



WHALE TALES

THE CAPE TOWN TRIUMPH NEWSLETTER

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CHAIRMAN'S CHAT

I would like to take this opportunity of thanking you for all your support and assistance during this past year. Looking back, we had a great start to the year with a number of new members joining and a couple of great events, then the COVID-19 LOCKDOWN phases put a huge damper on us. Nevertheless, the club is still strong and in a good state and all of it because you are there and supporting our efforts.

Please continue to do so and I am positive that next year would be better than this year, has to be and as they say, this too shall pass...

Looking back over the past events, newsletter and photos, I have to say that it is great to belong to this classic car club. We made so many great friends, saw places that we might never have seen before, been to places where we have never been before and in all experienced most of it in our TRIUMPHs. Where in the world would you get better, scenic drives, picnic at Chapmans Peak with the ocean backdrop, Clarence Drive, Stellenbosch wine farms and tours of historic places in Paarl and Wellington. We have a lot to be happy about and positive for, tourists pay huge money to get here and then can't do it in a classic car.

So let's never forget why we joined the TRIUMPH Sports Car Club of South Africa in Cape Town and make the most of the last bit of 2020 in your classic sports car.

Triumphant Regards

Gerhard Vorster

THE EDITOR'S DESK

I would really concur with Gerhard's sentiments about the resilience of the club. We were just getting back onto our feet when the covid virus struck, yet all the events we have had since the relaxation of the lockdown have been very well attended and more importantly, great fun.

The website is working really well thanks to Roger's efforts and the outside world can see we are in business today rather than in the 2017 time warp on the old website.

We have lost a few old members, Neil Cameron passed away recently who was a very staunch member when I first joined and helped me a lot with my various rebuilds. His memorial service will be at the Simon's Town Country club at 12noon on the 14th November, please come in your Triumph if you possibly can.

Hopefully then, we can get 2021 off to a good start and carry on as we mean to continue. Ashley Ellis will be organising a super post New Year breakfast at Jakes in Noordhoek and it appears that there will be another classic car event at Timour Hall in January.

FORTHCOMING EVENTS

LUNCH AT ELGIN COUNTRY CLUB 8TH NOVEMBER

This will be the venue for the Sports Car Tour next year so we have arranged for a lunch so members can be orientated for next year. Eddie has sent out the menu to make life simpler for the organisers, and in particular for the treasurer! Please could you get back to him as soon as possible with your preferences. I would suggest on the return you should take the scenic route back via Franschhoek Pass, a fantastic drive in a TR!!

We meet at the N2 Engen at 10.30 for an 11 departure.

NOGGIN, CONCOURS AND AGM, SATURDAY 28TH NOVEMBER

The concours will be in a format that is likely to be tops only but should be fun. We will then have the AGM to get a new committee and then have a welcome braai

BRITISH SPORTS CAR TOUR 11th APRIL 2021

All things being equal, and hopefully no return to covid lockdown, this will take place on Sunday 11th April starting from the Pot belly restaurant on the R44 at Klapmuts and going over the Franschhoek pass to finish at the Elgin Country club in Grabouw. This is a really great venue in very attractive surroundings and always is a great day out with like minded people.

REPORT BACKS

RUN TO SOMERBOSCH SUNDAY 11TH OCTOBER

This was our first run post lockdown and we had a really wonderful day for it. We all met at the N2 Engen and then went on a scenic run through Somerset West organised by Gerhard before taking the R44 towards Stellenbosch and our destination, the Somerbosch wine estate. Ian Hauptfleisch came in his lovely TR3A with great family connections, he had a problem with overheating but soldiered on to the lunch spot



IAN HAUPTFLEISCH'S TR3A



THE LADIES ENJOYING A NATTER

Here we were joined by Gawie and Zelma du Toit in their lovely Spitfire and by Ian Hauptfleisch's family for a lovely lunch under the shade of the garden trees. The menu was a la carte but very tasty when it all eventually arrived. Everyone seemed to be enjoying themselves and definitely a good spot for more lunches.



THE DU TOIT'S LOVELY MK 2 SPITFIRE



ALL ARRIVING



READY FOR THE OFF



EVERYONE ENJOYING THEMSELVES

NOGGIN 31ST OCTOBER

The noggin was a presentation by Andre Bredenkamp on his recent trip with explorer Kingsley Holgate around the orders of South Africa. Kingsley is an explorer of note and due to the lockdown has been unable to get to many of the places he normally goes to. This particular trip was called Mzansi Edge, Mzansi being the name that the rest of the continent calls South Africa and by the edge he really meant the edge following the border fences, or what is left of them! It seems that like so much else in this country there is very little left of the border fences to stop anyone from entering or leaving the country, and even Patricia de Lille's much vaunted fence near Beit Bridge has more holes in it than a colander!



