



The Globe

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

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Chairman's Chat

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Wow, what a great turnout we had for our prizegiving, AGM and year end function; thanks to all who attended on a beautiful Cape Town summer day. I can't recall a time when we had to scuttle around to get extra chairs to seat everyone. There seemed to be so much to talk about that it took a while to get the meeting going.

The front table was loaded with trophies and awards and a new floating trophy was introduced; to be awarded annually to the car entered in Councours judged the cleanest both inside and out; irrespective of the condition and the rest of the car. This is the Meguair's "Cleanest Triumph Trophy" named for our sponsor of the Trophy whose products help to keep our cars gleaming. The trophy is aimed at encouraging those with cars that are not necessarily Gold Medal cars to enter in Concours.

This year, however, Eddie Hughes walked off with it, as well as the Roger Robeck "most improved Triumph trophy", clutching his Gold Medal under his arm. Well done Eddie.

I won't comment on all the awards as Barrie will, undoubtedly, list them but I must say that I was pleased at the Committee decision to award the Frank Dreher Clubman trophy to dear Margaret Young, who attends all events that are within range of her venerable Ricky- the Triumph Herald that she has owned since new.

Our treasurer, John Parker, shared the great news that the Club funds are in good shape after an active year, swelling the coffers and enabling us to keep the subs unchanged for yet another year- it was some 6 years ago, that we last had an increase in the annual subs. It was also announced that we are



The finances are in good shape so the club sponsored some of the costs for the AGM catering.

opening a savings account to create a fund that will assist club members to travel to the 2018 National Gathering in order to fly the flag for Cape Town. The moneys in this fund will not come from members' subscriptions and club funds but from fund raising activities and a refund expected from the National Body. There was much enthusiasm generated at this and Jamie Hart elected to be the convoy leader and commence planning a 2 day route via Willowmore.

At the AGM , the current Chairman and Committee were re-elected unanimously for another year. Brian Mc Kirdy stepped forward to volunteer his service as Webmaster, which was welcomed. Thanks Brian for joining the Committee- now what we need is a Secretary to make us more effective.

I WAS SO DEPRESSED LAST NIGHT THINKING ABOUT THE ECONOMY, WARS, JOBS, MY SAVINGS, SOCIAL SECURITY, RETIREMENT FUNDS, ETC., I CALLED THE SUICIDE HOTLINE. I GOT A CALL CENTRE IN PAKISTAN, AND WHEN I TOLD THEM I WAS SUICIDAL, THEY GOT ALL EXCITED, AND ASKED IF I COULD DRIVE A TRUCK.



It was encouraging to receive suggestions from the floor about future events. It was decided to schedule the monthly runs on the 2nd Sunday of each month in 2017. Jamie suggested that one run take the form of skottel breakfast, perhaps at Steenbras dam. Brenda Herbert undertook to organise an event at the Kelvin Grove pool bar. Brenda suggested that members send in proposals to organise an event during the year. Margaret had already sent me a long list of suggested venues that is being studied by the Committee. Come on members, step up to the plate and pitch it at us. Don't forget the final run of this year to the Stanford Village Festival on 11 December.

Best wishes to you and your loved ones for a wonder- filled Christmas followed by a peaceful and healthy New Year.

Cheers, Dennis



Editorial

Letters to the Editor:

Triumph Wedding Car.

We have received a request from a fellow Triumph owner from Scotland to drive him from the Waterfront to get married on the

Tigger Too on 31 January in a Triumph:

"My name is Andy. I'm a member of the Stag club in Scotland and I've had my Stag for 26 years. I'm a mechanic for a husband and wife team (Elstrop Racing) racing a 1965 TVR. They also race a Spitfire and GT6. In January we're taking part in a race at Zwartkops/Pretoria, and then Killarney near Cape Town. In between the two races



*(31st January) my fiancée Stefanie and I are getting married on the Tigger Too in the Harbour at Cape Town. I was wondering if it would be possible for a club member to drive us from our accommodation (Waterfront) to the boat on the day of our wedding? The day of the wedding is 31st of January and the boat is in the harbour in Cape Town. I would be happy to bribe with alcohol, I mean pay any costs, to anybody that could help. If you can help contact :
Andy phillips andyphillips2@hotmail.com*



✚ Sometime ago in 2015 Niel Revington of Revington TR, visited South Africa and he came to my house to deliver a braided injection hose. I proudly showed him my TR5 and explained a few changes and basic upgrades I had made to the car. The petrol injection was one where I had the conversion from Rod Mitchel using the VW injectors. The basic idea to reduce cost of injector replacement and reduce fuel in-line pressure.
The following emails were exchanged very recently:-

Hi Barrie, I have tried one of those injectors and the results are good, although I have mounted it rather differently. I am now seeing what would be a good solution for a more commercial approach; this might involve an injector off a Ferrari of all things.

