



# ***The Globe***

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

*Articles by Eddie and Dennis and input from Jamie.*

*Website address - [www.capetriumph.za.org](http://www.capetriumph.za.org)*



The best part is the golf course!

In this edition

*Chairman's Chat*  
*Editorial*  
*Technical Info*  
*New Members*  
*Year Calendar*  
*About Activities*  
*Interesting News*  
*Your Stories*  
*Sales/Wanted*  
*Committee*  
*Other pics*

**Chairman's Chat**

---

*Winter has come upon us with chill breezes and, hopefully, lots of rain, but the wonderful part of living in Cape Town is that the bright, sunny days outnumber the grey, wet ones and we still have plenty of opportunity to get out in our Triumph cars. Imagine the poor TR owners in the UK, from where our cars emanate, that have to lay up their cars for the dreary months of winter.*

*We have our annual Christmas in July lunch run on the 17<sup>th</sup> July, where we will take you to a romantic old country inn with beamed ceilings and a roaring fireplace- the Bot River Hotel. Do join us for a traditional Sunday lunch in your classic Triumph and have an enjoyable run over the mountain.*

*Many car clubs grapple with the future as their membership dwindles and those still around get older. Luckily our Club membership stays stable as new members find old, previously hidden, Triumphs and wish to share the enjoyment with others. Looking not too far in the future, though, it is apparent that the whole world of motoring /transportation is undergoing revolutionary change and that we drivers of classic cars are in danger of becoming anachronisms.*

*Already Elon Musk has made the electric car a reality and, having taken thousands of orders and deposits for a car that is not yet in production, will play his role in shaping the future of motoring. The future of our cities is undoubtedly cleaner air and less noise as the electric vehicle becomes the norm. But this is just the start as much*

**Here is a clue 'the presence of a wall clock in a stage setting that depicts the interior of a Roman fort is an anachronism'**

*more revolutionary changes are in the pipeline, where people will be able to get around, where there is no public transport, without even owning a car.*

*'what lies ahead is perhaps far beyond your wildest imagination'*

*We have lived through previously unimaginable innovations in almost every aspect of our lives in the past decade or two, but what lies ahead is perhaps far beyond your wildest imagination.' By now everyone is familiar with*

*Uber, an Internet taxi service that has slashed the cost of taxis and offers great service. The motor industry is very afraid of Elon Musk and only those who can innovate on the same scale may be around in the future.*

*Toyota is sponsoring research into a scheme where autonomously driven cars can be rented for the duration of your trip, say 30 minutes and then left for the next person requiring it. You need a car, it arrives promptly and while taking you to your destination, leaves you free to work and you pay only for the distance that you have been driven.*

*There are many new service providers branching out and offering car ride sharing services and apps, such as getaround.com and justshareit.com. Members post their cars and routes on their websites and get paid for sharing; all the while covered by insurance and public liability. It is massive in the USA.*

*It is said that the first self driving cars will be on sale in 2018. Wow, what will that do to the motor industry? Future generations may never get a driver's licence and never own a car. It could change our cities, because we will need fewer cars and less parking spaces. Imagine the reduction in road deaths and the drop on Insurance rates.*

*Hopefully, though, we will still be able to enjoy the experience of driving and manual shifting in an open sports car for many years to come and may offer others, as we do, a nostalgic glimpse of the past.*

*Stay Warm*

*Cheers Dennis*



## ***Editorial***

---

### ***Obituary Jack Cramp, from Dennis***

*Jack Cramp, known to many of us for his quality rebuilding of SU Carbs , passed away peacefully on 25th May 2106 at age 86 years, following a short period of pain and discomfort after taking a bad fall. Jack leaves a lasting legacy with our Club in the "Jack Cramp" floating trophy that he donated last year.*

*I, for one, also have a legacy in the 3 sets of Carbs that Jack rebuilt for me, as well as many happy memories of time spent in his company.*

