



The Globe

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

Articles by Geoff Coombe, with input from Dennis and Barrie.

Website address - www.capetriumph.za.org



Kalk Bay end July, and within 2 days we were having take away fish and chips.

Chairman's Chat

Our deepest condolences go to Gerhard, Suzette and family at the loss of their son and brother GP from medical complications. We know what a close family they are and how much they will miss this young man; taken away when just out of his youth. GP was a keen Triumph fan, taking every opportunity to drive one of his Dad's Triumphs. I recall sharing a room with both Gerhard and son on the way to the 2004 National Gathering when GP was about 12, but already an avid fan. We wish the family strength in dealing with this ordeal.

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On a brighter note, I did not need the green shoots on the trees overhanging the approach to Rhodes drive to tell me that Spring has arrived at last. It is busting out all over our garden and the days are just inviting one out in a roadster. What a pity that Ashley's breakfast run was held on a cold and wet Sunday when the previous days had been like summer. The run was poorly supported although, judging by those who had paid, this was not because of the weather. Why some runs get good participation, even if not a great day, and others not is a puzzle for your committee. We try to spread the runs so that some are in the North and some in the winelands even though most of our members live on the Peninsula. Our runs have been held for many years on the 3rd Sunday of the month. Is Sunday not a good day? Should our runs be held on a Saturday- you let us know? I recall quite

We try to spread the runs, some in the North, others in the Winelands. Let us know your thoughts, perhaps a letter to the editor.

some years ago that the Johannesburg centre made just such a change, particularly to accommodate churchgoers and the support was so bad that they reverted to a Sunday.

Ashley suggests that there are too many runs, especially for those who belong to more than one club. Think about this and come and have your say at the AGM or write with your thoughts to our editor.

I don't have to tell you that your Club is only what you make it. It can't survive without your participation and support. I am surprised at those members who are rebuilding cars and don't participate in Club life, giving a lack of a suitable car as reason. There is so much knowledge and experience in the Club that could be at your disposal, not to mention those beautifully restored Triumphs that can serve as a reference point for you. I am rebuilding a burnt out TR3 and I can't think how I would have managed to get the missing or burnt out bits together if I did not use the TSCC network to help.

*Your club is only what
you make it, participate
in club life!*

It was great to see Nick Paxinos at our breakfast run and ever so kind of Danie to drive from the boerewors curtain to collect him and Margaret and take them along. Danie, you are a special guy. Nick Paxinos had joined the club back in the 70's and was the original champion of the Spitfire when sidescreen TR's dominated the club. He had celebrated his birthday just before the run-saying that he was 89, not out. We usually try to arrange one run a year in a location within reach of the City to make it convenient to get Nick out. Perhaps next year we can do something special in line with his 90th. For the older hands that may be reading this, I can report that Nick was looking good and full of his characteristic humour.

Make the most of the good weather that lies ahead and enjoy your Triumph.

Cheers Dennis



Editorial

Letters to the Editor:

✚ *I received a report from Geoff Coombe, which I have included into the 'have your say' section of the edition and whilst it refers to a dodgy supplier by name this is the only report the Globe has received with this type of information.*



✚ *Our Club has been invited to join the Jag Club on their planned Bi-monthly runs for seniors, those no longer working. The inaugural run takes place on 14 September details are below. These runs will give you a good reason to take the old classic out for an enjoyable run and meet some likeminded people from other clubs. With better weather on the way it is sure to be a sociable and enjoyable day. Please respond to the organiser.*

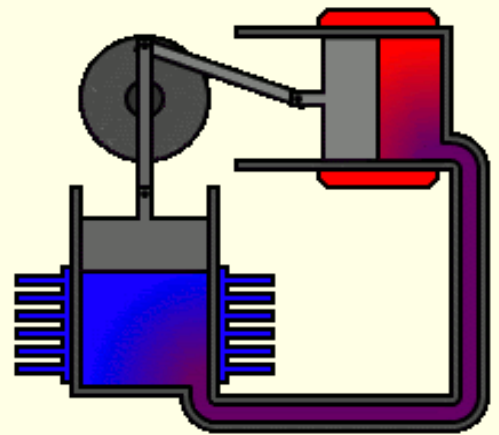
Meet 10.00 for 10.30 departure, Constantia Village, small car park on left of MOBIL filling station. The drive route will meander thru Constantia & Tokai to Ou Kaapse Weg, thru the village of Kommetjie past Misty Cliffs, Cape Point to Simons town. Lunch will be at the False Bay Yacht Club, there is ample secure parking at the Club. (and great views) The club has an excellent menu with most items under R100. Lunch & drinks payable direct to the restaurant. The run is open to all members & friends, preferably in a Jag, modern plastic cars accepted, (excepted??) this is an outing for people who like cars.

