguar 140, MGB, Lotus Elan couldn’t hold a candle to the Sophia Loren on wheels, chrome knock-ons too. You know what I mean, right?

Needless to say I wasn’t often chosen to play hockey again, not even for the fourth team, but every weekend I was there just to see the epitome of my motoring aspirations and to get leg-less on the local brew, well it was only 11d a pint! So you could buy 9 for a pound, no VAT (old sterling) and I usually did. Halcyon days!

Fast forward now, (how out of date is that ?) to 1972 when my employer (a large department store in London) felt that I would be better suited to more menial tasks, and that my promotion to Head Office (my dream, other than owning a TR4A) was not going to happen any time soon, as the Americans say. My flat mate was a South African,

escaping conscription and the blood bath in Angola, (bless him) and he suggested that I might like to consider SA as an alternative, bless him again!


So, courtesy of Pretoria I was soon an approved immigrant to the strife ridden Republic of South Africa. But what did I know? What was Apartheid anyway? And anyway who cares? I was 22years old and up for any challenge. And what a challenge lay ahead. If only I could have known that a Triumph TR4A would attempt to render me a vegetable for the rest of my life. It failed. You may disagree!

I had (and still have) a cousin who lives in Henley on Klip, Transvaal, (yes that's right Transvaal) and he had a friend who had a TR4A IRS. (Does IRS stand for Inland Revenue Service?) We bought it, my dream had come true. Except, the engine was nowhere near where it should have been. It had been removed for reason which I cannot remember. Now, Cousin's good friend was the technical Director of Massey Ferguson in Vereeniging and he undertook to have the engine re-built at his factory. Because, as you know the TR range used the original 1951 Standard Vanguard engine which Massey Ferguson used in the Vaal Jaapie tractor for 50years. You know the one, the little grey thing you see abandoned on farms all around the country.

I was now living in Henley and working in Springs (are you mad? Do I hear you cry?) Well that was the first and only major retailer to offer me a job, and I needed a job without delay. So after the Massey Ferguson engineers had installed the new engine I was on Cloud 9 (no that's not an Internet provider), life could not get much better.

And it didn't, it got worse, much worse, and to quote the old TV series, almost "till death do us part" which it nearly did. Don't miss the next episode!!

UPCOMING EVENTS

		EVENTS CALENDAR 2019		
Date	Time	Event	Organiser	Contact No.
MAY				
19th	TBA	Triumph Only Run. Details to follow but restricted to Triumph cars only.		
25th	10:00	Noggin André Bredenkamp talking on Jaguar Mk2		

JUNE				
29th		Saturday Run followed by braai at Clubhouse		
JULY				
14th		Christmas in July		
27th		Noggin. Maintaining your Triumph Interactive talk by Frank Dreher		
AUGUST				
31st	10:00	Noggin André Bredenkamp presenting old car videos		
SEPTEMBER				
22nd		Run : Historic tour of Wellington & Surrounds presented by Ronald Lloyd	Peter	
OCTOBER				
6th		Century Run	Comm	
26th		Noggin. Jamie Hart presenting his TR4		
27th		Killarney Motor Show	MMC	
NOVEMBER				
10th		Concours		
30th		Noggin		

TECHNICAL MATTERS

The article on electrics seems to have gone down well, so please send in more of these type of articles. One thing that springs to mind is that many brake parts for Triumphs are in fact locally available from your local Nissan dealer. The reason for this is that after the Second World War companies such as BMC and Girling entered into licence agreements with Datsun to revive Japanese industry. The old Datsun 1200 bakkie engine is virtually identical to the BMC A series engine, even down to re bore sizes, and the Bluebird 1600 is a B series engine. Similarly many brake and clutch components are identical to their Girling alternatives, the trick is to match up bore sizes via a workshop manual and you are in business! There are some small differences, use metric

spanners rather than AF and like most things, they are probably better made but that is another story!

TRIADS

1975 Triumph Spitfire Mk 4 1500



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CENTURY
Classic
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CENTURY CITY
Your space. Your place.



This car is for sale and has a history in this club. It was originally owned by Nick Joubert and then sold on to Wynand van Wyck, Gerhard's son in law who used it for a long time as his daily transport. It was later sold to some friends in Hermanus before going to its current owners. It is in very sound condition and comes with Hard & Soft Top
Price R95'000. Contact
Stuart Leach 082 491 0687.

TAIL PIECE

Thanks for getting this far, and a big thank you to the contributors to this edition. I am sorry to have missed the Sports Car tour but Gerhard, Eddie and Andre seem to have done a really good job. As a final thank you here is Andre in his other British car, the sadness is that it is now owned by the Indians!

