



The Globe

News, updates and articles from the Cape Town Triumph Sports Car Club (CTTSCC)

Articles by Eddie with photo's from Tom, and Barrie courtesy of the Healey technical page.

Website address - www.capetriumph.za.org



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Chairman's Chat

Oh my- the first quarter of the year has flown by and that wonderful summer has been usurped by Autumn; howling its banshee gales off the Atlantic and lashing us with rain over the Easter weekend. I grew up in the "deep south" and it was generally believed that if it rained by the Easter Weekend Cape Town would have a cold, wet winter, so be warned. We sure could use the rain, but it may curtail our events in the favoured Triumphs.

*Our immediate focus is, of course, on the 2016 **National***

***Gathering** to be held in*

Hartenbos from 2-7 May as well as the Knysna motor show on 1 May. Your committee have things well under control and we expect

it to be a great event.

For those who will not be attending, we assure you that the event will be funded without any contribution from your Club funds. Active canvassing of sponsorship and innovative management has brought about results that will make this a momentous gathering for our members at an affordable price. Hartenbos is said to have wonderful weather and we are looking forward to spending an enjoyable week there. If you have last minute desire to join us, we can still accommodate a couple of late registrations.



Our April run to the Overberg is being organised by our man on the spot, Jamie Hart, who has arranged for us to enjoy lunch at Stanford Harvest, a lovely country restaurant. I checked the reviews on Trip Advisor and found much favourable feedback. The run is on 17th April and is a great opportunity to blow out the Triumph's cobwebs and make sure everything is in good working order before embarking down the Garden Route.

The Easter holidays and the National Gathering have, unfortunately, put paid to the usual monthly noggins, but we will be back on schedule at the end of May with a spellbinding talk by Dale Jacobs on his helicopter fire fighting exploits.

There will be a special meeting at the MMC clubhouse on 20 April at 10:00, primarily for those traveling to the National Gathering. Come along and sort out the convoy and travel arrangements and help us pack the "Goody Bags", even if you are not intending to join the Nationals. Boerie rolls will be served at lunchtime.

Cheers Dennis



We will not be using the Cape Town centre club funds for the NG event, because of great sponsorship support.

Editorial

Letters to the Editor:

✚ No mail received this month.

✚ I have a request to all members, 'please send me your car stories'. Sadly this month I don't have any car to report on and give, what I think, has in the past editions been some interesting car history. A couple of paragraphs and a few pics is all I want for the members to enjoy. Thanks.

✚ The National gathering is upon us and the time from original planning to now has flown by. We have 63 entrants with cars and a total of 113 people descending on Hartenbos. There will be 35 Triumphs at the Knysna car show on Sunday 1st May so we are going to take over the show with top class cars. Whilst the number of entrants is a little disappointing bearing in mind the number of registered cars in the club, it is fantastic that all Centre's will be represented.



National Gathering

NOW ONLY **31** DAYS TO GO or **4** WEEKS



Monday 2nd May to Saturday 7th May

The programme for the week has changed because 35 cars are arriving for the Knysna Car Show on Sunday, so we have brought the driving test forward to balance the week.

We will still visit Knysna on Friday and the Samola Hill climb classic car day, so the week will look like this:-

Monday 2nd - General rest day & register followed by Welcome evening

Tuesday 3rd - Driving Test & Clean cars with free evening

Wednesday 4th - Concours & BGM with braai evening

Thursday 5th - Scenic drive with free evening

*Friday 6th - Knysna visit spectator at Knysna Classic Car Hill climb, or an optional scenic drive is suggested if preferred, followed by the **Gala Evening***

Booking for accommodation in Hartenbos is still OPEN, so please come there is still space.

