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## NEWSLETTER – May 2012

### Chairman's Chat

I want to thank Roger Robeck for his generous sponsorship towards the team that represented the Cape Town centre at the Triumph Sports Car Club's 18<sup>th</sup> national gathering at Plettenberg Bay. We really appreciate it and it went a long way towards the success of the event. Also a huge thanks to all the members that went to the national gathering, ladies and gentleman, we really appreciate your support, assistance and camaraderie during the event. I trust that you also enjoyed the event and we are looking forward to seeing you at the next event as well. Having said that, the Cape Town team really did extremely well in the events that they participated in, such as the concourse and driving tests. All the cars that were entered in the concourse won prizes and Suzette won the overall ladies driving competition in her TR7. All the results will be published in the next edition of the newsletter. It was overall a great event and enjoyed by all and especially the first time participants found the event fresh and truly in the spirit of the Triumph marquee and sports car driving. The next event will be hosted by Kwazulu Natal and you can expect to visit the South Coast for this event. Please start saving now as it will be a long drive.

There were also suggestions for the club to do some fund raising events to support those that would like to participate in the national gatherings and I am all for it. The costs keep escalating and we do not know where the fuel price will be in two years time. Let's have your views on how we could make it easier for more people to attend as it is after all a fantastic experience to drive with your beloved Triumph for a couple of days and through some of the most beautiful parts of our country.

It is also with sadness in our hearts that we heard of the passing of Des Rudolph during the week. Des was a devoted member of the TSCC and also the chairman for a couple of years. Our sincere sympathy goes to his family and friends and we are thinking of you in this time of mourning. The rest of the year for our club will be quite busy and the next big event will be the 40<sup>th</sup> anniversary of our centre which we will be holding on 3 November 2012. We are expecting all of you to participate and please lend a hand when requested to do so. We would also like to have at least 40 Triumphs at this event, so please keep them going and on the road ready for this BIG anniversary in Stellenbosch. That's it for now and enjoy your Triumph while the weather is still as good as it is currently!!

Triumphant Regards - Gerhard Vorster

### Editor's desk

Plenty to report this month so I have held over a few articles until next month, plus some more photographs of nationals and the Sports Car tour. From my side, Jenny and I had a wonderful time and I would like to thank Bob Pretorius and his team for the excellent organisation, many thanks indeed. I certainly enjoyed the time spent in Plett and not having to rush from one event to the next, also the standard of accommodation at River club was spot on!

I think there are a few areas of the National club that need looking at, it is just a pity that these were not brought up at the BGM due to administrative technicalities, the only problem is that these will now only be dealt with in 2 years time in KZN and some seem to need a more immediate solution.

I really hope you will enjoy this May edition, as usual please send as many articles and items for inclusion in future editions, I can assure you they will be published!

## Letters to the Editor

After not having been able to attend a National Gathering since Hermanus in 2006, I was bound and determined to attend the recent National in Plett as it was almost on my doorstep. I began preparing my TR6 and then took it to a trusted mechanic in Riversdale who looks after my farm bakkies, Merc and Jaguar. The mechanic went over everything and then rang me to advise that my front suspension bushes were badly worn and should be replaced prior to my departure for Plett.

Now what am I to do with only a few days before our planned leaving? Well I started with a telephone call to my old friend (or really everyone's friend) Ashley Ellis. Ashley told me to contact Roger Wood at Specialised Mouldings which I did. I sent Roger the details of the front suspension bushes and within 48 hours the bushes were made from their moulds and couriered to my mechanic in Riversdale who installed them for me.

We often complain about the lack of service here in South Africa but this was a very pleasant experience. If anyone in the Triumph Club requires any type of mouldings they should contact **Roger Wood at Specialised Mouldings Cape on Tel No 021 703 7310 in Ottery. Their quality and service are first class.**

Happy Motoring from The Klein Karoo! - Gordon Waring

(On a similar note, I managed to break my front suspension in Plett. Barrie Downes put me on to Ron Hollis (of Bodge Engineering) and he sent me to **De Graaf Undercar in Knysna** run by Johan Loots who did a first class repair job on both sides of the suspension and had the car back on the road asap. Ed)

Dear Editor

The Devin and the Frigate

I enjoyed the picture of the Devin alongside what was once the pride of the SA Navy. It was indeed a "President" class Frigate. The pennant number, F150, identifies it as SAS President Kruger. The others in the class, Type 12 Frigates, were President Steyn and President Pretorius. These frigates were refitted, modernised and handed by the RN to the SAN as part of the Simonstown agreement. During 1969 she was extensively refitted and modernised locally and fitted with a helicopter deck, carrying a Westland Wasp helicopter.

