



WHALE TALES

THE CAPE TOWN TRIUMPH NEWSLETTER

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CHAIRMAN'S CHAT

We live in uncertain times, but we are positive that this too shall pass. Nobody could have predicted that we would be in this situation, totally unexpected and out of the ordinary. I was encouraged by your support of our picnic on Chapmans Peak and what a pleasant day out. To catch up again with friends and see the cars out and about again. We are planning another picnic in August, watch this space.

Roger Tyler has volunteered to manage our website, hosting, updating and general running of it and is working with the hosting team to get this in place. Thanks Roger, we really appreciate your support and assistance.

There are also a couple of members who are or have been working on their cars during the lockdown, and Ashley, your MGB looks and sounds absolutely great with it professionally fitted V8. Tim is still working on his TR4, one step at a time. Which brings me to a small tip I have for you, if you want to improve your car or have something that needs attention, make a list. Then attack one item at a time, you don't need to wait until you have a full day to do something, do a couple of minutes of work and before you know it, a lot will be done and small tasks completed.

I would also like to take this opportunity of wishing Danie a speedy recovery after the shoulder operation he had.

That's it for now, please look after yourself and be safe out there.

Triumphant Regards,

Gerhard P. Vorster

THE EDITOR'S DESK

Hello from the Editors desk. It is really great to be able to produce a newsletter with some actual current news and real recent pictures rather than going through old archives. Our first get together was a great success, proper social distancing but great fellowship which is really what this club and many similar ones are about.

On a positive note, hopefully we are getting to the end of Chinese flu, as DT, in Washington, would term it, maybe media flu is a better term. Although according to the popular media we have the 5th highest rate of infection in the world, we also have the highest recovery rate in the world and almost the lowest mortality rate in the world neither of which seems to be reported! In the same period last year, we had 11 000 deaths due to flu, 77 000 due to aids whereas this year we have had 8 000 attributable to Covid. I leave you to decide whether the destruction of the economy and employment was worth it!

Having said that, the world was due for a radical evaluation of where it was going. I have read , with some alarm, that UK and the EU are possibly going to introduce legislation which will outlaw the use of "vintage" or "classic " vehicles. Whether or not this is political kite flying remains to be seen, I suspect it may be but we must be careful our genius rulers in Pretoria do not catch on to this one! Having said that the standard of cars in these categories is considerably better than the more "modern" vehicles we see on our roads in day to day use, particularly here in Cape Town. I do not really see roadworthy testing as a practical yearly exercise, particularly from a political perspective, as probably 30 plus percent of the cars would be removed from the roads. Now that the only viable public transport is by taxi, now that the rail system has been destroyed, who knows the chaos that would result if they were to be tested for roadworthiness!!

Having got that gripe off my chest, I do realise that this sort of newsletter is not meant to be used for politicking but as we as a club are all about using our cars on public roads, it really does affect us all.

As Gerhard has said in his chat, Roger Tyler is doing a great job on getting the club web site up and running again. He certainly has had his frustrations but the finished product will be something we can appreciate and will be our public persona for people interested in either joining or to see what great cars came out of Canley post 2nd world war until the BL debacle of the late 1970's. Having said that, it is important that you as members put contributions toward the site, and if possible to this newsletter. I really do appreciate those people who drop a note saying thank you or send me some articles such as Tim Kent or Mike Napoli. I am sure all club committee members everywhere may feel the same, it is your club not just mine and some input from those out there would be really appreciated!!

THE GREAT PICNIC, 12TH JULY

As TJ Barabas used to say in the TV series “The A team”, “it is great when a plan comes together”! The idea of a get together happened when four of us got together at the beginning of the week to plan what to do with the website. The idea was thrown about that maybe a picnic would be a great idea if a suitable site could be found as it would allow social interaction but not cause a problem with any Covid regulations that we were aware of.