Here is the information for booking:-

Our reservation is from 2nd to 7th May, 5 nights at low season Tel: 0446017200

Ask for Marketing dept. not General sales, speak with Laurette or Karen

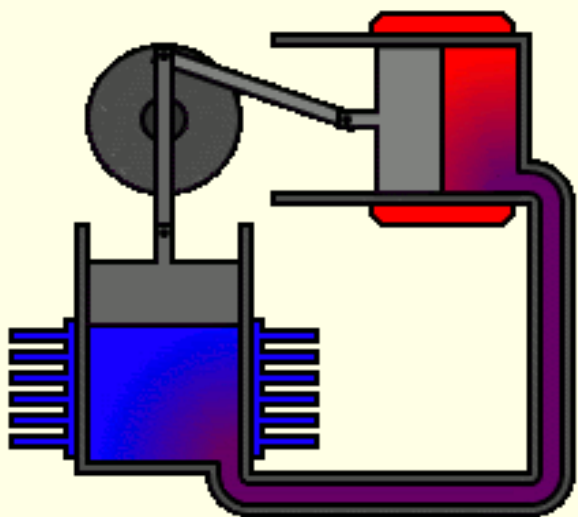
Quote booking number 305233, reference Dennis Cook, give your name and preferred unit No.

Also laurettek@atkv.org.za or karenp@atkv.org.za

See you there, Regards, The Cape Town Team

National Gathering - Additional Shirts and caps:

We will only be supplying shirts and caps in the goody bag for the driver of each car, due to budget constraints. If you wish to have a commemorative shirt for your partner, these may be specially ordered at the cost of R170 each. Caps are available at R80 each. The shirts will have the Triumph Nationals logo on the left chest and the sponsor logo on the right sleeve. Shirts are in a light grey colour. The caps will be in bright red with Club Nationals logo on the front, union jack flags each side and the sponsor name at the back. Pay the amount into the CT club bank account and send the order details, including shirt size to info@capetriumph.za.org



Technical Info

Spark Plug Basics

By Barrie Downes (reference the Healey club)

Heat Range

For Champion, lower numbers are colder plugs. For NGK, higher numbers are colder plugs. A colder plug is designed to have a better ability to transfer heat to the cylinder head and thus, the water jacket of the engine in order to cool itself. When combustion chambers produce more power, the result is higher temperatures, so, the need for a colder spark plug.

Since most owners are constantly striving to find more power out of the engines, you should expect higher temperatures when you are successful in your quest for more HP. Spark plugs have an operating range in which they are happy and efficient. That range is a low of 500°C. and a high of 900°C. If the plug is subjected to continuous operating temperatures approaching 900°C, plug failure will follow. Failure includes 1) burning away either the centre or side electrode, thus increasing and destroying the plug's gap, and 2) cracking or pulverizing of the ceramic insulation. Time to switch to a colder plug.

On the other hand, if the plug is too cold, the spark plug may not ever warm to a minimum of 500°C. Why must it get this warm? A spark plug must operate at its "self-cleaning temperature". This is the temperature range within which the plug will burn off excess oil, soot and other hydrocarbons. Usually this occurs at high engine or vehicle speeds. Thus the term "blowing out the carbon" and keeping the car in "Italian tune". The self-cleaning temperature allows the plug to burn off carbon deposits accumulated at lower speed and idle conditions. If the plug is too cold you may not be able to self-clean even at very high revs. Result - you will have fouled spark plug problems



Spark Plug Gap

Yes, it is important (I know you did not want to go to the trouble to gap the plugs). The amount of the gap that the design engineers specify for a given engine/cylinder head is determined in relation to the voltage that your system has available to the spark plug and the design of the electrode. With an electrical system that is working properly and if all other variables are equal, a more powerful spark will create higher cylinder pressure which will create more power. The power of a spark is determined by its voltage (more voltage = more powerful spark).

If all other variables are equal (variables such as compression ratio, air/fuel ratio, chamber design, chamber size, valve size, intake runner volume, etc.), the amount of voltage required to initiate a spark across the gap of a given type of spark plug is determined by the plug gap. A smaller plug gap requires less voltage to jump across the gap and a larger plug gap requires more voltage to jump across the gap.

One way to reduce the amount of voltage required to fire across the gap of a spark plug is by increasing the number of sharp edges from which the spark can arc. This concept is the basis for racing spark plugs that offer several different types of centre and side electrodes such as a "cut back" ground (or side) electrode that does not project over the centre electrode. This provides



more sharp edges and exposes more area to spark. Another example is the SplitFire™ plugs. A different manner of increasing the spark with equal voltage is the use of an electrode material that is a more efficient conductor than the standard steel material (like platinum). There is a drawback to these types of spark plugs, however. They will produce a less powerful spark than a standard spark plug will at the same gap. The spark is distributed over more area so it is weaker in each spot. In order to take advantage of this type of plug, your system really needs more voltage. If your ignition system is stock, you will not likely see an advantage from this type of spark plug. You are more likely to feel a drop in power.