I served as Supply Officer and Flight deck officer in President Kruger from 1969 to 1971, during which time we sailed up the African and European coasts showing the flag and entertaining while en route to escort the first of our Navy's French built submarine back to Simonstown in 1971.

President Kruger was not only engaged in cross border hostility operations, but participated in the International Naval review in New York in 1976, becoming the first SA Naval ship to visit the USA. In 1982 SAS President Kruger sank some 78 nautical miles off Cape Point, after colliding with the replenishment ship SAS Tafelberg during tricky anti-submarine manoeuvres, with the loss of 16 lives. Many lives were fortunately saved by the ship's helicopter. In February this year, special services were held in Simonstown to mark the 30<sup>th</sup> anniversary of the sinking, which was a great blow to the Navy.

Dennis Cook

## Forthcoming Events – Please diarise!

### Saturday 12<sup>th</sup> May Brunch run to Table View

We will meet in the parking lot behind the Green Point lighthouse on Saturday 12 May at 8h30, ready to leave at 8h45. We will then follow a scenic drive along the West Coast to Doodles Restaurant on the Table View beachfront, arriving at approximately 10h30 for brunch.

A buffet brunch will be available at a cost of R59, which excludes drinks (tea, coffee, juice).

Please confirm your attendance with Ronan on 0824433704 before 12h00 on Thursday 10 May.

### Saturday 26<sup>th</sup> May Rola Motors museum in Somerset West 10.30 am

Dennis Cook has arranged for us to visit this fascinating museum in Somerset West with a pub lunch afterwards. Rola have built a new headquarters just off the N2 so that would be a good place to meet. As you leave the freeway part of the N2 before the chicane, just after the left hand bend there is a road to the left marked R102 Kuils River. Take this road, you are going back on yourselves, and you will see the entrance to Rola Motors after about 500m on your left. Please let Dennis (0832434881) know by Thursday 24<sup>th</sup> if you will be coming so we can arrange lunch.

## National Gathering, Plettenberg Bay 26<sup>th</sup> April to 1<sup>st</sup> May

### A personal perspective by Jamie Hart

Well, nationals have come and gone, what an event! The organisation was superb, the location ideal and the weather behaved itself apart from when it didn't matter. Right up front I would like to thank Roger Roebeck and Project Freight for his wonderful sponsorship towards both travelling costs and items of regalia. Cape Town branch both looked the part and later talked the talk, thank you Roger!

We ended up with 16 cars making the trip up to Plett. Some arrived on trailers for a variety of reasons but the loose convoy system seemed to work well. The Overbergers and the Somerset West contingent met up in Stormsvlei for coffee where Nick Joubert's son buzzed the restaurant in his airplane. The rest of the journey was fine, we added Gordon to the convoy and had few problems with the stop goes near Riversdale. We met the other convoy near Mossel Bay for lunch before going on to Sedgfield where the ladies did their shopping and the guys scooted over Sedgfield classics for any bargains. Only a few Triumphs, but lots of Morris Minors and other BMC varieties.

#### **PARTICIPANTS AT 2012 NATIONAL GATHERING**

		Medals	
Danie Barkhuisen	TR3	Silver d'Elegance	
Dennis and Jo Cook	TR3A	Gold d'etat	
Tim and Prue Crawley	TR3	Bronze d'Elegance	
Tom and Anne Dougan	TR6	Silver d'Elegance	
Barry and M Downes	TR6	Gold d'Elegance	
Frank Dreyer and Sonja	Chicane	Bronze d'Etat	Winner of combined concours and driving test for saloons
Jamie and Jenny Hart	TR6	Gold d'Elegance	
Eddie and Lynne Hughes	TR7	Gold d'Etat	
Nick and Denise Joubert	TR3	Silver d'Elegance	
Brian and Sheila Maggs			Plastic

Fred and Caryl Phillips	TR3	On Show	
Roger Roebeck	TR2	Silver d'Elegance	
Ronan & Charmaine Sanderson	TR7	Silver d'Etat	And Keegan
	Spitfire		
Wynand and Monique van Wyk	1500	On Show	And Juan
Gerhard and Suzette Vorster	TR7	On Show	Suzette won Ladies Driving T Plastic
Bernadette V and Miem Booysen			
Gordon and Denise Waring	TR6	Gold d'Etat	
Hinke Nixon			Plastic



After settling into our accommodation, doing registration and changing for the welcoming braai, we found that the organisers had laid on buses for everyone so we could all enjoy the excellent hospitality at the Angling club. We had plenty of opportunity to catch up with other club friends and hear what the next few days had to offer.