Interested? Contact; Pat on 021 785 4933 / 072 348 4433 / pacman@kingsley.co.za Soonest but no later than September 10th

Technical

The importance of routine maintenance

No2 of the series and the benefits of doing routine preventative maintenance, rather than breakdown maintenance.



Ignition Test

To trace a fault in the low-tension circuit, switch on the ignition, and turn engine until the distributor contact points are open. With a voltmeter (0 to 20), check the circuit as follows.

CABLE-BATTERY TO STARTER SWITCH Connect the voltmeter between the supply terminal of the starter switch and a ground point. No reading indicates a faulty cable or loose connection.

CABLE (BROWN)-STARTER SWITCH TO TWO-WAY FUSE UNIT A.1 TERMINAL Connect the voltmeter between the fuse unit A.1 terminal and ground. No reading indicates a faulty cable or loose connection.

VOL TAGE REGULATOR Connect the voltmeter between the regulator terminal (A.1) and ground. No reading indicates a faulty regulator.

CABLE (BROWN/BLUE)-REGULATOR TO LIGHTING AND IGNITION SWITCH Connect the voltmeter between the lighting switch terminal (A) and ground. No reading indicates a faulty cable

or loose connection. IGNITION SWITCH Connect the voltmeter between the ignition switch (white cable terminal) and ground. No reading indicates a faulty ignition switch.

CABLE (WHITE)-IGNITION SWITCH TO FUSE UNIT A.3 TERMINAL Connect the voltmeter between the fuse unit A.3 terminal and ground. No reading indicates a faulty cable or loose connection.

CABLE (WHITE)-FUSE UNIT A.3 TERMINAL TO IGNITION COIL Connect the voltmeter between the ignition coil terminal (SW) and ground. No reading indicates a faulty cable or loose connection.

IGNITION COIL Connect the voltmeter between the ignition coil terminal (CB) and ground. No reading indicates a faulty ignition coil.

CABLE (WHITE/BLACK)-IGNITION COIL TO DISTRIBUTOR Connect the voltmeter between the distributor terminal and ground. No reading indicates a faulty cable or loose connection.

DISTRIBUTOR Connect the voltmeter across the distributor contacts. If no reading is given, remove the condenser and test again. If a reading is given, the condenser is faulty. If, after

carrying out the foregoing tests, the fault has not been located, remove the high-tension cable from the center terminal of the distributor. Crank the engine until the contacts close. Flick the contact breaker lever open while the high-tension cable from the ignition coil is held about 3/16 inch away from the cylinder block. If the ignition equipment is in order a strong spark should be obtained. If no spark is given; it indicates a faulty ignition coil.



Cleaner Engines from BP

BP South Africa has added a new cleaning additive to their fuel and claims that it will benefit the motorist. BP Ultimate with active technology is the petroleum company's best fuel to date and, says BP, will start working from the very first fill-up. Developed over the last five years, the new fuel is said to clean the engine and its components and improve fuel consumption.

Reneilwe Letswalo, BP SA's head of retail, says that "fuel is not just fuel" and because of this BP undertook the challenge to produce a petroleum that will be advantageous to the motorist. More than 80 different methods and over 50 000 hours of testing went into its production and the end-

result is a fuel that fights the negative effects dirt has on your vehicle's performance. The Active technology in the fuel, ultimately, cleans your car's engine and keeps it clean as you drive.

The benefits, according to BP

BP's new fuel, now available nationwide, is suitable to all kinds of vehicles. Over the past five years the fuel was tested in different cars, from various years and makes, in different conditions. The result is a fuel that, with continuous usage, will give motorists extra kilometres on a full tank. BP claims that its new Ultimate diesel can deliver up to 56 extra kilometres on a single fill-up. When dirt on the engine and its components have been broken down, motorists will experience smoother engine performance and a reduction in unplanned engine maintenance, says BP.

With rising fuel prices and an economy fighting to stay alive, South African motorists will be looking to save money wherever possible. If BP's claim of better fuel and improved fuel consumption does turn out to be true, local commuters will have something to smile about.



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Welcome to New Members

No new members joining this month.

