



WHALE TALES

THE CAPE TOWN TRIUMPH NEWSLETTER

Editor Jamie Hart

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OCTOBER 2020

CHAIRMAN'S CHAT

It seems that every decade has something to remember it by. The year 2000 was the Y2K concerns and issues that had everybody talking and concerned. Then 2010 was the soccer World Cup in South Africa which was a great positive event and huge hype. Now 2020 will be remembered for the year that was a totally different one, which no-one saw coming and not in your wildest dreams thought it would be possible that the world would almost come to a standstill for a virus that swept across nations and killed so many people. Roll in 2021 we can't wait to start the New Year. At our committee meeting last Saturday we have already started arranging events for 2021. Be positive out there fellow Triumph Sports Car Club friends, next year will be a better one and it is already heading in that direction.

You will find a program in the newsletter, please diarise and attend our events which the committee have arranged for you. I also want to take this opportunity to welcome Paul and Mary Baines with their newly acquired Spitfire MK3 to our club. Paul and Mary already attended a couple of outings and events with us as they are Eddie and Lynne's daughter and son in law. Great to get younger people interested to keep the marque going and the Triumphs on the road. I trust you will have many happy years with us and your Spitfire.

We will do a concours at the end of November, so please get your cars ready and enter the competition, it will be a fun event...

That's it for now, be safe and enjoy your TRIUMPHS.

Triumphant regards,

Gerhard

THE EDITOR'S DESK

This is something of a bumper edition as, contrary to many other areas, a lot has been happening behind the scenes that is now coming to fruition for the benefit of members.

Last Saturday, before the excellent noggin, we had an actual physical committee meeting, as opposed to the virtual kind, and I feel we achieved an awful lot. We planned a programme until the end of the year and got guidelines as to the following year, but until we know the course of this pandemic we all felt we would take things slowly.

The multi motor club has reopened its doors so we were able to arrange a talk at short notice. The noggin was a great success, everyone present was respecting social distancing and it was wonderful to meet real people in real time and share our experiences of the last few months. It was great to see some of our new members attending as well as some of the old hands to listen to a wonderful talk by Mike Napoli after some "lekker kos" served by Frank and Sonja.

Roger Tyler has been working on getting the website up and running, he has prepared a short article on how and why but the important thing is that people can contact us easily and see what we are up to in October 2020 and not sometime in 2017!

To me, the great part of our club is the camaraderie and sharing our experiences. An important part of this is helping others sort out technical problems at first hand, and I know that many other members feel this way. I am really grateful to Danie for helping me sort out the oil leaks I spoke about last month in his usual incredibly thorough way. You can see he is an aircraft engineer by the way he achieves perfection, in flying take offs are optional, landings are mandatory! A very big thank you Danie!

IM MEMORIAM

Hello Gerhard and Triumph members, I have to tell you of the sad passing of our former PETSCC Chairman, Rob Elliot, early this week. As you no doubt know, Rob was one of the original members who formed the Port Elizabeth TSCC. He always had a good word of advice to offer when needed or just a good listening ear.

His ready smile and kind disposition will be sadly missed.

Kind regards,

Hugh Rademan

TSCC PE

FORTHCOMING EVENTS

LUNCH AT SOMERBOSCH SUNDAY 11TH OCTOBER

This is a lovely venue and is outside so we can socially distance! Please meet at the Engen N2 (the road to George!!) at 11am so we can be at the restaurant by 12. Please contact Gerhard to confirm your attendance

NOGGIN AT THE CLUBHOUSE 31ST OCTOBER 10AM

Our speaker will be Andre Bredenkamp on his recent trip round South Africa with Kingsley Holgate. Andre is a brilliant speaker so definitely make this a date!

LUNCH AT ELGIN COUNTRY CLUB 8TH NOVEMBER

This will be the venue for the Sports Car Tour next year so we have arranged for lunch so members can be orientated for next year. I 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

CLUB WEBPAGE

Probably adhering to that famous axiom that “in the house of the blind, the one-eyed man is king”, the committee asked me to try and resurrect the club website a few months ago.