A good site was the picnic spot overlooking Hout Bay just below the summit of Chapman’s Peak, this seemed to offer potential and a quick recce confirmed this so an SMS was sent out. Somehow the weather god’s seemed to smile on us, the previous few days had seen massive downpours of rain in the Cape Town area and the next two days also were very wet. Sunday bloomed dry and sunny, although there was a strong north westerly wind that was the portent of more rain to come. Once everyone coming from the Hout Bay side had worked out which was the right area, we had some 12 classic cars plus several plastics join together for a wonderful couple of hours of fellowship in a superb surrounding. It was really great to see friends who we hadn’t see since the beginning of lockdown plus several visitors from the Crankhandle Club and elsewhere who really contributed to a wonderful vibe.

Ashley Ellis arrived in his MGB GT that he had installed a Rover V8 into during the lockdown, this looked and sounded the part, well done Ash! Gerhard arrived in a cloud of steam with his newly repainted TR7 V8, fortunately the problem was easily fixed and the car looks really impressive in its new Mazda red colour scheme. Danie Barkhuisen borrowed his wife’s Audi TT, great to see him after his shoulder operation. He says the Audi is much easier to drive in his current state than his TR3 so no one is going to argue on that one, good to see you make the effort.





SOCIAL DISTANCING WITH A VIEW!



SOME WELCOME INTERLOPERS!!



GERHARD'S NEW PAINT JOB WITH TIM KENT'S COUPE



BEAUTY AMONGST THE BEASTS, MASKS REMOVED BY REQUEST!!



ASHLEY'S V8 ENGINED B GT



KARMANN AND MICHELOTTI BODIES TOGETHER



ANDRE DEFINITELY, WE THINK ASHLEY!



ASHLEY'S LOVELY CAR



WHAT CAPE TOWN MOTORING IS ABOUT

BREAKFAST AT STEENBRASS 9TH AUGUST

Encouraged by the great response to the last picnic, the committee felt we should have a similar one on the Helderberg side of Cape Town. Several years ago we used to have a club breakfast near the Steenbras River where it flows into False Bay. The site is accessed from Clarens Drive which is the coast road from Gordon's Bay, there is a large parking area on the right about 200 metres after crossing the river bridge. There is a large area where one can picnic and ample parking for lots of cars.

We are not sure of what the weather will be, there is rain forecast for later in the day so we will literally take a rain check at midday on the Saturday and send out an SMS for go/no go on the Sunday.

We had hoped to have an alternative event at the Multi Motor club in case of bad weather but the club is closed and we felt we didn't want to cause any problems during this sensitive time.

A WHALE OF A TALE PART 10 BY TIM KENT

There have been some enquiries about how many more "Parts" are there to this story, and I have been wondering whether some enquirers had plucked up the courage and with a deep sigh of resignation asked their question, or was the enquirer genuinely looking forward to each new episode. I don't know for sure but I hope it's the latter because there are many more Chapters to come! Oh no, some of you might say, but hey, it fills the bulletin, so there.

Those who also hope it's the latter, will recall that I have just written a cheque for a large sum of money on some-one else's cheque book, in broad daylight, oh, come on, tell us how much! Ok, it was R10.000, on my father-in-law's cheque book, which was a handsome profit after only about 2 years of ownership, but it was a pyrrhic profit because deep down inside whatever my DNA is composed of I was not pleased with myself. I was a traitor to the promises I had made to the car when I gave Mike Allen R1100. Remember the promise? A good home, lots of love and attention, and how we deserved each other? Was the prophetic brain damage clouding my judgment? It was too late, the cheque was in my pocket and he had the keys. Oh hum. But, the car was staying in the family and we would see each other every time I went to the Northern Free State, and Father –in-Law stated that he would never re-register it because he really wanted to keep the CA number plate, CA 154026. Stainless steel letters and numbers on a black background.

