



# WHALE TALES

## THE CAPE TOWN TRIUMPH NEWSLETTER

Editor Jamie Hart

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**FEBRUARY 2020**

### CHAIRMAN'S CHAT

As a club we had a great start to the new decade with two great outings and if this is anything to go by, then it's going to be a bumper year... There is a good positive spirit amongst the club members and that's how it is supposed to be. We are after all a classic car club with likeminded people and friends getting together from time to time to chat and enjoy their hobby/passion together.

The committee has also been boosted with Mike Napoli been coopted and joined our ranks. Mike has been past chairman and is always positive about the club and members. Welcome back Mike.

The committee are arranging great outings and I urge you to participate and enjoy your car with us. Even if you don't have your TRIUMPH on the road, please join us with your regular car, you are more than welcome. It is at outings such as these where you get tips and tricks to fix that little thing on your car or to give you the needed positive injection to keep going and finish the rebuild or project you are busy with.

We had a four new members join us in the first month and just received a query from another just yesterday, so welcome to you all. We trust you will enjoy the time with us with your TRIUMPH and wish you a long and happy membership. I always say, it is like anything in life, you get out of it what you put in.

I would also like to congratulate Ian and Dominique Hauptfleisch with the birth of a boy, Jamie a couple of months ago. A huge welcome to the newest baby to the TRIUMPH family and look forward to seeing him also participating in future, keep it in the family.

It was also good to catch up with Nick Joubert at the Timour Hall show. Nick and Denise are going strong and we are looking forward to seeing them again soon. Neil Cameron also attended Timour Hall and is not doing well, please keep him in your prayers and thoughts.

The next weekend 8 & 9 February is going to be a petrolhead feast for us. Starts of on Saturday with the Passion for Speed races at Killarney, which is always great classic, monster racing and includes Sports & GT racing. We will as usual be getting together at the Jaguar Club clubhouse in the centre of the circuit and our hosts always invite and welcome TRIUMPH Sports Car Club members to join them. There is a cash bar and the braai fires will be ready early. You can bring your own meat or get braai packs from them. They also make the best fresh hamburgers should you want a ready meal, or bring your own. Parking is available at the club. Please join me for a day of good racing. Then Sunday is our monthly outing to Riebeck Kasteel, please join us as well, going to be great. Check the newsletter for the details.

You will also find registration details of the Golden Gate national gathering in this newsletter and if you're interested please do register before the end of February. It is always a lot of fun to see about 100 Triumphs together from across South Africa and to catch up with friends and have a great time.

That's pretty much it for now from me, keep safe and enjoy the rugby, 7s, cricket and just life.....

Triumphant Regards,

Gerhard

## THE EDITOR'S DESK

The New Year has started pretty well with a very enjoyable New Year's run to Jakes in Noordhoek together with the Timour hall show which was great for the club but a disaster weather wise!

I really hope the club can put the problems of the last couple of years and rise to the heights we had at the end of the last decade, early indications show the rebuilding is under way! I was interested in Tim Kent's latest episode of his TR tales, he refers to a person who really was the spirit of the club until about 10 years ago and that was Chris Schultz. He really was the walking encyclopedia on all things Triumph and was always happy to help anyone sort out problems with their car. His reply to Tim embodied Chris to a tee, how can I help? I know we live in an age where instant communication is the norm and the internet is meant to give us all the answers, but where has the human factor gone?

I suppose I belong to a sort of intermediate generation. I can use the internet and other electronic media but I am not the greatest. Producing this newsletter

sometimes gives me huge challenges, but we get there in the end! On the run to Jakes I was having issues with the tick over, or lack of it, on my TR4. I thought I had sorted out the problem but it re occurred on the way to Timour. I looked at my first choice, manuals and other books for a solution and whilst they showed part of the problem I wasn't entirely convinced. So I put a question onto the TR register forum and within a day I had the answer complete with pictures. What am I getting at? Well there are many helpful guys out there, the use of the internet helps connect them all together. I have had answers from Europe, Canada and Australia to sort the problem out, there are many such as Chris out there, the net is just a great way of them sharing their knowledge.