I should say up-front, that although as professional geologist I spend too much of my time staring at a computer screen, I have had very little experience in designing web sites. Also, the existing site had originally been very nicely put together, with a plethora of links to interesting articles and pictures. It essentially just needed updating, and some TLC.

My job has been to nag and bully our service provider; Trinesoft Technologies into updating a few things and giving me literally a crash course on how to manage most of the admin aspects. Fortunately, despite my web design limitations, my career in the mining industry has given me ample experience in nagging and bullying.

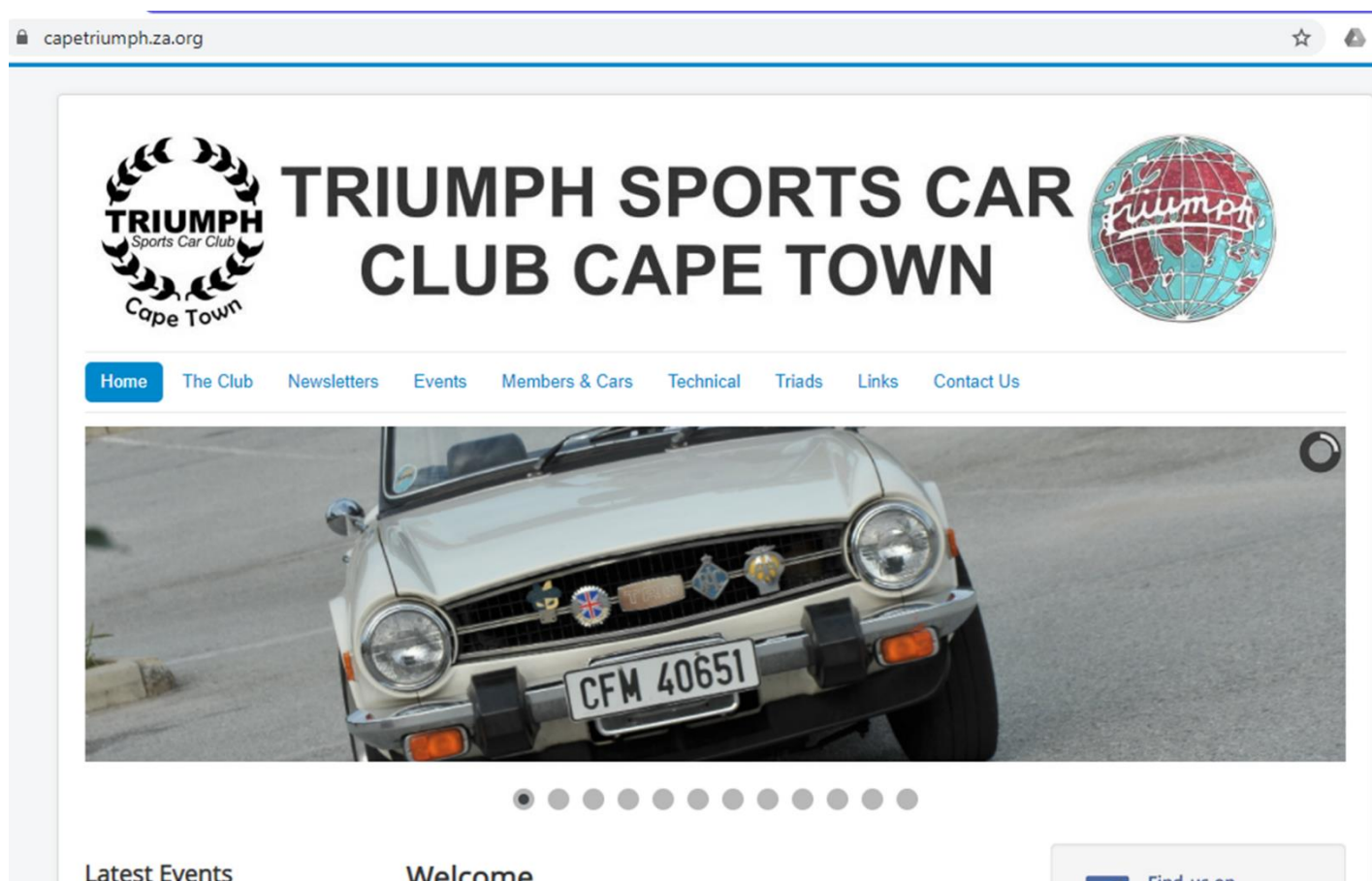
The boss of Trinesoft is Craig Cawood, a very bright successful webpage designer, who is also very elusive and prone to the “CA” (call again) disease, of not returning messages or meeting deadlines. I finally managed to corner him in the bar of the Wild Fig Restaurant last month and get most of the basic work done.