For the overseas readers (yes, believe it or not there are many, and some even in Port Elizabeth!) CA is the designated registration for Cape Town (The Mother City) and to have a CA plate in the Free State is a serious like status symbol, why, many a young lothario would have surf boards permanently attached to the roof of his 'lowered' bright yellow Mk3 Cortina, even though the waves were 200 miles away! But as they say in Yorkshire "there's nowt so queer as folk". For the Free State reader "nowt" means 'nothing' it's a derivative of 'nought', and never a truer word was spoken. My retention of the ownership would cause a wee problem twenty years in the future which amplifies this old Yorkshire saying.

So now it was time to say goodbye to the in-laws and the TR4 and I'm not sure for which (or for whom) I felt the most sorrow as we set off to Paarl in convoy just like we had done all those years ago to Kroonstad, except there were no Aunties and

Uncles, dogs and cousins in the TR4A lead car. After the usual hugs, kisses and handshakes Nurse, child and I travelled back to Sea Point in silence, had she glanced to her right occasionally, she might have seen a "little bitty tear" rolling down my cheeks and applied a Kleenex. But life goes on. I liked my in-laws, honest.

But at last I could buy those Winnie the Pooh curtains (and a matching duvet set) for the baby's bedroom without going into overdraft. By the way, have you ever wondered whatever possessed the author of the best selling children's book in the world, ever, to call a soft cuddly teddy bear's surname "the Pooh" ?

It beggars belief. I think it's been at the top of the best sellers list for over seventy years!

The TR4 and I would be together at least annually, normally over Christmas but on one visit, I think it was the fourth, I could hardly contain my apoplexy. After breakfast, on the second morning, I opened the garage and saw to my horror a pale Palmolive toothpaste green TR with cheap brown plastic upholstery. What could I do? What could I say? Well, I'll tell you what I said, (can you feel the fury?) I said "well at least it's not in the Aquafresh livery" Mother-in Law asked what I meant so I said "thank God it's not white with red and green stripes and fluffy pink nylon upholstery" You could have cut the atmosphere with a blunt knife , a Free State storm was brewing, and I was persona-non grata for almost the rest of our stay. This was my betrayal coming home to roost, the angst, nobody spoke to the "blerry Engelsman" (Bloody Englishman) for days. Father-in-Law tried tactfully to explain that Mother-in-Law thought the classic British Racing Green was too dark and it didn't suit the Free State ambience and who was he to argue with her? My answer was that he should have painted it a pooh brown sandy colour to fit the local surroundings. End of discussion, no more to say. Where are those Kleenex?

Back in Cape Town my career was moving onwards and upwards and one day I was called in to my boss and informed that it was the Board's opinion that I be promoted to Merchandise Manager in the Ladies Outerwear Group and that this position carried a Company car and greatly enhanced other benefits. I was so excited, all the long hours and endless "homework" had paid off, but the Company was not buying any new cars, business was not where it should be. Remember "Rong Ruler Ruined Rand", but there were several pool cars on F deck and I could take my pick. Well, bugger me, I thought, but hey a Company car is worth more than none at all. I chose a British Racing Green Austin Marina. A Top Gear episode called it the worst car ever in the history of British Motor Car manufacture. They were wrong. Either that or I was very young and ignorant.

And I had the TR4A and the Spitfire to balance my motoring experiences and they were used every weekend to cruise around our beautiful peninsular. Oh man, life was great, light up a Lexington, if you can get one. !

Till the next time,

Yours Triumphantly,

Tim.

TECHNICAL TRIVIA

After the picnic, I noticed a coolant leak from my car, not too serious, and Gerhard had a coolant hose leak when he arrived for the picnic. Just check on all those hoses and other bits after the long delay over winter. Cape water is mildly corrosive due to the local geology and for example a geyser that has a 10 year plus life in the Reef will have less than 5 years here if the sacrificial element is not replaced on a regular basis. So just check how everything looks and if necessary drain the coolant and

replace with a good quality anti freeze that contains a corrosion inhibitor. This particularly applies to the later Triumph engines with aluminium parts such as the TR or Stag, earlier engines in the TR 2/3/4 are cast iron and not as badly affected.

TAIL PIECE



BOB WINDEBANK'S TR3A ALMOST READY FOR THE ROAD!

