



WHALE TALES

THE CAPE TOWN TRIUMPH NEWSLETTER

Editor Jamie Hart

Jamie.hart@kingsley.co.za 084 220 0082

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CHAIRMAN'S CHAT

We are looking forward to the summer which should be upon us soon. August was a rather quiet month with regards to club activities and gave you enough time to relax and get those long outstanding items repaired, refurbished or replaced on your Triumph in time for summer. So no excuses to not use your Triumph this summer.

There are a number of important events coming up so please watch the program and participate with your fellow Triumph friends and buddies and we would love to see you at these events. The club is there for your enjoyment and pleasure with your Triumph or plastic (non-Triumph car) and the committee always tries to cater for everyone when we plan outings and events, so please do join us.

The committee decided that we would contract the management, hosting and constant updating of our club website to Afrihost, so watch this space. We felt that it is of utmost importance that we send the right message out there which is that The Triumph Sports Car Club in Cape Town is active, alive and rocking and rolling.

You are also cordially invited to the next Power Series races at Killarney race track on 7 September starting at 10h00 and the invitation from the Jaguar club to join them at their clubhouse is still standing. It is always a good day out at the races and proofs to be fun, fun, fun, looking forward to see you there...

We are looking forward to catching up with you.

Be safe and God Bless.

Triumphant regards,

Gerhard

THE EDITOR'S DESK

A somewhat smaller edition this time as there have been fewer events during August and Tim Kent's missive on his TR ventures has come to an end. Tim will be recording more of his stories soon and has promised some reports on his current TR4A rebuild. That having been said I am always on the lookout for items dealing with either Triumph cars in particular or classic cars in general for future editions. Please send any contributions through, all contributions will be considered and I can always panel beat your efforts if needed, not that my English grammar is that good!

Having said that, I feel the club has really started to gain momentum again and am looking forward to a really exciting programme for the end of the year and the incoming New Year.

Looking at my last copy of TR Action from the TR Register, I see this year we celebrated several anniversaries. The first was the introduction of the Triumph Herald in 1959 and the second was the launch of the TR6 in 1969. Due to time constraints and pressure of other work, Michelotti was unable to do the revamp so the work was contracted to the German designer Karmann of Karmann Ghia fame. They were able to come up with a very clean and more angular shape for the 6 compared to the Michelotti design, yet the internal body panels and chassis were effectively identical to the TR4A and TR5 that had gone before.

The TR6 was one of the better selling cars, a total of 91 850 were produced at Canley before the TR7 came along. Most of these were left hand drive carburetor versions for the USA market as the Lucas fuel injected engine could not meet the exhaust emission requirements for the American market. Having driven both versions, although the USA version was supposed to have less power, it seemed very tractable and certainly more economical than the injected version. The negative was that the very useful Surrey top fitted to the earlier cars was discontinued in favour of a one piece hard top, in my view a negative change.

The Herald was also a good seller for the company and was produced in saloon, convertible, estate and panel van versions. Because it was based on a separate chassis, the Herald was sold in a CKD version in many countries in both 1200 and 1300 forms. Having owned several Heralds, it was a great car to drive provided one didn't take your foot off going round bumpy bends, but as for rust, least said!!

On a completely different note, the club website has now been resuscitated as the committee feel it is important that we present a positive face to the public and one that is not regularly updated gives a bad impression of an organisation. We received a very positive feedback from an American visitor to our technical page about an article that one of our former members, Dave Frew, wrote on his Weber conversion on his Spitfire. Dave was a student engineer at UCT and wrote a really interesting

account of the conversion that the visitor picked up on which is why we are really committed to getting the site up and running again.

REPORT BACKS

NOGGIN 31ST AUGUST BY ALAN HARRIS ON LEATHER UPHOLSTERY

Saturday 31 August dawned early for your committee since our committee meeting was scheduled for 09:00! Fortunately Gerhard is a firm believer in keeping our meetings brief, and providing each of us with printed copies of the previous minutes and an agenda for the meeting of the day. Sadly, Jamie couldn't make the meeting in time due to household repairs not being completed in the promised time. Alan Harris, our speaker of the day arrived while we were having our meeting, to set up the equipment for his talk.