We have still many stars in the club today, I will not embarrass them to name them but it really shows the advantages in being a member of a good and dynamic club, let us press home the advantage!

## REPORT BACKS

### RUN TO JAKES, NOORDHOEK 5<sup>TH</sup> JANUARY

The now legendary New Year's run was organised by Ashley Ellis, Tom Dougan having decided Hogmanay in Scotland was more his scene! The run started at the Constantia Village shopping centre and went via the coast road to Noordhoek. There was plenty of parking at Jakes and a lot of interest from visitors in the cars. The event was well attended with several guests, we even allowed MG's into the line up! The catering at Jakes was up to their usual high standards and I am sure that everyone had a very enjoyable time, we certainly did! Many thanks to Ashley and Maggie Ellis for their usual great organisation.



**A LINE UP OF GREAT TRIUMPHS**



**PETER CANNON'S LOVELY TR6**





**A GREAT TIME WAS HAD BY ALL**



**NICE TO SEE FAMILY TOO**

## **TIMOUR HALL 19<sup>TH</sup> JANUARY**

The annual Timour Hall show is always one of the highlights of the Cape motoring scene and this year promised to be up to scratch. Unfortunately the weather thought otherwise. As we were leaving Simon's Town the rain started to fall but eased off as we got nearer to the venue. Gerhard and his crew had come up trumps, we had 15 cars and by the time the event started, Eddie had put up his gazebo ready for sales of old magazines and our site looked the place to be. The morning saw a good number of visitors through our area and the rain was intermittent. At lunch time, however, the heavens opened and understandably the organisers decided to call the show off as few people were likely to attend in that sort of weather. Driving back home was not a pleasure with the wind and the rain making life difficult, oh for multi speed wipers in a TR4!!

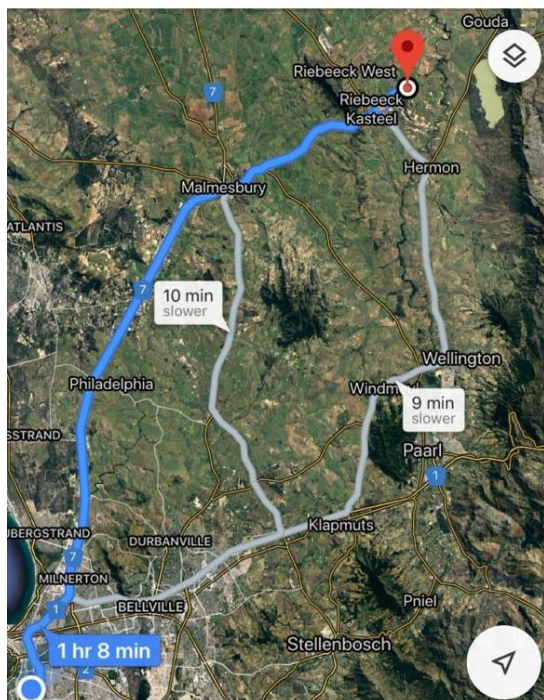
There were some positives, we attracted 3 new members, Gabriel du Toit, Gregory



Powell and Bob Windebank and welcome them to the club. I am not sure if there will be a replay of the show later in the year as this is their main money raiser and they only had about a third of the usual visitors.

## UPCOMING EVENTS

### SUNDAY 9<sup>TH</sup> FEBRUARY, RUN TO RIEBECK KASTEEL



Tim Kent has organised a lovely braai at a farm called Zonquasdrift near Riebeck Kasteel. Braai fires will be lit and guests must bring whatever food they want to eat and chairs to sit on.

Members wanting to go should meet at the Swartland Engen 1 stop on N7 from town. I suggest that you are there around 9.00 am and cars will depart at 9.30 sharp.

### SATURDAY 29<sup>TH</sup> FEBRUARY NOGGIN AT CLUBHOUSE 10AM

Andre Bredenkamp will be giving a talk on his recent trip to the USA. Andre is a really good speaker and judging by some of the photos that he previewed with us last year this should be a talk not to miss, even if there won't be too much Triumph talk.

Coffee and bacon butties will be served before the talk so absolutely no reason not to be there!!