*Jack was a remarkable man of many achievements as he would happily tell you. I don't intend to detail them here, but I would like to share just a few as I came to regard Jack as my role model. As most know his late life speciality became rebuilding SU's but he could never turn from a challenge. When first I approached him to rebuild the Strombergs on my 4A, he declined and suggested that he sell me a pair of SU's. A couple of weeks later he said that I should bring him the Strombergs and he did a great job on them- as he had done a couple of years previously with the throttle bodies of my TR6.*

*Jack was cannily computer literate and when I told him that I made use of speech recognition software, he went off to Incredible Connection to buy the software so that he could start working on his autobiography. Sadly, it will not be finished, nor will he be able to put to use the innovative numerically controlled milling machine that he recently imported from China in order to make SU parts more economically.*

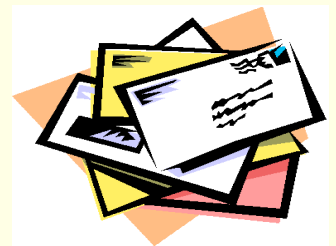
*Jack had a great sense of humour, but also a great sense of gratitude for what he had and the lovely position that his home occupied high up in Fish Hoek.*

*I firmly believe that if one wants to live to a ripe old age one needs purpose and Jack was for me the epitome of a man living with dreams, ambition and purpose right until the end.*

*We shall often think of you Jack.*

#### *Letters to the Editor:*

✉ No mail received this month.



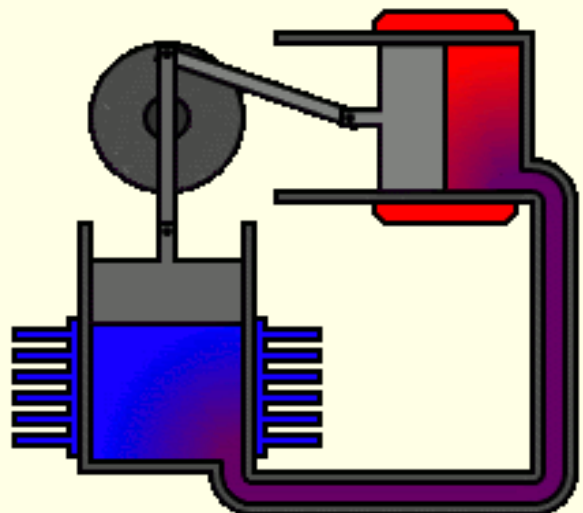
### ***Technical Info***

---

#### **Stale Petrol - from Dennis**

*Ashley Ellis occasionally works on challenging projects which include the likes of Jaguar XK 120's. He recently found that the cause of poor running and other problems can be caused by stale fuel. Here is an interesting article gleaned from the Austin 7 Club in Somerset, England.*

*Petrol, diesel fuel and lubricating oil are hydrocarbons which are unstable and quickly deteriorate. When the car is left unused the petrol in the tank, being in contact with oxygen, deteriorates quickly due to the evaporation of the ethanol content, so the octane rating is reduced and the characteristic poor starting and running problems arise. Even under ideal storage conditions*





*petrol will deteriorate by about 25% in a month. This is a short-term problem usually solved by adding a quantity of fresh fuel.*

*There is another aspect to the problem of stale petrol and diesel fuel which can occur over longer periods of non-use. When plant materials were laid down millions of years ago microbes were present as the crude oil formed and when it was extracted. Some microbial residues remain in all fuels after the refining process and, with additional contamination arising from the non-sterile conditions of storage and transport before we purchase the product; some will be transferred to the car fuel tank. (Note that microbes = algae = 'bugs').*

*Water is always present in fuels accumulating as natural, and unavoidable, condensation from the air which is more likely to occur during the winter months. Water provides the oxygen for microbiological growth, forming yeast, mould and bacteria and the higher the temperature the more rapid the growth, causing petrol to quickly deteriorate further. Once established the microbe population doubles in about 20 minutes.*



*Because water is heavier than petrol it sinks, with the microbes, to the bottom of the tank. In the majority of fuel tanks most of the water and sludge will be below the draw-off point but it will be agitated by the movement of the car so that water and lengths of fine microbial threads enter the fuel pipes and carburettor. Water will pass through but the threads may become attached in the filters and jets. Dead microbes form acidic hydrogen sulphide and excess sulphur attacks copper seals etc. Presumably microbes will also weaken the tank lining and any flaking bits will add to*