Hi Neil, I am pleased that you tried it and you confirm the outcome to be positive. I am not sure why you prefer the Ferrari injectors because I used the VW Golf, which I would have thought were more cost effective. Anyway, I would also be interested to know what you mean about mounting them differently?

I also managed to get the fuel pressure down to 85 psi, because the Lucas pump is renowned to struggle at 105psi and above, overheating causing cavitation, is this what you achieved?

Another project a friend has completed is to eliminate and remove the 6 butterfly's in the injector bodies and fit 1 large one at the infeed to the air intake manifold. It works well and eliminates the possible difference in butterfly settings.

Please keep in contact and then we can talk commission!!!!

Hi Barrie, To be commercial the job needs to be well engineered and cost effective.



I believe from scaling your photo the injector tip is in the middle of the tract when it should be at the top. I have fixed that and I am devising a good hold down method as I can't use the groove of an old injector as you did, this is because this pushes the injector too far into the tract. Also the idea with the Ferrari injector is that it doesn't have the tip guard, which I hope is better for me to make a new ferrule. The nylon one can slip up the injector and the guard prevents this. Also golf injectors are good for 31hp/cyl. but the Ferrari one is good for 48hp/cyl. and this will cover our racier customers.

Reducing the fuel pressure is not a good idea. The injector is just a valve (so really not important if it is Lucas or Bosch) and at high speed the original pressure is needed. I tested the injectors at 110 PSI and beyond and they work fine.

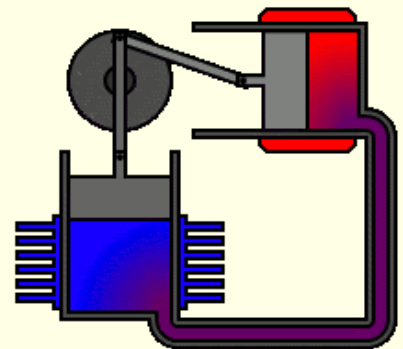
All development at the moment.



I have seen instances of one air flow butterfly used but with our overhead throttle kit there is no need for this modification, as precise adjustment is possible.

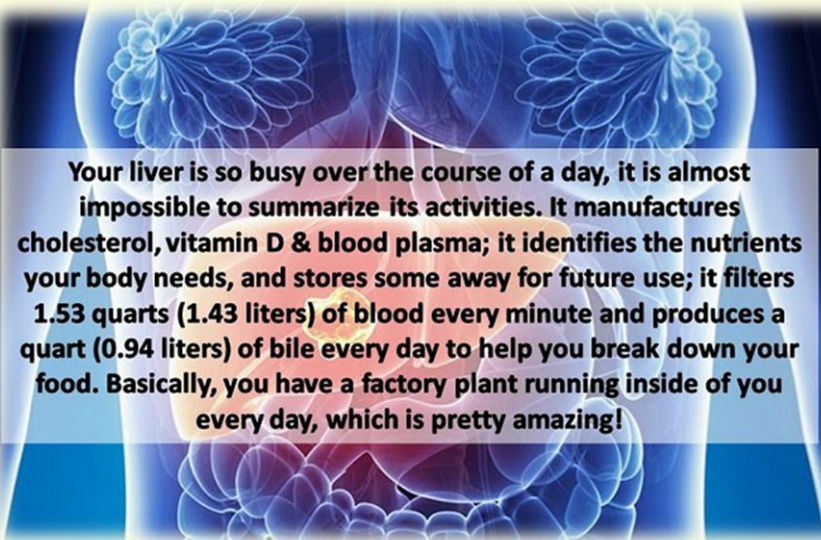
Mindful of your fee I will buy you a beer when I next see you!