The website is up and running, but there are still some “broken links”, to other websites in the technical and links section, which I will clean up as I find them.

You can access the web page, assuming you have an internet connection, by clicking on the “Ctrl” button and this link.

<https://www.capetriumph.za.org/>

You should get the following on your screen.



The content is divided into seven sections;

The Club. This just gives a summary of the status of the Cape club.

Newsletters. All the historical newsletters are here in the Archived newsletter sections, and I will continue to upload a copy of the 2020 Newsletters as they are produced.

Events. As we finalise dates, I will update this section and get the calendar at the bottom of the page working.

Members and Cars. This is very nice section sorted on car model type, but I need your input to update.

Technical. This contains various links to manuals and restoration and repair procedures.

Triads. Updated adverts placed here.

Links. Various link to other Triumph clubs worldwide, and to spares suppliers.

Contact us. Updated e-mail contact details.

I would welcome any suggestions, and some more recent photographs. Myself I am particularly keen to update the section on members and their cars, and possibly get a dedicated spare parts suppliers' section.

Roger Tyler; 083 235 6219

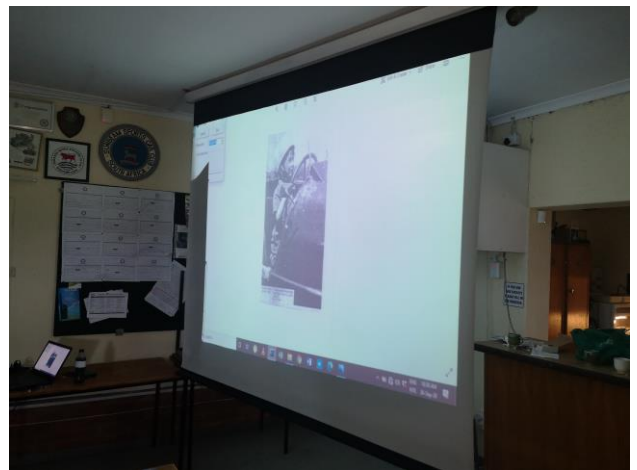
REPORT BACK

NOGGIN 26TH SEPTEMBER

Mike Napoli was the speaker at our first noggin at the clubhouse in 6 months, his topic was the building of the superb Maccau Spitfire look alike that he made about 15 years ago.



MIKE TALKING TO AN ATTENTIVE AUDIENCE



YOUNG NAPOLI AGED 5

Mike was bitten by the racing bug at the age of 5, he raced a TR7 for a while but was beaten by his honesty as the car was made after the official cut off year even though it was identical to the cars made in the correct time frame! He then showed how Triumph evolved their racing policy using cars that suited a particular profile such as the 2000 saloon for rough off road events, the TR4 for tar rallies and the Spitfire modified to compete at Le Mans which at that time was the pinnacle of track racing. The first cars used aluminium body panels, an upgraded 1147cc engine and did well but not well enough. For the next year's event the team used the "Sabrina" motor plus other modifications and won their class against the MG Midget, their huge rival!