After our committee meeting and the subsequent general natter, we eventually got the noggin's lecture under way just after 10:30. Alan gave us a fascinating talk on the history of leather tanning, from the historical (smelly and messy) procedures to the modern, almost automated, procedures currently employed in a great variety of countries across the globe.



Alan then went on to give us glimpses of how various automotive manufacturers provide us leather finishings in many of our modern cars, from the less exotic such as Audi, but also insights into the more esoteric; such as Rolls-Royce and Bugatti, amongst others! This was by way of a question and answer session that elicited some interesting revelations!

Thank you Alan, .I think we will be calling on your services again and again. Also a big thank you to Frank and Sonia for the lovely boere wors rolls. We finished our overall meeting just after noon. Sadly only two Triumphs pitched up; Frank and Sonia in the Chicane and, naturally, Margaret in the Herald.

UPCOMING EVENTS

As you will see from the table, there has been quite a change to our forthcoming programme, the most notable of which has been the cancellation of the Century Run at the beginning of October. This has been due to a combination of circumstances that seemed to be getting increasingly cumulative and we felt that these would negatively impact on the participant's enjoyment. Please rest assured that all things being equal the event will be back next year!

We also felt that many people would like to take their cars along to the darling flower show where there is a classic car event, so we have moved the tour of Wellington into the November slot and have a prize giving and get together function at the beginning of December. We hope these changes will meet with general approval!

KILLARNEY MOTOR SHOW 27TH OCTOBER

We have been offered about 13 places to display our cars at this year's show. If you would like to participate, please contact Gerhard (0832652302 or gerhardvorster1@gmail.com) and give him the following information:-
Model of car (e.g. TR6, Spitfire or whatever) year of manufacture, rebuilt or not and of course the owners name.

It promises to be a good day out, the club will bring along the gazebo and there will be a few coolies for members, please remember to bring your own chairs – very important!



EVENTS CALENDAR 2019

Date	Time	Event	Organiser	Contact No.
SEPTEMBER				
21st		Run : Run to Darling Wild Flower show	Danie B	
OCTOBER				
26th		Noggin. Jamie Hart presenting his TR4		
27th		Killarney Motor Show	MMC	
NOVEMBER				

10th		Run : Roland Lloyd takes us on an historic tour of Wellington and surrounds	Roland	
30th		Noggin, AGM and Concours	Barrie Downs	
DECEMBER				
8th		End of year function and prize giving	Gerhard	

TECHNICAL MATTERS

DO IT YOURSELF SPRAY PAINT

A very interesting one this which I gleaned from the latest edition of the Crankhandle club's magazine. I find there are many small touch up jobs which need one of those rattle type spray tins with a colour that isn't available here. It is possible to make your own version using readily available items.

Take an old spray can and make sure it is completely used up. Then carefully drill a hole in the side to take a mountain bicycle tyre valve or a similar one off a car. Add some lacquer thinners to clean out any residual colour, empty these out and then carefully solder or braze the valve into the side of the can. Remove the centre of the valve and then take a syringe with the required colour paint and squirt this through the opening in the centre and then screw the centre of the valve back in. Pump the tin up to about 4 bars pressure and you have your spray can ready to use! You may have to play around with the consistency of the paint to get the right build up but it should work like a charm. Just a great shame we can no longer get the Halford's spray paints here, the colour range is great.

FOULING OF SPARK PLUGS

One area that follows on from the article on the life of petrol is the fouling of spark plugs. With the evaporation of the more volatile components of the fuel, the remaining fuel will be "harder" to burn and cause a buildup of carbon on the plugs. This will cause uneven running but can be cured by cleaning them on a regular basis. One additional way of solving the problem is to use a "hotter" burning spark plug. The higher temperature of the plug will minimize the buildup of carbon residue on the plug and give better running qualities. This works because we tend to only use our cars on short journeys where the engine may not reach full operating temperature, if you need to go to Jo'burg then put the original plugs back!

TRIADS

I have a small garage compressor for sale at R750, my details are at the top of the newsletter.