Technical



The importance of routine maintenance

No5 of the series and the benefits of doing routine preventative maintenance, rather than breakdown maintenance. (or just don't over stress the system)



Your liver is so busy over the course of a day, it is almost impossible to summarize its activities. It manufactures cholesterol, vitamin D & blood plasma; it identifies the nutrients your body needs, and stores some away for future use; it filters 1.53 quarts (1.43 liters) of blood every minute and produces a quart (0.94 liters) of bile every day to help you break down your food. Basically, you have a factory plant running inside of you every day, which is pretty amazing!

A Tragedy that was nearly a Triumph by DeLorean

It ended up bankrupt, but DeLorean came close to reviving the Triumph TR7 and TR8. A political misunderstanding put paid to that. The Trouble with political projects is that they get embroiled in... politics. It was

politics that made the birth of the DeLorean possible, and it was politics that ultimately snuffed the project out. The DeLorean was the dream of a highly talented auto industry executive, John Z DeLorean. The DeLorean also became a dream for politicians looking for an enterprise that might bring hope, and jobs, to a strife-riddled area of Northern Ireland. And for many of its eventual employees, the DeLorean Motor Company was a dream that for a short time provided a happy reality - a decent job for 2500 of them.

At the time of the DeLorean Motor Company's birth and putting down of Northern Irish roots, the UK's then Labour Government was a majority shareholder in British Leyland, while the French Government had a majority interest in Renault. DeLorean, on the other hand, was a minnow and would never be anything more than that, even if it became successful. That was an outcome known to be relatively improbable even to the British Government, the Northern Ireland Department of Commerce commissioning a report by management consultants McKinsey which suggested that, if annual volumes of 20,000 were met in year three, the venture would be profitable. Anything less would result in financial struggle.



The £53m project had the aim to establish a flourishing business that might attract more investment into Northern Ireland, potentially diminishing the violence blighting the province. In the four years up to 1978, when construction of the plant began, there had been more than 700 deaths and 7000 injuries despite the presence of 22,000 military personnel. And for a while the DeLorean plant did provide jobs for people on both sides of the political divide, unifying them into a team which, together with high-powered experts recruited from the motor industry, delivered a striking new car. And in the market at which it was aimed - the USA - it got a terrific reception and plenty of orders, too.

What came next is almost as dramatic as the Back to the Future film in which a DeLorean starred, though too late to save the factory that made it. The embezzlement of some of the Government's £53m (unspotted by accountants Arthur Andersen), the involvement of Lotus and the apparently 'convenient' death of its boss Colin Chapman, and the cocaine-bust framing of John DeLorean and his subsequent acquittal built a saga that has been told many times. Less familiar is the story of how the company was very nearly rescued from receivership in a deal which would not only have revived the DMC-12, but also a British sports car, Triumph TR7/8, whose corpse was still warm.

'We kept our mouths shut for a long time,' says Barrie Wills, who was instrumental in putting together a business plan with opportunism and ingenuity that gave it a genuine chance of succeeding. Wills was one of the first to join DeLorean and among the last to leave. He was appointed as director of purchasing in October 1978 and became chief executive in May 1982 during the receivership period, when he and managing director Chuck Bennington mounted their rescue plan.



The clever part was to expand DeLorean's range by adding a second model which would increase volume and revenue for the company and its dealers. The chance to do just that came when BL Cars abruptly ended production of the Triumph TR7 and TR8 in the summer of 1981. 'We thought we could save DeLorean by putting the two cars together. The idea was to perform a low-cost restyle of the sports car,' says Wills.

The process of gaining permission to build the should have been eased by the fact that BL Cars was majority owned by the UK Government. Wills recalls co-presenting the plans to BL directors in a meeting that should have included Austin Rover's fiery managing director, Harold Musgrove. 'BL



would not allow the Triumph or TR names to be used, so we planned to rebrand the car as a Healey, with Geoffrey Healey's approval. Healey 3500 would be the V8, Healey 2000 the 2.0-litre. And the DeLorean Motor Company would be renamed the Dunmurry Motor Company,' Dunmurry being the West Belfast suburb where the DeLorean was made.

The 'UK Consortium', as the Wills-Bennington rescue team was known, did not plan to remanufacture the TR7/8 unchanged, and they also had the challenge of working out how to build it. They turned to Irish pressings specialist Laepple (still flourishing today, and which pressed the DMC-12's panels) to accommodate the ex-BL presses and make the body. Painting it was the next hurdle - the DeLorean needed none, of course, being skinned in stainless steel. But a relatively new paint facility became available following the closure of a Nissan assembly plant in the Republic of Ireland, which shut after Irish import duty changes eliminated the need for local manufacture. The painted bodies could then be shipped to Dunmurry for final assembly. With this solution, Wills and Bennington had overcome one of the key flaws of the original DeLorean plan, which was that it was an economically risky one-car plant. 'The TR8 was to go alongside, and there would have been a four-cylinder TR7 for the domestic market along with a right-hand-drive DeLorean,' says Wills. 'We developed a five year plan with a facelifted DeLorean.'