Also included in this category was a car designed for their far eastern distributor to compete in the Maccau sports car race which was effectively a Spitfire with a 2000 engine. Mike spoke to the race organisers in Cape Town and they agreed that a car based on the concept, but not an exact replica, would be appropriate to compete in the classic car series. Mike then went ahead and found a Spitfire donor car plus all the necessary bits to make a race car and built the machine in his garage. It certainly looked the part, very much like the prototype it was based on with detail difference.

He then described how he slowly got the car up to standard to be competitive in classic racing by sorting out tyres, cooling and a host of small adjustments and was in line for a second place finish in the series, but a rear hub fractured leading to a spectacular outage and he was only able to come third in the series. He was looking forward to a good performance next season what the authorities dropped a bombshell, they would only allow tin tops for the next season and Mike could only compete in fine car racing, in his opinion a very inferior type of race!

He then turned it into a road car but found that it was a pig to drive in traffic. It had a non slip differential, perfect for the track but totally unsuited for the road. In addition a racing clutch is either in or out so leaving robots was jarring on both the nerves and other motorists! Very reluctantly he then decided to sell the car and that really is the end of the tale, except the new owner had the car stolen but it was eventually recovered with body work damage front and rear from a plot in Retreat.

All in all a great talk and well attended.

BRITISH SPORTS CAR TOUR 11th APRIL 2021

This event was due to take place next month. As there is still a lot of doubt as to what the regulations actually are, and as many of the potential participants would be of an age group that would be at risk, we have decided to postpone the run until Sunday April 11th 2021. The destination will still be the Elgin Country Club and we will start at the Pot Belly on the R44 at Klapmuts. Look forward to seeing you there!

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 12 BY TIM KENT

For days after I had written the last episode of this Whale of a Tale I felt emotionally drained as all those trying and testing times were vividly relived in print. Dam it, I had tried so hard to get and keep in pristine condition the (I nearly said iconic) enigmatic and elusive TR. But all was not lost, because I am now going to turn your attention to another TR, yep, that's right the TR7, but not so dramatically and a bit more light hearted than the previous chapter, so enjoy what follows.

I need to take you back to 1976, when Nurse I got married and we spent our honeymoon in England and France. My family had not met Nurse so I thought it would be the right thing to do the rounds of family and friends showing off my beautiful South African bride. And then we would go to France to recover, because we would need to.

My Godmother, dear Auntie Mary phoned to invite us to the County Show, which is a grand display of tractors, combined harvesters, Land Rovers, classic cars and stationary engines and it gives the toffs of the County an opportunity to display their horsemanship at various trials. It is compulsory, (if one is to be recognized as part of the County set) to arrive in a Land Rover, the older and more mud spattered the better. Women should wear jodhpurs and a hard hat even if they don't have a horse. The whip is optional but may come in handy.

Auntie Mary arrived at my parent's house in her five year old Morris Mini Minor. The only body panel which had retained its original size and shape, since it left the assembly line was the roof. I pointed out to her that she didn't have any tail light lenses. She contradicted me and said that she did have tail light lenses, they are in a box in the pantry and when Johnson (the gardener) comes next week she will get him to stick them all back together. So off we went, but I think Nurse had no idea what lay in store.

We arrived at about 11am, parked the Mini in a field which was three inches deep in mud. Fortunately Auntie Mary had warned us that the latest fashion item was a pair of black Wellington boots, (which it wasn't, it had been in 1876) so we were prepared. Nurse looked ridiculous as a mini skirt and Wellington boots just don't go together.

You may disagree! We did the tour of the latest farming machinery and then a voice came over the loud speaker perched on a seriously inclining pole to announce that Colonel, Sir Arbuthnot Rimmington-Smythe (KCB, DSO, CDM, KGB,) (CDM stands for Cadbury's Dairy Milk) would be awarding the prizes to the winners of the under 4's Gymkhana slalom, and that we should all make our way there to support the little darlings. Suddenly Auntie Mary announced that she needed the toilet tent and we scurried off behind her squelching in the three inch mud.