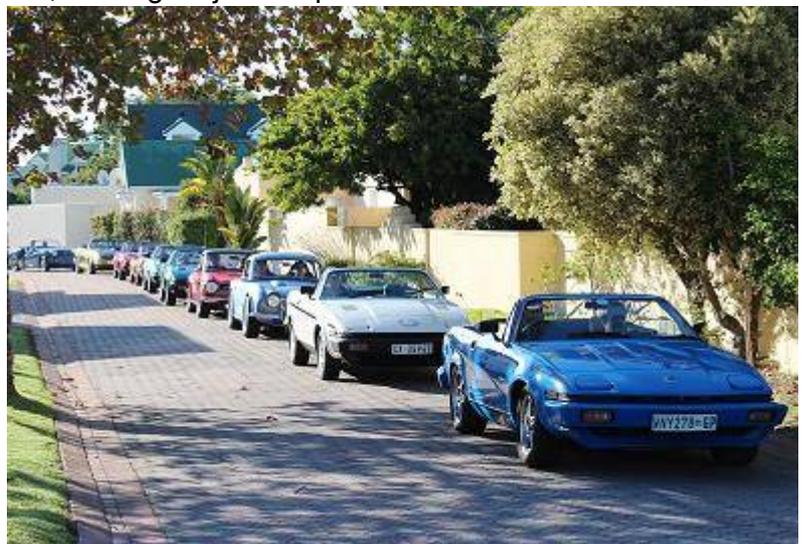
The day before concours is traditionally car cleaning day! We had a leisurely morning and took ourselves off to the Lookout restaurant for a light lunch before getting down the “serious” business of cleaning. Tom Dougan had been busy getting covered accommodation – neighbours garages for all our clean cars so that our hard work would not be wasted. I have to admit that I was really taken by the display of ultra clean cars outside our house, as were all the neighbours! Gerhard and Suzette hosted a wonderful braai for the entire Cape Town contingent at their house; every one had a wonderful time with typical CT gees. Talking to a couple of members from other centres, they all admired the “spirit de corps” of our centre.



Concours was the next day, we all met in front of the Municipal hall and formed a very loose convoy to the concours site at Old Nick’s restaurant on the N2. Due to the heavy rain the day before there had to be some hasty re arrangement of parking positions as some cars had been stuck in the mud and had to be towed out and had a hasty trip to the car wash! I was asked to do the interiors of TR7’s Stags and saloons along with Gino Casieri from Jo’burg so it was an interesting experience to see

how another group goes about judging. Overall the day seemed well planned although the restaurant seemed pretty stretched in terms of service most of the time in spite of a lot of warning. There were some really first class cars out there and I got some good tips for finishing my TR4, the bar seems to go ever higher. The day finished off with the BGM, nothing major to report here other than most decisions were delayed for another 2 years. Congrats to Gerhard for standing again as National chairman.

Sunday morning brought an interesting tour of the Plett area organised by Jon Rademan. There were some wonderful sights to be had and we drove out for coffee to Keurbooms strand only to find the restaurant closed! We did manage to find the noise that was coming from Barry Downes’ TR6, the front offside wheel nut had not been tightened after Barry took the wheel off to clean it, the noise disappeared after they were tightened – moral is don’t take your



wheel off to clean it! Our car started to make clonking noises on the run back and particularly going round left hand corners on the way to lunch at the Lookout again. Nothing seemed to be loose and we duly arrived at the driving test. It was actually a good course and after our main hope, Tim Crawley went ballistic in his TR3 and was disqualified for going out of the course, I had my arm twisted to do the test which I actually enjoyed. Only problem was that after finishing Dave Blair asked me why my left front wheel was skew, the clonking noises had been the top of the suspension turret breaking allowing the wheel

infinite camber!