It is always a hot and sticky job pushing a car!



Year Calendar – Events, Noggins, and Outings 2016

	11th Lunch Run - Combined Clubs run - Sunbeam Club - John Parker	24th Noggin - Heritage Day Braai with beer and wine.	
	1st Whales & Wheels Hermanus	23rd Century Classic Car Run, Century City to Killarney - Committee	29th Noggin - Annual Club Concours to be held at McPhersons - Committee
	6th The Cape Auto Festival @ Killarney - Committee		26th AGM and Annual Prize giving - MMC - Committee

Your Club Activities and Events

September

11th September Combined Clubs Run

Entries closed on 26th August so I hope you responded to the email sent out about this run.
(clearly the Century Classic Car run had such an impact other clubs want to organise a drive around Killarney)

27th Noggin at MMC

It is heritage Day which is braai day so bring some meat and there will be beer and wine available.
Andre Bredenkamp will also be giving another of his very informative talks of one of his adventures.

IT'S OFFICIAL, DON'T MISS OUT - 23rd OCTOBER - CENTURY CLASSIC CAR RUN 2016

The Triumph Sports Car Club's annual Century Classic car run, sponsored by Crosley and Webb, in association with Century City and Western Province Motor Club is open to all cars 25 years and older, where the combined age of the car and driver must be 100 years or more. Invitations go to all of the local motoring clubs and the Crankhandle club. The number of participants

is limited to 100. The event commences at Century City from where participants travel a route of 100 km, while veteran cars may be given a route of only 35/50 km to end at the Killarney Race circuit where 2 laps of the circuit are permitted before lunch and prize giving. A donation of R100 is required to cover expenses with all profits being donated to Red Cross Children's hospital. Registration forms and full details are available on request at centuryclassicrun@gmail.com



Pleasant memories

21st August: Ashley's Breakfast run

By Eddie Hughes

It was a particularly miserable day; further marred by the news of the passing of J.P. - Suzette and Gerhard Vorster's only son the previous day.

The meeting time was scheduled for 09:15. Some of us got there very early as one seldom knows how to plan for the Cape Town traffic. The views from the meeting point, in the lay-by overlooking Camps Bay, were stunning. However, the breeze was a bit chilly and we huddled in our cars out of the biting cold wind, waiting for everyone to arrive. 2 Triumphs and three plastics met on Camps Bay Drive. A total of 10 people with Frank and Sonia (Spitfire) and Dennis and Jo (TR7) being the only ones brave enough to bring out their Triumphs due to the heavy rain forecast. Friends of the Paxinos family also joined us. Being avid photographers they were hoping to get shots of our Triumphs, but were somewhat disappointed!

We departed at 9.45am heading to Jakes Restaurant in Reddam Village, Tokai. We proceeded down to Camps Bay and followed the very beautiful scenic coastal road to Hout Bay and up over Constantia Neck and then on to Tokai.

On arrival at Jakes a blackboard outside welcomed the Triumph Sports Car Club. While we sat having coffee and chatting we had a group photograph taken around Nick as his friends left before breakfast. We had a good a'la Carte choice of breakfasts, with fruit juices and coffee. The food was excellent as were the surroundings and service.

Another great run, not to mention the company, and a good time was had by all. Thanks for organising this one Ashley!

As we left Jakes the predicted rain was at its worst soaking us as we went to our cars.

A big thank you again to Dannie for collecting Margaret and Nick making it possible for them to attend.

Club News and 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 regarding your car's please contact Jamie.

Jamie.hart@kingsley.co.za

Your Stories/Have Your Say



UPFRONT PAYMENTS? - NEVER AGAIN!

Some years ago, I purchased a Triumph TR3 project from a respected Hout Bay restorer Tom Maben Senior. I had previously restored a 1957 MGA 1500 Roadster and a 1958

Frogeye Sprite, but as I was in full-time employment with evenings and weekends available only for restoration work, each restoration had taken me in excess of eight years. The TR was quite a project, the sills and floor panels having been removed although new replacements came with the car and the idea of another multi-year project was not very appealing. I asked

Tom if he knew of anyone suitable to take on the project, as at that time, money was in better supply than spare time.