A GOOD NATTER BEFOREHAND



AN ATTENTIVE AUDIENCE

Needless to say the tracks following the border are somewhat impassable in anything other than a 4x4, one of the reasons for the trip was to test the new Land Rover Defender as Kingsley is sponsored by Land Rover. The new Defender passed with flying colours and put many older vehicles to shame! Andre had many pictures of the trip, particularly some of the really difficult sections and some of the conditions really made the mind boggle at the roughness of the terrain.

One of the purposes of this trip was to distribute food to many of the communities living in far flung places, and at suitable rendezvous points a truck would meet the convoy and food parcels distributed to the local villagers.



MARGARET YOUNG



HER FAITHFUL CAR RICKY

Needless to say there was no way the truck could have got to the rendezvous except by "normal" road, and the amount of food certainly could not have been taken on some of the tracks. In addition to the food distribution, members of the team tested T



SIDE SCREEN FRONT ENDS, BOB'S 3A AND DANIE'S 3



ANDRES' TR6

All in all, a very well attended noggin with great food from Sonja and Frank, it was super to see so many cars there and a big thank you to Bob Windebank for bringing his TR3A together with his friend Brian.

RETURN OF TROPHIES

All thing being equal we are planning the AGM for Saturday 28th November at the Clubhouse. For all of you that have trophies please will you return them as soon as possible to Eddie Hughes so that he can get them engraved with your name and

spruce them up for presentation. Eddie can be contacted on 082 555 0256, 021 782 3792 or eddiehughes@telkomsa.net.

Please make a big note to get them back to Eddie ASAP!!

A WHALE OF A TALE PART 13 BY TIM KENT

To round off the TR7 story I have composed a little ditty, which someone may like to put to music. In the 20 years of ownership, and it having just clocked 160.000 kms there have been only two problems; carburettor needles and jets and the cylinder head gasket, which I think speaks volumes in contradiction of those who lament the car's reliability. It can stand for weeks on end and start on the button. Nissan, eat your heart out! Oh, the wiper stalk needs replacing, but hey, its 40 years old, calm down! When I lived in Mpumalanga the carburettor problem became apparent, so I took it to the "Specialist" who kept the car for three weeks and achieved nothing. Upon enquiry I was told by a mono-syllabic miscreant who said that the "specialist" was too busy milking cows to attend to my car. But then, things are different in Mpumalanga. Very different, it's 1500metres above sea level and closer to the Equator, where everything goes 'pear shaped'.

Now, back to the TR4.

I am supremely happy with my superior brand franchise in Vredenburg, Nurse reluctantly agreed to be my Administration Manager (but did a superb job) and we bought a beautiful house, on the beach in Saldanha Bay. Oh boy, life was great and so we abandoned the Lexington for Dunhill! The TR7 looked lost in the garage which would accommodate a pantechnicon, but it would soon be joined by, I felt sure, the TR4. But would it? My friend, Mike Brown, you will remember had arranged for the body shell to go to the best "paneel klopper" (panel beater) in South Africa, whilst he attended to the mechanics. So, after several months with no demand for payment, or colour approval I went to see Mike in his beautiful home in Grabouw and after exchanging pleasantries, I enquired about the TR body shell. He re-filled his glass with Klipdrift brandy and coke, (more brandy than coke, I might add) put on his glasses and peering over the top of them, (so why did he put them on?) calmly informed me that the shell was now being turned into baked bean cans. These are his words.

Silence.

From both of us.

I could not speak, and he didn't. After a few more gulps of his brandy he told me the truth, which was that the panel beater had been declared bankrupt and his bank (note the absence of a capital B) had sent in the liquidators who removed the entire contents of his workshop and put it all in a crusher. No warning, no attempt to get my body shell out. Fait a complot, as the French say. One would, by now, expect an apology from Mike, but only Klipdrift was forth-coming.

More silence.

Mike lit up another Gunston.

Eventually I said that surely the man must be made to pay. "With what" said Mike, ""he's bankrupt so get over it" I felt a surge of bile rise in my throat, and Mike went out to light the braai fire. Was this the end of a wonderful friendship? It looked very likely.