Wills hoped they could persuade the DeLorean's designer Giorgetto Giugiaro to help, even though 'at this point we owed him a chunk of money'. Despite this there were ambitions to have the maestro turn his hand to a facelift for the TR7, too. That would be a rich irony, this being the car of which the great designer famously said, 'My God! They've done it on the other side as well!' when he first gazed at the Triumph and the curious rising creases in its flanks. In the meantime, freelance designer Ed Peppall, a former colleague of Wills from his Reliant days, produced some promising sketches of a crease-less TR8 convertible sporting new bumpers and air intakes. A wooden scale model was also made, which survives in the DeLorean museum in the US.



The plan was strong enough to persuade merchant banks 3i and Hill Samuel to gather the money. 'We needed £20m,' says Wills. Outside investors were to raise most of this, the Government only needing to contribute between £20,000 and £80,000 in fees via the Northern Ireland office. 'Minister Jim Prior was supportive but a Tory wet, who decided he needed to clear it with Thatcher. There was never a cabinet meeting to discuss the situation, which was moving very fast. 'We heard that Prior had botched his presentation to Thatcher, in that he confused her by giving the impression that the "UK Consortium" had no funds at all. As a result, Thatcher thought we were asking the Government to put more money into DeLorean. However, the lady didn't listen properly to Prior. "Tell the receivers to do their job! There will be no more money!"'



The £80,000 fee was a negligible sum even in 1982, but Thatcher was ideologically opposed to any form of Government funding for business, and had more pressing issues besides. The project's bridge-building achievements appear to have been discounted, even though it had hired an approximate 50-50 mix of Catholics and Protestants, many of whom now socialised. In that sense it was a significant success, and might have continued to attract more tension-easing businesses to the province. But this, the first major commercial enterprise in the area since the building of the 1912 RMS Titanic, was forced to die.

In large part this was because Margaret Thatcher had lost patience with it, and had misunderstood the request. Those few seconds of impatient misunderstanding condemned not only the DeLorean, but also the TR7 and TR8.

Edited from Richard Bremner. : <https://drive-my.com>.

Welcome to New Members

- ✓ Gordon Thompson of Riebeck Kasteel with a TR4A
- ✓ Roger Lawrence and partner Ann Gee from the UK, but are part time living in Franschoek, with a TR2



Year Calendar – Events, Noggins, and Outings 2016

		11 th The Stanford Street festival - committee	

Your Club Activities and Events

December

11 December 2016- run to Stanford Village Festival. Meet at the BP filling station on the N2 just past Somerset West at 07:30 am for 07:45 departure.



January

8th January 2017 : Tom's New year surprise breakfast run. Details will be sent by SMS.

22nd January 2017 : Classic Car and Bike show at Timour Hall.

In order to obtain your free entrance Armband for you and your passenger, please let Tom know what car you will be exhibiting email: tom.dougan10@gmail.com. Cut off date is 11 January 2017 so don't forget.

28th January 2017 : Noggin at the MMC Clubhouse.

Pleasant memories



November

6th Cape Auto Festival @ Killarney

This turned out to be a fantastic event with over 1200 vehicles entered.

There were also all types of events to be enjoyed throughout the day from model aeroplane flying, motorbike stunt riding by South African Champions, motorbike trick demonstrations, veteran tractor tour, a Scottish pipe band, a classic Rock n Roll band with food and refreshments at the main clubhouse and of course the cars.

It was not just about classics, all brands were represented including modern cars which had suspension modifications, chromed and painted upgrades, VW panel vans converted for any use, all the recognised car clubs as well as many proud car owners of all types.

It is proposed to become an annual event so don't miss it next year.