*the sludge over time.*

*Poor starting, or hesitant running, indicates fuel starvation and many people will clean or change a filter, blow out the jets and the pipework, maybe add some fresh petrol. If the problem continues they might drain the tank, removing some of the sludge, and refill with fresh petrol, but this only offers a temporary solution as microbial residues and water molecules remain in the tank and will quickly contaminate the new supply. The best remedy is to drain and remove the tank from the car and steam clean to eradicate all traces of sludge and microbial residues and dry thoroughly.*

*There are then three alternatives to try and lessen microbial growth: 1) exclude as much air as possible, to reduce the build up of condensation, by keeping the tank full. But this is not an option if the car is used infrequently as more petrol will deteriorate; 2) have only sufficient petrol in the tank for immediate use so as to minimise the quantity that will deteriorate and can be topped up with fresh petrol; 3) use fuel stabiliser additives and biocides, but these are not cost-effective*

*with the low quantities that we are using. With the infrequent use of our cars we can better manage our petrol consumption and number 2 is the best option.*

*If you lay-up the car for the winter months it may be best practice to drain the tank and carburettor, allow it to vent and use fresh petrol when preparing the car for the following year. One of the websites has the recommendation that fuel tanks should be drained and steam cleaned every five years or so when cars, boats etc., are only used infrequently. Apparently about 90% of engine failures at sea are caused by bad fuel, particularly in small craft unused for long periods by absentee owners.*

*(additional info on stale fuel supplied by Jamie Hart)*

Stale fuel link

[http://www.bp.com/content/dam/bp-country/en\\_au/media/fuel-news/petrol-life-vehicle-tanks.pdf](http://www.bp.com/content/dam/bp-country/en_au/media/fuel-news/petrol-life-vehicle-tanks.pdf)



*Importers of Classic and Modern Car Parts*

	<b>Peter Flowers</b>	
	10% discount for TSCC Members	
	Cell: 078 639 0151 Tel/Fax: 021 975 4475 Email: <a href="mailto:info@cbparts.co.za">info@cbparts.co.za</a> <a href="http://www.classically-british.com">www.classically-british.com</a>	

### *Welcome to New Members*

---

*It's time to use the money you saved up. Use it and enjoy it. Don't just keep it for those who may have no notion of the sacrifices you made to get it. Remember there is nothing more dangerous than a son, daughter, or in-laws with big ideas for your hard earned capital.*

---

Tim Kent and his wife Susan have just joined the club after moving recently to Cape Town. Tim has a TR4 and a TR7, which we look forward to seeing on one of our runs. Welcome.



## Year Calendar – Events, Noggins, and Outings 2016

	<p><b>17<sup>th</sup></b> - Lunch Run - Christmas in July Lunch - Dennis Cook</p>		<p><b>30<sup>th</sup></b> Noggin - presentation Adventures in Africa - Andre Bredenkamp</p>
		<p><b>21<sup>st</sup></b> Run - Breakfast Run - Ashley and Maggie Ellis</p>	<p><b>27<sup>th</sup></b> Noggin -</p>
	<p><b>18<sup>th</sup></b> Lunch Run - Combined Clubs run - Sunbeam Club</p>	<p><b>24<sup>th</sup></b> Noggin -</p>	
	<p><b>23<sup>rd</sup></b> Lunch Run - Century Classic Car Run to Killarney - Tom Dougan</p>	<p><b>29<sup>th</sup></b> Noggin - Annual Club Concours - Committee</p>	
	<p><b>6<sup>th</sup></b> The bi-annual Cape Classic Car Show @ Killarney - Committee</p>		<p><b>26<sup>th</sup></b> AGM and Annual Prize giving - MMC - Committee</p>



## **Your Club Activities and Events**

### **Don't miss these events!!!!**

#### **July**

**Christmas in July luncheon on 17 July**, will take us over Sir Lowry's pass to the Bot River hotel. Dining in historical restaurants is always a treat when on the road, at Botrivier Hotel, you'll find our