Fortunately, although a problem, it could not have happened at a better time or place. Lots of help was at hand to assist and Frank Dreher after his impressive run in the Chicane went back to collect Louis Greef's trailer from Border and we loaded the car and took it back to base at River club. The evening at Ghillies wasn't the best, but a very big thank you to Ronan for allowing us the use of his TR7 to get home. Jenny drove back but finding the lights and gears in the dark was interesting on a strange car, our joint effort seemed to find all the right gears at the right time, our grateful thanks Ronan. The next morning we hitched up the car again, although not before Ronan had taken pictures of it surrounded by the complex's rubbish bags and took it through to Norman Hollis at Knysna as part of the tour de Knysna that was on the programme anyway, they must have known!



Side screens at the Knysna Waterfront

Whilst every one else went to the Heads and other sights, we unloaded the car at a nearby workshop to be repaired and headed for the Quay area where the cars were put on show over lunch time. This was a master move by the organisers and really showed the public what wonderful cars we drive, I was just sad mine was on the operating table! We collected every one after lunch and drove back to drop the trailer off and get into our best for the dinner dance.

This was held at the nearby Municipal hall, what a transformation the organisers had made. What could only be described as a utilitarian building had been transformed into the centre of an ice cave by the clever use of drapes and fairy lights. Events started with the various awards starting with concours d'etat. I was thrilled for Gordon Waring to get a gold medal as his car is very original and it was also a pleasure to see Eddie Hughes and Dennis Cook coming in with their gold awards. Then they started on the d'elegance section, I think Tim Crawley was a bit hard done by but we must wait until his score sheets come back. Not too many surprises in the silver medals, I was really pleased when Tom Dougan got his silver then absolutely blown away when Gerhard announced my TR6 as the first gold. I could have only shaded Tom by a few percentage points as we have been vying for position in the last few events but it was a most pleasant surprise!!! Also great to see Barrie Downe's car get a gold, he has worked really hard on raising the standard over the last few months. I was absolutely delighted when Frank Dreher won the trophy for the best concours and driving test for saloons, he really deserved it and we are all proud of Suzette Vorster for her driving Test. Our bid for the President's cup was in vain, however, as we thought KZN were the competition whereas it really was Border, well done to them!!



Frank Dreher in full swing!

A 3 course meal followed, washed down with lots of wine for celebration! Great music followed and we all staggered home somewhere near midnight. We were staying over an extra day to allow the holiday traffic to get out of the way, particularly in the stop go section near Riversdale. In the event we stayed for an extra day to get our car fixed and many thanks to Bill Flynn from Pretoria for giving me a lift to Knysna in his TR3 to collect my car on Wednesday night. The drive home was uneventful, including the stop go section but the rain after Swellendam to home proved that my roof repairs are 99% better than before, just one annoying little leak to find!

All in all, a wonderful nationals and a very big thank you to the guys from PE and Border. It was the right length and made for a very enjoyable few days in Plett, this will be a tough act to follow.

### [National Gathering 2012- one for all and all for one by Dennis Cook.](#)

The recent national gathering held at Plettenberg Bay, has to be considered an unqualified success. It was a success, not just for the organisers and the participants, but a resounding success for the Cape Town centre. We fielded 15 Triumphs, most of which had been beautifully prepared, and we returned home triumphant with 5 gold medals, 5 silver medals and 2 bronze awarded at Concours; and, so that the ladies were not outdone, Suzette showed the large crowd the way to skilfully drive a TR7 round a precision driving course and walked off convincingly with the medal for the fastest lady driver. I have no doubt that the fact that our centre did not win the President's Trophy, which was awarded to border centre, was only because of the small number of members that the Border Centre has, most of whom participated in the gathering and most of whom have beautifully prepared cars.



Cape Town prize winners

There were other successes for the Cape Town centre; a large number of first-time attendees of the gathering including Eddie, Barrie, Danie, Frank, Tom and Wynand. From the discussion and comment made during the weekend most of them are keen to participate in gatherings in the future. Eddie and Lynne said that it had been a wonderful experience for them not only because they had been able to see the standard of other cars presented but that they enjoyed the wonderful immediate sense of

friendship and camaraderie that was apparent from the time that they arrived. This was not just noted at the functions, but even outside of the events, when they walked into the popular look out deck restaurant with Eddie wearing his Cape Town 2012 cap (kindly sponsored by Project freight) he was immediately asked by someone whom he did not know whether he would like to join them at the table. This was old stalwart Harry Fairley, who went on to entertain everybody at the table with his jokes and stories. I am sure that others will have similar stories to tell.