Saturday 26th November: Prize giving, AGM and Year end function

Concours:-

Gold -John Parker TR6 97%, **1st overall Dennis Cook Trophy**

-Dennis Cook TR3A 97%

-Eddie Hughes TR7 DHC 97%

-Dannie Barkhuizen TR3 95%

Silver -Francois DuBenton TR3A 92%

Other -Alan Herbert Spitfire 72%



Trophies:-

McGuires Cleanest Car - Eddie Hughes-TR7, a new trophy awarded in the spirit of McGuires for the car scoring the highest points for interior and exterior cleanliness only.

Jack Cramp - Alan Herbert-Spitfire, awarded for the car which enters concours, but did not quite make bronze medal

Frank Dreher Clubman - Margaret Young-Herald (Ricky), recognition to the person who makes the effort to attend every run and noggin throughout the year in a Triumph. Margaret is worthy of this award because she does not miss a noggin, but doesn't always get to a car run. With Margaret being deaf she doesn't always hear the presentations, but enjoys being a regular club attendant.

Roger Robeck - Eddie Hughes-TR7 DHC, awarded for the car which has undergone ongoing improvement and upgrade through the year, but not a complete rebuild car.

Chris Scultz Founders - Ashley Ellis, awarded to the person who has helped out the club and it's members whenever required or volunteered assistance without question.

Des Rudolf Shield - Jamie Hart, awarded to the member who has contributed to the club's performance during the year, Jamie is the Registrar has put together Cape Town Centre register which has been recognized by the National body to be the leading example in the club.

Dipstick - Ronan, the photographer who just did not quite get it right!



Club News and Feedback

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

Cape Town Club Registrar

If you know that some of your details have changed regarding any of your car's please contact Jamie and let him update the register.

Jamie.hart@kingsley.co.za



Annual Subscriptions



Your subs for 2017 are now due but the good news is there will be no increase this year. **Subs are due by 31 December 2016** but payments received after 31 January 2017 will incur a R50 Penalty. Payments should be made by electronic transfer to the club account. If paying by cash please include a further R50 for bank charges. **Please use your name as a reference.** The National body has decided on a simple, uncomplicated membership; a principle that we

endorse. This obviates a situation where some members pay an additional amount for wives/partners, whilst others don't. Your one membership covers you and your partner for all club affiliations and benefits. The membership fee is R340 for the year. For new members, a joining fee of R60 per member and R60 per spouse/partner is payable, solely to cover the cost of a club name badge.



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Your Stories/Have Your Say

There were some constructive comments at the AGM on the 26th November at the MMC, well done.



Sales/Wanted

Sales

- ✚ Club Spares. The Club has a selection of used Spitfire and TR3 parts, but we have not been able to get a Spares Manager. So if you are looking for some spares for these cars please make an offer for the lot.

- ✚ 1981 Triumph TR7 V8. White with good interior; Fitted Rover 3,500 cc V8 Engine, Toyota 5 speed gearbox professionally fitted. Licensed and on the road, asking R50000. Contact Gavin 0829216014 or gjmdrummond@gmail.com



- ✚ Rally prepared 2000mk1 for sale. The preparation was done mainly by the Emgee workshop for long distance classic rallies. She has the original engine with a J type overdrive and 14 inch Minilite replica mags on 4 wheels. The spare is on the boot lid to give extra boot space for tools and

cool box. It has a heavy duty suspension so rides firm but included is a set of standard front suspension struts and springs. The interior of the car is excellent except for the dash woodwork . Asking R45000 -John Dobbins 0825080910 or 0116792954 after hours

✚ *Set of 5 pressed steel wheels and 4 hub caps all in good condition for TR2-4.*

- A TR2/3 metal hard-top in good condition including all the necessary fittings. He will accept reasonable offers from any interested persons. Please contact Peter Benyon on 079 503 5450

✚ *Triumph Chicane 1977 Automatic. Very original car with only 55,000 verified km on the clock. Colour Chestnut. Asking R45,000 Phone Frank : 083 261 5508*

✚ *Triumph Spitfire MkIII 1971 in good running condition with licence. Body and interior redone. Bargain at R50000. Contact Gerhard Vorster 076-236-5414 email : gerhardvorster1@gmail.com*

Wanted

✚ *Triumph Wanted: Triumph TR3, 3A, 4 or 4A wanted in any condition. Phone Steve Taylor 083 593 5514*

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CTTSCC - Cape Town Centre Committee

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Website address - www.capetriumph.za.org DIRECT DEPOSITS to the following account:

TSCC of SA

Standard Bank, Pinelands

Bank Code 036309

Account 078226929

CHEQUES should be mailed to the above address.