Tom advised me that Nasser Esop (then trading as Autobody Craft at Transvaal St. Paarden Eiland) who had previously worked for him may be a suitable candidate. I duly contacted Nasser and after inspection of the project at my home in Fish Hoek, he advised me that he would be able to complete the restoration in three months, and quoted me a price, 50% of which he required "up-front". He had previously completed a very nice spray job on my son's TR4 on similar payment terms (again after Tom's recommendation) so I decided to proceed, paid the deposit and Nasser collected the car on 25th May 2009. On 22nd August 2009 (four days prior to the agreed completion date), Nasser contacted me, pleading cash flow problems and seeking a further advance of cash. Following various interim inspections by me indicating next to no progress, it was clear that the completion date could not be met and an amended absolutely final



The daughter asks her Dad.

‘Dad, there is something that my boyfriend said to me, that I don’t understand.’

‘What was that sweetheart?’

He said ‘I have a beautiful chassis, lovely airbags and a fantastic bumper.’

Her Dad replies, ‘You tell your boyfriend that if he opens your bonnet and tries to check your oil with his dipstick, I will tighten his nuts so hard that his headlights will pop out and he will start leaking out of his exhaust pipe.’

due date for completion of 28th February 2011 was agreed upon. Again following regular inspections and despite Nasser's repeated highly plausibly stated insistence that "next week would see significant progress" (a story I'd been hearing for two years!), I realised that he was never going to complete the work. I contacted Tom to enquire if he knew what the problem with Nasser was and he immediately advised me to recover the vehicle forthwith "before it's too late". He didn't know what had caused Nasser to change but he too had experienced recent problems.

I arranged a flat-bed recovery truck, and snatched the vehicle from Autobody Craft's premises in February 2009 and brought it home. Unfortunately certain spare body panels (boot and bonnet lid and front wings) that I had supplied were not available, and when I returned to collect them, Nasser's premises were boarded up and locked and there was not sign of him, or his business. Inspection of the project once it was home indicated that very little work had been completed in the two plus years it had been with Nasser, and that the work done was totally unacceptable and would have to be re-done.



Perhaps the most incredible factor of my experience was the manner in which every time I visited the project at Nasser's premises, he always had a story, told with such conviction and whilst looking me straight in the eye seemed so convincing that notwithstanding the evidence in front of me I afforded him the benefit of the doubt up to the very limit of my patience.

It would appear that I'm not the only person to have fallen foul of Nasser's guile, as would be indicated from the following blogs from a Cape Muscle Car forum resulting from a Google search I conducted a couple of years ago:

- *"Hi Guys*

I broached this subject once before in "Charlatans and thieves" but I would now like to have a real go at sorting out a 'skeef' panelbeater. This bloke made the front page of the Cape Argus' consumer complaints last week when he took a Hout Bay restorer for about R30k. I know of another chap he took for R42k, and he took me for R52k. I would ask anybody on the forum who knows of anybody else he has ripped off to get them to contact me. I want to put together a file and submit it to the Receiver of Revenue - I know he was in deep s#@t with them about 18 months ago, and people like this need stopping. His name is Nasser Essop and he operates from premises in Transvaal Street, Paarden Island, Cape Town.

His modus operandi is the usual - he insists on 50% up front and the balance on completion.

Trouble is he never completes the jobs, and usually doesn't even start them. Let's cut off his water before he has the chance of ripping off any more enthusiasts."

Cheers, Doug

- *A bit of feedback on this mongrel. A couple of lawyer mates have been making enquiries on my behalf, and it appears he has gone to ground, whether still in Cape Town or not we don't know. He owes his landlord R100k in arrear rentals, and apparently there are about ten more people looking for him. I'm just sorry I don't have a photo of him to spread around, but I have passed*

on details to the tow-truck fraternity. He will have to come to the surface, somewhere, sometime.

If all the forum members warn their friends and associates we may be able to keep him from doing more harm."

It's nice to know that there are others chasing him, I'd very much like to find out what happened to the panels of mine that he had in his possession, but have been unable to locate him. I did hear a story that he was operating from premises in Blue Downs - so be warned!

Sales/Wanted

Sales

- 🚦 *Club Spares. The Club has a selection of used Spitfire and TR3 and Spitfire parts but has not been able to get a Spares Manager. However, Frank has agreed to collect them and store them at his house. So if you are looking for some spares for these cars please talk to Frank, he may be able to supply you with what you require.*

Wanted

- 🚦 **WANTED-URGENTLY.** Spitfire MK3 spares:
Exhaust manifold, Gearbox cover (H frame—see picture)
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nermic@iafrica.com



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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:

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Account 078226929

CHEQUES should be mailed to the above address.

Other Pic's