The toilet tent was close to the refreshment tent (for refreshment, read BAR). I need to remind those of you who read Winnie the Pooh to your children that Winnie, whilst wandering through the 100 Acre Wood would suddenly stop and declare, with furrowed brow that "it was time for a little something" In his case it was honey, in Auntie Mary's case it was a G&T.

In our haste to catch up with Auntie Mary we took a wrong turn and there in front of our very eyes was the soon to be bankrupt British Leyland Stand and guess what occupied pride of place? Right first time, because of course it was the all new Triumph TR7. (Why do they say 'all new'? It's either new or it isn't). As a diehard TR fan, I was dumb struck by its complete deviation from the traditional TR looks. Nurse loved it. For me it was a bit like saying "I don't like this Macaroni cheese, because it's not my favourite curry" This wedge shaped non-drop head creation was billed as "*the shape of things to come*" thank God they got that wrong too. Of course I didn't say any of this because we were newlyweds and when Nurse said that she thought it had 'presence' and it was 'streamlined' I agreed immediately. The word "cool" hadn't come into its confusing use but if it had Nurse would have used it. To me it was ice cold.

We found Auntie Mary in the refreshment tent and could hear but not see Colonel, Sir Arbuthnot Rimmington -Smythe awarding the prizes to the under 4's, six people clapped and that was because everyone else was in the refreshment tent getting ratted at exorbitant prices.

I asked Nurse what she would like to drink, but she wasn't sure so I suggested Cider, but she didn't know what it was. The barman advised that it was apple juice and Nurse was presented with a full pint of it, which she gulped down with relish, and another. Auntie Mary was on her 4th G&T and I was enjoying some "Real Ale" you know, the warm brown stuff with a kick like a mule, of which I had several. And then it was time to head home; well Nurse giggled that her new Wellington boots were too big which was why she was struggling to put one foot in front of the other. Auntie Mary tried to help her but this was a bit like the blind leading the blind. We slid, arm in arm to the place where we thought the Mini was, but it wasn't. A man in, sorry, on, a massive tractor with caterpillar tracks stopped to offer help which we gladly accepted, Auntie Mary was certain that our little green Mini must have been stolen because it was not where we left it. The man nodded in tacit agreement. How many times had he heard this lame excuse? Nurse was up beside the driver before you could say "Jack Robinson" claiming that she knew how to drive this monster, and she probably did. Auntie Mary had a bit more difficulty getting on to it and so she settled herself on the rear mudguard. If the local press had caught her on camera her position in the County would have been destroyed, forever. I sat on the other rear mudguard to keep Auntie Mary company, and soon the man found the Mini, which, of course, was exactly where we had left it. We thanked the Knight in Shining Armour but didn't offer a tip as he might well have been the Lord High Sheriff.

Now who was going to drive? Auntie Mary couldn't, Nurse wouldn't and I shouldn't. So that meant I was going to drive. Auntie Mary jumped in the back and I started the car, engaged first gear and let out the clutch, but the front wheels were on full lock and Nurse was standing in the wrong place because as I let out the clutch the front wheels spun furiously, covering Nurse in thick, manure rich mud. She giggled and then decided to assist by pushing the car on the front left wing, the wheels were still on full lock so she got another helping of English shit. It was hopeless. The Knight spotted our dilemma and returned to help. He attached a stout cable to the underneath of the car and this huge earth moving behemoth pulled the car onto some loose gravel. If he had done any damage to the Mini no would be able to tell the difference from 'before' and 'after'

So I set off, Auntie Mary fell asleep, immediately, head back, mouth open, game over. I drove very slowly and when Nurse tried to ask with a hint of slur in her voice why, I said that, first of all I should not be driving and secondly, that the brakes were not doing what they were designed to do, that is, to bring the car to a halt when the middle pedal is depressed. Nurse giggled and I giggled but as long as we kept to the B roads, a hedge or a ditch could be our emergency stop if we needed one. We got home, but how Auntie Mary got to her house I will never know.