Travelling a long distance in these old cars can be fraught with difficulties. In fact my wife says that she finds it strange and amusing that we Europeans who can afford to drive a decent motorcar spend a whole lot of money on these old cars and then drive long distances worrying whether we will arrive safely. There were a number of us who experienced some sort of mechanical problem but the wonderful thing about these national gatherings is that there is always one or more willing to lend a hand to

resolve the problem and see that the car gets home safely. Although my TR3A made the trip without any difficulty, I had not started the car until the morning of the Concours when I found that it was running on three cylinders. I had no choice but to drive to the venue where Frank diagnosed a faulty plug. Immediate help was on hand from one of the members of the Johannesburg centre who had a new set of plugs in his toolbox and who gave me one refusing to take any payment. When the problem persisted Frank found that the plug gap was far too small and the lesson was learnt that one should always gap new plugs before you fit them.

Barrie, troubled by a knocking noise under his car, found on the scenic drive that he was about to lose a wheel and had no shortage of hands to helping lift the car and correct the problem. Jamie bravely participated in the driving test but found that there were troublesome sounds coming from the left-hand front suspension. Once again, willing hands were there to help lift the car and remove the wheel to find that the control arms



were busy tearing out of the mounting on the chassis. While the first thought was to drive the car to Knysna on the following morning where we had an open house at Bodge engineering, Louis Greef, of the Border centre nearly gave Jamie and others heart failure when he walked up to the left front wheel and tugged it until it stood at an angle of about 25° by way of proving that the car was unsafe to drive. Louis then immediately offered a flatbed trailer which Frank hitched up to his chicane, again with no shortage of helpers, and the car was trailered next day for the repairs to be effected.



**Knysna Waterfront**

Travelling in convoy whether with a group big or small does provide reassuring support. Although we had left to return home prior to most of the group on the Tuesday morning, Danie accompanied us intending to leave the highway at Hartenbos. Just outside Kynsna the overwhelming smell of petrol caused me to stop where I found that the needle in seat in the float chamber of the front carb had worked its way loose causing the flooding. Thankfully Danie had a big shifter with which to undo the banjo bolts as I did not have one in my toolbox, and we were able to continue our journey.



**Cakes at the Knysna Protea Hotel**



**The support crew**

The 5 day event was fortunately not all about problems or even only about cars. Plett and Knysna offer some of the most spectacular scenery and being able to enjoy it while driving an open TR together with about 80 other cars, is really a great pleasure. It was about having fun, meeting old friends and catching up, about making new friends, having too much to eat and drink, and too soon it was all over.

## [Noggins and Runs for 2012](#)

12 May (to avoid Mother's day)	Run	Saturday	Bloubergstrand Breakfast-Ronan Sanderson
26 May	Noggin	Saturday am. time (tbc)	Visit to Rola Motor Museum, Strand.
17 June	Run	Sunday	Franschoek Motor Museum
30 June	Noggin	Saturday 10.30am	Presentation by Dale Jacobs
8 July	Run	Sunday	

28 July	Noggin	Saturday 10.30am	
12 August	Run	Sunday	
25 August	Noggin	Saturday 10.30am	
16th September	Run	Sunday	Combined 6 Club Run – (tbc)
29 September	Noggin	Saturday 10.30am	
6 <sup>th</sup> October		Saturday	Whales 'n Wheels Show, Hermanus
14 October	Run	Sunday	
27 October (tbc)		Saturday	40 <sup>th</sup> Birthday Celebration
11 November	Run	Sunday	
24 <sup>th</sup> November		Saturday	Concours day.

Note: Other possible events are:

- 1) 6 Club run
- 2) Run with Sunbeam club (June or July)
- 3) Whales 'n Wheels
- 4) Run with Triumph M/C Club

## Heard around Town

As Gerhard has said in his report, it was very sad to learn of the passing of Des Rudolph. There will be an article next month. I did not get to know him very well as I was only a new member but I published a very interesting couple of articles on his TR4 restoration about 18 months ago and even when I last saw the car in Durban some years ago, it still looked very good. I also remember his gold TR7 being driven to the Port Edward nationals by the Napoli's as well as giving all of us a use for our old tooth brushes for concours!

I meant to say this last month but it was really great to see Gideon Snyman and Theo Brand at the Engen before the start of the Sports car tour. Gideon looked really well and seems well on the road to recovery. It was a second pleasure to see Theo turn up at the concours at the Nationals in Plett, seems he was staying down the road in Mossel Bay.

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