I composed my demeanor and joined Mike around the flames leaping into the Oak trees. "Well" I Asked, "where is the running gear?" "Er, behind the boat, in the shed" he replied. Off I went to examine what was left of the darling car and all I could find was a chassis, four wheels, no braking or steering mechanism and the differential. Everything else had been stripped .Back to the braai fire. "Mike, where's the engine, gearbox, propshaft, brakes, suspension, steering gear?" "in my shop" "Oh, and it's all there? "Yes" But it wasn't.

Mike's wife and Nurse were in the Sitting Room talking women's talk and were oblivious to the tension outside which soured the taste of the Pinotage but seemed to make no difference to the viscosity of Mike's brandy. I consumed the braaied vleis and salads "met lang tande" (with long teeth or no enjoyment) and as the sun was setting Nurse and I departed.

Nurse drove whilst I fulminated with a belly full of Anocondas, this is not a South African cut of beef, but I think if you have ever walked to the gallows on a freezing early morning you will recognise my emotion. Why has this happened to me and my special TR? After all I've been through, is this the end of the road, for me and a TR?

Back to Saldanha Bay. But not for long.

Till the next time, drive Triumphantly,

Tim.

The Triumph TR7



The Triumph purist may well say,
The TR7 should never have seen the light of day,
Some will say it's an aberration,
And should not claim any TR as its relation
Launched as "the shape of things to come"
How could Leyland be so dumb?
And nothing came, Oh patience Sir, if you please,
Maybe it does look like a chunk of cheese.
The Motoring Press was horribly critical,
But the launch of the car was really political,
Leyland and Triumph brands were smoldering embers
Could they win the battle against Union members?
There's no overdrive nor wood veneer,
And yet the TR6 is its peer,
What was this car's claim to fame?
Nothing, except perhaps the Triumph name.
With neither my heart nor my head I bought
A TR7 for my wife, because I thought
Of my honeymoon commitment,
Can there be a more honest intent?
If I said it was love at first sight,
It would be a serious untruth,
But its colour was brilliant white,
And it had an open roof.
At first I thought it introverted,
And it didn't take long to be converted,
The TR DNA has not been lost,
Although they may have skimmed on cost.

On the open road, it's a real pleasure,
Open top cruising at your leisure,
The critics may have had their say,
But the TR7 has won the day,
Forty four years ago it came,
And can rightly take its place in the Hall of Fame.

TRIADS

HERALD SPARES

Hi Roger

I found your details on a website and wonder if your members would have any interest in a few odd spare parts for a Triumph Herald. I have the following and can forward photos to anyone interested (on Whatsapp). I will consider any offers:

Headlights x 2 (complete with fittings)

Trim Fitting around the headlights x2

The letters : T-R-I-U-M-P-H and H-E-R-A-L-D (for bonnet and boot lid)

Set of 2 Bonnet catches

Boot lid lock assembly

Set of tail light assemblies (one badly damaged lens)

I'm clearing out the garage and it seems a pity to recycle these classics

Kind regards

Peter

081 451 3504

peter@ecfchurch.co.za

A SPITFIRE RESTORATION PROJECT?

Good afternoon Gerhard and Roger,

I am hoping that you will be able to advise or at least point me in the right direction.

In 1983 my father returned from Rundu (South West Africa) where he served in the Air Force. When he returned he brought a Triumph Spitfire back with him, with the promise that he wanted to do a rebuild.

Unfortunately, that never happened and the Triumph was put into the garage where it stayed for 37 years.

My father passed away nearly two years ago, and now we have made the decision to sell the Triumph. From what I can remember it was a 1969 - 1973 model, but other than that - I have no idea.

In the car we found the windscreen, rear window, hub caps, headlights plus other odds and ends. Unfortunately, there are no papers and the engine that my father had intended to put in was not an original Triumph engine but rather a Nissan 1200.

That is about all I can tell you. But, here is where I am hoping that you will be able to advise ... what would you think is a fair sale price and do you perhaps know of anybody who might be interested in purchasing it?

I am hoping that you will be able to assist me, for truth be told - I am out of my depth and very much in uncharted territory. I am getting rid of it on behalf of my mother - so obviously we want to get the best price possible, but I am also fully aware that the person purchasing it will want to get it at the best price possible because there is a lot of work that will need doing in order to restore it.

I eagerly await your response.

Kind regards,

Michelle Mac Gillicuddy-Day (Rev)

Rev.macgillicuddy@gmail.com

Would any members be interested in this as a project, or possibly as a source of spares for their own restoration?



TAIL PIECE



On the subject of Spitfires and the like, Paul Baines, Eddie Hughes' son in law has just bought this Mark 3 as a running restoration project. It runs pretty well and we look forward to Paul giving his father in law some completion in the concours stakes!!