I must, at this point, remind loyal readers that my opening paragraph in Chapter One claims that in this Tale every word is true. I maintain that claim, I have, perhaps been a little generous with some of the details but in essence every Chapter is accurate in

its intention, which is to describe and record my “affair” with Triumphs, especially the TR.

After this episode at the County Fair, and re-calling it to mind, after many years, I felt huge pangs of guilt that I had been obliged to sell her Spitfire, and our beloved TR4A and I promised myself that I would buy her a TR7 when and if possible.

Twenty three years later I bought Nurse a TR7 and it is pictured below. The seller wanted R29500 for it but settled for R25000. I have changed my mind about what I originally thought about it. First of all I have to constantly remind myself that it is not my favourite curry, it is Macaroni Cheese which I love, so I must stop comparing it with the hairy chested TR's of bygone days and move on, deal with it. It sounds like a TR, and it goes better than most TR's. It was designed on a paper napkin in the Triumph canteen by Harris Mann, who must have been accustomed to smoking some very rare weeds, and thus it has its quirks and foibles but these give it the character that modern cars lack and, to quote that hackneyed phrase, “at the end of the day “ it's a 105 brake horse power, two litre, 5 speed British Sports car, which weighs about the same as a Mini and which still turns heads 45 years later. The only major issue, in 21 years of ownership happened four years ago when the head gasket went, but otherwise it has been almost trouble free. Did you know that for all the negative press at its launch, it sold more than all the other TR's put together. It's fun, it's reliable, and sometimes both headlights pop up together!

We will Triumph!

Tim.



TECHNICAL TRIVIA

Next time you have to bleed the brakes on a TR, if you have a servo fitted the order of bleeding is reversed from normal. That is you start from the cylinder **nearest** to the servo rather than the normal way of the furthest. It is well disguised in the Triumph service manual!

I have been reading in my TRaction about the effect of modern fuels on rubber type products, especially the grades of rubber named Viton that is used in seals and fuel lines. This was after we noticed the fuel line leading into my fuel pump on the 4 didn't look too healthy and was replaced by a new length to the correct specification! There are 3 grades of Viton, A, B and F. A is the original one and is not suitable for fuels containing alcohols such as methanol or ethanol, B is not suitable with any fuel and F is the correct grade for use with modern fuels.

TRIADS

FOR SALE 1972 CP SERIES TR6



1972 TR6 CP series 150 b.h.p with overdrive, originally a Gauteng car, a total chassis up restoration in 1997 and since then had a number of upgrades, the suspension has been rebuilt with polyurethane bushes, the rear drive shafts have been replaced, it has electronic ignition, the original brake booster has been replaced with a 9 inch Toyota unit for improved braking and

with stainless braided hoses, the fuel system has been upgraded with a Bosh pump and filter and combined with VW injectors allowing lower 'inline' operating fuel pressure and has stainless braided injector pipes, it has an oil cooler an electric fan, and a comprehensive file of expenditure on parts and upgrades. The car has a folding hood, tonneau cover and folding hood cover. It also has a hardtop, which has some repairable damage to the front and the car is fitted with the original wheels and plastic spring-loaded hub caps. The car is in excellent condition and was a regular Cape Town Silver and Gold Medal Concours winner and a Gold Medal Concours winner at the 2012 Triumph National Gathering at Plettenberg Bay.

R445000, contact Barrie Downes 074 165 1740



TR4A BONNET

I have the TR4A bonnet plus the mounting panel for the headlights and the attached mud tray. Will sell the lot for a nominal fee of R250. I live in Durbanville and can be reached at 021 976 3712.

Regards Norman