The proper gap for a factory ignition system is 0.032" to 0.035". If you must use platinum plugs the gap should be increased to .039 to .044 as this will offset the distributive effect described above. But remember your system may not be able to efficiently ionize this gap.

Some companies, notably NGK, use a smaller diameter centre electrode sometimes known as a "fine wire" spark plug. The smaller diameter centre electrode has the effect of passing a stronger spark with a given voltage.

Choosing a Spark Plug

So what do you choose? Well, if you are concours, use the original spark plugs. If your car's engine is essentially set up the way that it left the factory, use the factory recommended plugs. If you have added power improvements to your car (higher compression ratio, more cam, more carbs, electronic ignition, multi-spark discharge, more powerful coil), consider stepping up to the next colder heat range. Added real power? Move two steps colder. Then, read the plugs after 100 miles, 500 miles and 1,000 miles. If the plugs are fouling or coated with carbon, move back to the next hotter plug. If the ceramic is cracked or chalky or if either of the electrodes is burning away (the gap has increased) go colder.



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Enjoy every moment of your life, it is too short to waste on grudges. Laugh when you can, apologise when you should, let go of what you can't change and buy that car if you want it!

Welcome to New Members

No new members joining our club this month.

Year Calendar – Events, Noggins, and Outings 2016

	<i>10th - New year Breakfast run - Tom Dougan</i>	<i>24th - Classic Car and Bike show - Timour Hall - Tom Dougan</i>	<i>30th - Noggin at the MMC, SGM Committee</i>
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	<i>14th - Valentines Day Picnic run - John Parker</i>		<i>27th Noggin - presentation TR7/Lynx - Dennis and Eddie</i>
		<i>20th Lunch Run - British sports car tour to Agter Paarl - John Parker</i>	
	<i>17th - Run - to Stanford for lunch - Jamie Hart</i>	<i>20th - No Noggin, but a meeting at 10:00 @ MMC to pack goodie bags</i>	
	<i>1st Knysna Car Show</i>	<i>2nd - 7th Triumph Car Club National Gathering Haartenbos</i>	<i>28th Noggin - NG feedback, Dennis & Helicopter Fire Fighting - Dale Jacobs</i>
	<i>19th - Lunch Run - Father's Day lunch - Eddie Hughes</i>	<i>25th Noggin-</i>	
	<i>17th - Lunch Run - Christmas in July Lunch - Dennis Cook</i>		<i>30th Noggin - presentation Adventures in Africa - Andre Bredenkamp</i>
		<i>21st Run - Breakfast Run - Ashley and Maggie Ellis</i>	<i>27th Noggin -</i>
	<i>18th Lunch Run - Combined Clubs run - Sunbeam Club</i>	<i>24th Noggin -</i>	

	23rd Lunch Run - Century Classic Car Run to Killarney - Tom Dougan	29th Noggin - Annual Club Concours - Committee	
	6th The bi-annual Cape Classic Car Show @ Killarney - Committee		26th AGM and Annual Prize giving - MMC - Committee

Your Club Activities and Events

Don't miss these events!!!!

April

17th April - Run to Stanford

Jamie Hart has organised a run to the pretty town of Stanford where we will enjoy lunch at the Harvest Café - a country restaurant with a delightful atmosphere which also doubles as a gallery for works from local artists. Buffet lunch is sold by weight (average R120) or you may order a casual meal a la carte.

This run is a bit longer than usual to give you a chance to take your Triumph on a good run in preparation for the trip down the Garden Route for the National Gathering.

Meet at the BP service station on the N2 just past Somerset West at 10:00 for 10:30 departure over Sir Lowry's Pass to Caledon and then right to Stanford. Jamie will meet us in Caledon.

Please confirm attendance with Jamie 084 220 0082 by April 10th.

20th April Wednesday

Clubhouse meeting at the MMC for those travelling down for the National gathering, and those who wish to come along and encourage them. We will finalise travel and convoy details and also pack the goody bags, so all help with this will be welcome. Boerewors rolls will be served at lunchtime, see you there.