### DRIVE A TRIUMPH DAY 10<sup>TH</sup> FEBRUARY

Are you ready for Drive Your Triumph Day, Monday, February 10th, to celebrate Sir John Black's birthday, the man who organized Standard's purchase of Triumph after the war and went on to make the cars we enjoy driving today? It's just one month away.

This celebratory drive has been building momentum every year. Last year I received close to 350 photos from all over the world. This year is going to be a bit more of a challenge as February 10<sup>th</sup> falls on Monday. As tempting as it may be to plan a drive for the weekend, we're going to keep true to the day, and please submit photos only taken on Monday, February 10<sup>th</sup>, 2020.

The concept is straightforward. On February 10th, go for a drive in your Triumph. Take a scenic drive on a country road or out to lunch, to the market, to work, wherever. Go for a drive alone or in a big group with your local Triumph Club. Take your spouse, buddy, child, grandchild or your dog; then take a photo. The photo is mainly of the car, and the owner if possible, ideally in front a cool spot, landmark, scenic

view, in front of the hardware store or in your driveway. If it's the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it anyway in the garage. Some winter photos I've received have the garage door open with the car tucked under a cover, and snow outside. Have fun with it, and participate.

Next step is to email a high-resolution photo to [driveyourtriumphday@gmail.com](mailto:driveyourtriumphday@gmail.com), along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country). The photos will then be published not only in our club newsletter, but also in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day website: <https://driveyourtriumphday.shutterfly.com>

Please feel free to send this on to other Triumph Clubs and Standard Clubs you may know of, and your club Activities Chairman and Newsletter editor. Last year a few Standard Clubs joined in too, which is all good.

Be sure to contact me with any questions you may have, and thank you in advance for getting the message out to your members and friends to Drive Their Triumphs on February 10th.

Regards, Rye Livingston Activities Chairman, Triumph Travelers Sports Car Club

1960 Triumph TR3A

### **SUNDAY 19<sup>TH</sup> APRIL BRITISH SPORTS CAR TOUR**

Advance warning for this popular event which will be held the weekend after Easter, not on Easter Sunday as advertised in the programme! We are going back to the popular Elgin Country club in Grabouw which has proved very popular and good value in the past with plenty of parking in front of the clubhouse on the cricket field. We are going to meet at Eddie's best place, the Pot Belly restaurant on the R44 near Klapmuts. At this stage we are looking to gather from 9.30 for a 10.30 departure for Grabouw, but this may change. The price per participant is R165 payable to the club account.

### **NATIONAL GATHERING**

This year's gathering is at the Golden Gate resort in the eastern Free State near Clarens. The scenery is spectacular in that part of the world. A gathering in the early eighties was my first contact with the club. I was photographing steam engines on the line from Bethlehem to Bloemfontein via Ficksburg and went to grab a beer at the old hotel. The guys were busy doing a speed test and as a previous Triumph owner I was hooked!



**NATIONAL GATHERING: GOLDEN GATE HOTEL and CHALETS,  
CLARENS**

Friday 1<sup>st</sup> May 2020 – Monday 4<sup>th</sup> May 2020

**REGISTRATION FORM**

Surname ..... First Name .....

Partner ..... First Name .....

Postal Address.....

Telephone/cell No..... Email.....

TSCC Membership No ..... Region .....

**Details of Triumph – Attending Concourse:**

D'Elegance: Model ..... Year ..... Reg No .....

D'Etat: Model ..... Year ..... Reg No .....

Show only: Model ..... Year ..... Reg No .....

**Fees:**

Registration: (per car) ..... R200

Welcome Function (Braai): Friday 1<sup>st</sup> May 2020

R170.00 per person ..... No. of people..... R.....

Ladies Tea:..... Saturday 2<sup>nd</sup> May (sponsored by Jo'burg) No. of people.....

Dinner/Entertainment: ..... Saturday 2nd May (sponsored by Jo'burg) No. of people.....

Gala Evening Dinner:..... Monday 4<sup>th</sup> May

R180 per person ..... No of people..... R.....