Bellows Restaurant. The town with its interesting transport history, had settlers travelling through the Houw Hoek Valley, over the Hottentots Holland Mountains to get to Botrivier to trade with the local tribes. The old ox wagon route stretched through the valley to Botrivier and at this encampment people came not only to trade, but also to have their wagon wheels fixed. Here blacksmiths with huge bellows had to mend many a wagon wheel. A

traditional Sunday lunch will be served in the dining room of this historic hotel. The price of the 4-course meal is R140 per person, including gratuity.

Please pay the amount into the Club Bank account with your name as reference.

***Meet at the BP service station just after Somerset West at 10:30***

***Bookings to Dennis Cook sms 083 243 4881 by 11 July***

***4 Course Menu***

***Soup (Butternut or Broccoli) with home baked bread***

***Fried Fillet of Hake with Tartar Sauce***

***Leg of Lamb plus gammon***

***Mixed vegetables with cheese sauce, sweet potatoes, rice and potatoes***

***Baked brown pudding with ice cream.***

***Coffee or tea***



### **30 July Noggin at the MMC Clubhouse 10:00**

Our own international adventurer and mountaineer, Andre Bredenkamp, will give a talk on the last adventure up the un-tarred Sani Pass to Lesotho in Series 1 Land Rovers. Andre recently did a talk at the Crankhandle Club to a packed clubhouse and was rated one of the best talks of the year, so don't miss this one.



## Pleasant memories



### FATHERS DAY RUN TO SIMONSTOWN COUNTRY CLUB- 19 June

*By Eddie Hughes*

*Why did nature have to decide to lift the levels of the dams by 5% on the day of our run?? We met at Chardonnays Deli at Constantia at 9.30am on what must have been the worst day of winter this Year! Because of the bucketing rain, 5 people decided to go straight to Simonstown Club.*

*The remainder of the 16 participants had a coffee and a browse at Chardonnay's; a charming country deli that is worth another visit.*

*We left just after 10am and had a slowish drive through Tokai, over Old Cape Road and Glencairn Expressway. We then headed up Redhill and stopped at the view point for some 'happy snaps'. The rain was coming down and it was blowing a gale! Dennis Cook (our photographer) nearly lost his hat! We laughed at the tour bus disembarking tourists desperately trying to snap a pic of the view in spite of getting soaking wet. Needless to say we didn't stay long, some people not getting out of their cars!*



*Here we lost a few more that headed straight for Simonstown.*

*We continued past Cape Point and arrived at Simonstown Country Club at 11:30am. There was a welcome fire and a pub offering club prices for drinks.*

*At this stage it is worth noting that of the 9 cars, 7 were plastics and guess what - the 2 only Triumphs that braved the rain were both TR7's!*



*We had an ample and enjoyable Sunday roast, 3 course meal and a Coffee for our R100 (this also included tips and our car guard).*

*Everyone enjoyed themselves and commented on how good the food was - proving that you can still find venues that give value for money. Some asked if we could make this an Annual venue.*

*Thanks to the 16 stalwarts for braving the weather and making this a great day out.*

## Interesting News and Club Feedback

---

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

---

### Note from Jamie. Cape Town Club Registrar

*If you know that some of your details have changed please contact Jamie.*

[Jamie.hart@kingsley.co.za](mailto:Jamie.hart@kingsley.co.za)



## Your Stories/Have Your Say

### Tim Kent (our new member)

*I met Chris Schultz and Mike Allen in 1975 when I moved to Cape Town. I eventually bought Mike's TR4 because he was emigrating to Australia. I paid R1100 for it, fully restored !! It is this car which I am restoring, CA154026. I sold it to my Father-in-law in 1976 because I had just married but had nothing to sleep on nor a table to eat off and I had another TR4A and a Spitfire Mk3. This is not a good start to a marriage! I bought it back from Mother-in-law after he died in 1998. It was in a terrible state and if I were to relate the whole story it would be well after mid-night before I got half way through. Lets just say that the whole body has come from California, via Scotland to Mpumalanga.*