Pleasant memories



13th March - BRITISH SPORTS CAR TOUR

By Eddie Hughes

On Sunday 20th March, 25 cars met at the N2 Engen 1 Stop at 9.39am for the start of the 13th British Sports Car Tour. This is an annual run organised by the Cape Town Triumph Sports Car Club, with each participating Club donating prizes for a raffle to raise money for the Red Cross Children's Hospital. We had entries from the Jaguar, Austin Healey, Sunbeam, Morgan, MG and Triumph Clubs - a TVR and a couple of plastics!



At the start participants and passengers mingled and chatted while some decided to have a Wimpy coffee or breakfast.

Between 10am until 10.30am cars departed to the venue which was Under The Oaks Winery in Agter Paarl. Time had been allowed for a stop of your choice en route providing you arrived at the venue no later than 12.45pm.

The route took us on the N2 to Elgin, then to Grabouw and past Theewaters dam to Franschhoek. We then passed Fairview Estate, through Windmeul to our destination. The scenery was beautiful, enhanced by the rain the previous day. Unfortunately the weather was cool and overcast, a bit hazy in places with the odd sprinkles of rain, but not enough to dirty the windscreen or warrant putting our tops up.



The set meal consisted of a Salad starter with Pita bread, followed with a choice of various Pizza and Pasta. The raffle was then drawn for the many generous prizes. The raffle raised R750 and an amount of R1390 was donated to the Red Cross Children's Hospital with the extra money being donated by people who had already paid, but could not attend on the day.

In conclusion, everyone had a great day and it was another successful British Sports Car Tour - thanks to John Parker and Tom Dougan for organising the Event.



Interesting News and Club Feedback

You have seen the advertising in the Globe. Please support our sponsors.

Note from Jamie. Cape Town Club Registrar

There are only a few outstanding cars which we do not have all the details. I have tried to make contact with these members, but without success. If you know that some of your details have changed please contact Jamie.

Jamie.hart@kingsley.co.za



Your Stories/Have Your Say

Waiting in a lay-by ready to catch speeding drivers, a police officer sees a car puttering along the A22 at well under the 30 mile per hour limit.

Says he to himself: "This driver is just as dangerous as a speeder!" So he turns on his siren and flashing lights and pulls the driver over.

Approaching the car, he notices that there are five old ladies, two in the front and three in the back...wide eyed and white as ghosts.

The driver, obviously confused, says to him "Officer, I don't understand, I was doing exactly the speed limit! What seems to be the problem?"

"Madam," the policeman replies, "you weren't speeding, but you should know that driving slower than the speed limit can also be a danger to other drivers."

"Slower than the speed limit? No sir, I was doing the speed limit exactly, twenty-two miles an hour!"the old woman says, a bit proudly.

The policeman, trying to contain a chuckle, explains to her that A22 is the road number, not the speed limit.

A bit embarrassed, the woman grins and thanks the policeman for pointing out her error.

"But before I let you go, madam, I have to ask, is everyone in this car OK? These women seem awfully shaken, and they haven't made a sound this whole time," the officer asks.

"Oh, they'll be all right in a minute, officer. We've just come off the A120!"

Sales/Wanted

Sales

- Nothing!

Wanted

➤ Does anyone have a TR2 low port head that they are prepared to sell, contact me, Gary and Joan Booyens
78 Langenhoven Street, Parkrand, Boksburg
082 445 5111

➤ Wanted Lucas driving or fog lamp, urgently before National Gathering.
I am prepared to beg, borrow, buy or steal.
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CTTSCC - Cape Town Centre Committee

Chairman	Dennis Cook	0832615508	cook.dennis@gmail.com
Treasurer	John Parker	0795069450	Johnparker739@gmail.com
Secretary	Maggie Ellis		
Regalia	Eddie Hughes	0825550256	eddiehughes@telkomsa.net
Spares	Frank Dreher		
Webmaster	James Hibbs	0715231602	jamesahibbs@gmail.com
Clubhouse Manager	Danie Barkhuisen	0828248551	db1@remgro.com
Editor	Barrie Downes	0741651740	bdownes.inct@gmail.com

Registrar - Jamie Hart, 0842200082, email Jamie.hart@kingsley.co.za

CTTSCC - Cape Town Centre - POSTAL ADDRESS. PO Box 698, Noordhoek 7979

Website address - www.capetriumph.za.org

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CHEQUES should be mailed to the above address.



Other Pic's