**Total Amount..... R.....**

Banking Details: Triumph Sports Car Club-Johannesburg

Nedbank Account No: 1978331193 Branch: 190605.....ref: (your name)

Email Registration form to: [goldengatetr2020@gmail.com](mailto:goldengatetr2020@gmail.com)

*Indemnities will have to be signed by all those attending the event to ensure they are  
all covered from our point.*

## PROVISIONAL PROGRAMME

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FEBRUARY	9th	RUN	To Riebeck Kasteel for a farm braai	Tim Kent
	29th	NOGGIN	Andre Bredenkamp on his USA trip	Andre Bredenkamp
MARCH	15th	RUN	To Simon's Town Country club	Eddie Hughes
	29th	NOGGIN	Maintaining your Triumph	Frank Dreyer
APRIL	12th	RUN	British Sports Car Tour	Jamie Hart
	26th		National gathering or Knysna show	
MAY	10th	RUN	TBA	Frank Dreyer
	30th	NOGGIN	My motor racing career	Ashley Ellis
JUNE	14th	RUN	Somerset West venue	Gerhard Vorster
	28th	NOGGIN	I Scratch- Body repairs done at home	Andre Smart
JULY	12th	RUN	Christmas in July	Eddie Hughes
	25th	NOGGIN	Motoring Quiz	Tim Kent
AUGUST	12th	RUN	To Be Arranged	
	29th	NOGGIN	Andre's Mountaineering trips	Andre Bredenkamp
SEPTEMBER	13th	RUN	Darling Wild Flower Show	Daanie Barkhuisen
	26th	NOGGIN	To be arranged	
OCTOBER	11th	RUN		Jamie Hart
	25th		Killarney Motor Show	Gerhard Vorster
NOVEMBER	8th	RUN		Peter Lloyd
	22nd	NOGGIN	Concours, AGM and Braai	
DECEMBER	12th		Year end function and prize giving	

## A WHALE OF A TALE PART 5 BY TIM KENT

It is probable that you can't remember where Part 4 of this Tale ended and if you printed a copy for posterity you can't find it because its buried somewhere between the Municipal Invoices and an out of date Load Shedding Schedule. Either that or you moved it to Trash and your grandson cleared the Trash Bin irrevocably.

Take heart, back issues are available free of charge, just send a stamped self addressed envelope to "wha'eva" (What's a stamp?)

So, I am now engaged to be married to a Nurse who lives in the Orange Free State and is the proud owner of a Triumph Spitfire Mk3 the colour of bovine excrement and I am on my way to Cape Town in my TR to commence a new career for which I had left London in the hope of securing. This was all a bit too good to be true, except it meant that I had to leave my fiancée behind so that she could finish her training. The S.A. Nursing Council would not, under any circumstances, allow nurse to transfer to Groote Schuur for her final year. Well, it was in another Province, you see, which in those days was almost the same as another country. At the time it was a bitter pill to



swallow (taken twice daily after meals) but we were resigned to long months of separation and huge phone bills.

My journey to Cape Town went very well until I approached Laingsburg, but then, as I applied the brakes on the downside of the hill, there was a horrendous noise, until I released the pressure on the brake pedal. When I needed to slow down more the noise came back. This was a horrible, metal on metal grinding. My first thoughts were disc pads but I had had them replaced not so long ago. I pulled into the first garage “Labuschagne se Nood Hulp Diens” known as (Labuschagne’s Emergency Services). The huge tow truck with flames painted on to the bonnet and wings and a drain pipe sized exhaust running up the back of the cab, parked on the forecourt was ominous. Anyway, nose of the car in the air, wheels off and the diagnoses was that the splines in the wheel hubs and the bolt-ons were “in hulle moere” i.e.: knackered, worn out, no longer fit for purpose. “Surely they can’t be that bad “ I argued, “I have just driven from Welkom” “Ja Swaar,” said the man, “maar jy kan nie verder ry” (Yes but you can’t drive any further) I was now starting to think like a farmer, ‘n Boer maak a plan” . I could see a scrap yard to one side of his garage, a motley collection of wrecked and rusted cars which had come to grief over many years on that stretch of road. Amongst this lot was an Austin Westminster about 1961 vintage which obviously had rolled over on to its roof many years ago, but it had four wheels. So we took the two front wheels off it, put my tyres on them, balanced them and I was off. I think I paid him R7.50. The two knackered wire wheels were put inside the car which made gear changing a bit difficult, and vision out of the passenger side mirror impossible. But I was mobile and lit up a Lexington!