## Sales/Wanted

### Sales

- *Spitfire spares available as a re build kit for the 1147cc engine. These are from a customer who paid a deposit and then the car was stolen so he could not take them and pay the balance. If they could be useful to any club members the replacement value today would be R11,635 and I am willing to let the whole lot go for R5,000.*

142659/20 piston set

142647K cam bearing set

208493 fuel pump

42425 tensioner

35960 cam sprocket

RTC1759/10 main bearings

RTC1749/20 big end bearings

105131 timing chain

GLP145 Oil pump.

Classically British Car Parts; [info@cbparts.co.za](mailto:info@cbparts.co.za); 0219754475; 0786390151

- *Triumph 2000 Mk 2 twin carb, for sale; original features, leather seats, wooden dash. The car has the odd patch of rust, and chipped paint but other than that it is in good shape. Asking R28,000 neg. Contact Roice Nel: 072 023 8900 [info@roicenel.com](mailto:info@roicenel.com)*



- **TR SCAM:**

*There is a guy who calls himself Patrick Coulon advertising both a TR 2 and a TR 6 at bargain prices. You know the old story- if it is too good to be true-it is ! This is his response to both ads:*


*"I'm contacting regarding my car. I'm donating this car because I'm right now out of South Africa precisely in Republic of Togo for a new job contract. The car is still available and in excellent condition. I'm from France. I lived and worked in South Africa for one year as Medical assistant for the Red Cross International but presently; I'm in republic of Togo for a new job."*  
*He goes on to say that he will transport the car back to South Africa and reduce the price by the cost of transport.*

*Before sending anyone money for something advertised on the web, make sure that it is genuine.*

### **Wanted**




- **Nothing!**






## THE SPECIALIST MOTORING DESTINATION

CROSSLEY & WEBB IS AN AUTHENTIC CAPE TOWN MOTORING BRAND. OUR PRIMARY FOCUS IS TOWARDS MOTORING ENTHUSIASTS WHO COMBINE A PASSION FOR SPECIALIST CARS WITH A DESIRE FOR AN ADVENTUROUS LIFESTYLE.



**CROSSLEY & WEBB**  
ESTABLISHED 1961 | SOUTH AFRICA

15 SOLAN STREET, GARDENS, CAPE TOWN, SOUTH AFRICA  
T. (+27) 21 462 3558 E. INFO@CROSSLEY-WEBB.COM

WWW.CROSSLEY-WEBB.COM



**HOUSE OF CLASSIC  
& SPORTS CARS**

70, Main Street,  
Knysna (N2)  
082 566 7897 / 081 325 1507  
email info@hocasc.co.za  
www.hocasc.co.za



The home of  
the  
**Triumphs** –  
All models  
and all  
Colours



1958 Triumph TR3A



1955 Triumph TR2



1960 Triumph Herald



1973 Triumph GT6



1971 Triumph Spitfire



1964 Triumph TR4

Do you have a Triumph gathering dust in your garage that you would like to sell? Or are you looking to buy a Triumph? Give us a call and we can chat!

We buy and sell all makes and models of Classic, Vintage and Sports Cars and urgently need more stock. Consignment sales welcome.





Established 1992

Visit our showroom at 5 Uil Street, Industrial Area, Knysna

Tel 044 382 6074

Norman: 082 557 6470 Email: [norman@frostbrothers.co.za](mailto:norman@frostbrothers.co.za)

Contact Jennie - For all your export requirements  
[jennifer@frostbrothers.co.za](mailto:jennifer@frostbrothers.co.za)

[www.frostbrothers.co.za](http://www.frostbrothers.co.za)

### ***CTTSCC - Cape Town Centre Committee***

---

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

*Registrar - Jamie Hart, 0842200082, email [Jamie.hart@kingsley.co.za](mailto:Jamie.hart@kingsley.co.za)*

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

***Website address - [www.capetriumph.za.org](http://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.*

**Other Pic's**

*Holidays are for resting*