My TR looked horrible, no rear windscreen, two wire wheels on the rear and two old dirty black wheels on the front. I was not going to enter Cape Town the envy of anybody! If I was going to a Classic car show my TR would have won the prize for “the car most in need of restoration” Tears are permissible. I hoped it would be dark by the time I arrived and nobody would see me. But it got me to Cape Town , oil consumption notwithstanding.

In the fullness of time I found accommodation in a beautiful house, where Constantia Village now stands. My bedroom was about where the till points (sorry, check outs) in Woolworths now are. It had a garage, a pool, a maid, a bar. A dart board and imported beige woolen carpets. There were three other men living in it, one divorced South African, one Irishman and one body builder of dubious origin who consumed Tassenberg white wine by the gallon, every Friday and Saturday night. For those who don’t know Tassenberg white wine, it was (and still is) a real heart starter, a mixture of liquidized decorticated cattle cake and paint thinners. I think he paid R1.50 for a gallon jar. Why he called himself Oggy I never found out (visitors to the house called him lots of other names) but I did find out that he came from Wiltshire and had an Oedipus complex. The South African was an Architect and he and I became good friends, the Irishman, well it was not his fault that he lived on a diet of Guinness and potatoes, usually out of a packet. He worked for a civil engineering company responsible for the flyover which doesn’t go anywhere. I have always wondered if that catastrophe had anything to do with him.

Now comes the exciting part, are you still with me?

I had parked my TR somewhere in Rondebosch, well out of view to the passing pedestrians for fear that someone would write "Shame" on it. Nobody did but someone wrote "As a fellow TR owner we would love to meet you" Again, tears are permissible. A phone number was included. Was I hallucinating? No I wasn't. The gentleman who answered my call was Chris Shultz, the doyen of TR's in Cape Town, but I did not know that then. I invited him to my house in Constantia and on the following Saturday he and another TR owner arrived. Chris was in a red TR4A and his friend Mike Allen, was in a green TR4, both these cars were "to die for". I was beside myself with excitement; this was Pandora's Box in the flesh, or rather in the metal. We vowed to meet again soon and I think I might have been drooling, (this is saliva dribbling out of the corner of one's mouth) as their cars kicked up a flurry of dust on the unmade road which led to the M3.

This was not the beginning of the end but it was the end of the beginning, the beginning of a journey (which has not ended) of love, hate, hope, disappointment, ecstasy, frustration, motivation and irritation, but above all determination. That inexplicable determination to bring to a pristine consummation the retention of a friendship which does not question the rationale but like you, just needs a big hug. And when it's done, it sure is a Triumph!

Don't go away, it gets really exciting in the next Chapter.

## TRIADS



Mike Billington is selling his 1968 Mark 3 Spitfire, he is only the third owner and the car is in good condition. The sale includes a spare refurbished gearbox and bell housing, the hood and frame plus a very comprehensive set of workshop tools.

Mike is asking R 90,000 for the car and can be contacted on 021 789 2267

### Another Spitfire Mk 3

Eddie met Charl at our stand at Timour Hall and asked me to put this into the newsletter

“We met at the Timour Hall show where I showed you pix of some cars I wish to clear due to lack of space and reduced physical ability to deal with my plans for all of them.

These cars are by no means basket cases and with the exception of the Kombi, for which I have scrapping papers, are all registered and on the road as the saying goes.



The Spitfire is a Mk3, good mechanics, reliable runner, newly resprayed, no rust that can be mentioned in dispatches, ex Gauteng and lately Graaff Reinet car, but like the others, out of use for a few years.....not good for a (English) car

anyhow. Will need some further work to bring completely up to scratch.

All reasonable offers will be considered as I need the space.....but I am very reluctant to discuss prices with parties that have not seen the offerings for themselves”.

Contact [charljventer@gmail.com](mailto:charljventer@gmail.com)

## TAIL PIECE



**AN IMACULATE TR3 PREPARED BY HARRY FAIRLEY BELONGING TO DAVID SWAN**