



The Globe

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

Articles by Jamie and contributions from John and Dennis with input from Frank.



The Peninsula Burning March 2015!

Chairman's Chat

Summer has been and gone- can you help but notice? Too soon we are into autumn and the prospect lies ahead of the expected Cape rainy weather with our TR's confined to the garage.

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I cannot help reflecting why our members do not seem to want to enjoy getting out in their cars in our great summer weather. The Cape Town TSCC put on the first British Sports car tour 12 years ago with the aim of bringing together like- minded enthusiasts from other Clubs who enjoy driving their sports cars in some of the most spectacular scenery that the world has to offer. Our BSC Tour has not only always been a popular event, but has subsequently been emulated by other marque clubs; as in the annual combined clubs run. Last Sunday was a perfect day for a run to the wine lands, warm and windless and ideal for top down motoring. Despite the prospect of an enjoyable drive ending with an affordable lunch in the beautiful Riebeeck valley; sadly only 7 members of the TSCC participated although we had good support from the other clubs, most noticeably the Jaguar Club with 10 cars. We wonder-your Committee and I -what we need to do to entice our members out in their cars. If you have some ideas please let us have them.

If you have some ideas for runs please let us have them.

We have had a welcome, but short, respite from the cruel fuel prices over the past couple of months but it is about to end when the increased fuel levy comes into effect together on 1 April with the adjustment in the fuel recovery. One of our aims this year has been to organise shorter runs and keep costs down. Have we been successful - we don't know and we would welcome your feedback.

Give us feedback we welcome constructive comment

Foremost in our minds right now is the forthcoming National Gathering to be hosted by the CT Centre in Hartenbos in May 2016. This is an opportunity to showcase our centre and our Province to the rest of the country. Are you going to participate and fly the Cape Town flag? Are you willing to help? We need not only your support, but we will be looking to you to help us raise money to ensure that this will be a memorable Gathering. Over the next few months your committee will be calling on you to make a contribution in many ways; we hope that you will rise to the challenge.



Cheers, Dennis

Editorial

The format of The Globe is now mostly completed with a light hearted relaxed theme and easy to read, BUT I will continue to make some small changes just to keep it alive. Please send me your contributions particularly for the Technical section for us all to benefit.

***Just in case you did not go through all of the detail from last month's Globe, highlighting the Triumph marque history and the origin of The Globe, I thought I would include this extract from the same article, which you can also read on the website.*

The Globe

Pre-war Triumphs carried a stylized Globe badge, usually on the radiator grille, and this was also used on the first three models produced under Standard's .control.



With the introduction of the TR2, a version of this badge appeared for the first time on the bonnet of a production Triumph, while the Globe continued to appear on the hubcaps. This same double-badging also appeared on the TR3 and TR4, the 2000 and the 1300.

WHAT TO KNOW ABOUT PETROL

In the next 3 editions of Globe there will be articles on petrol, 2 from Jamie and 1 from Albert De Vos of Pretoria centre, the latter being more about SA legislation of biofuel blending and the potential impact to our classic cars.



***You will now see the section in The Globe is dedicated only to the National Gathering. This will be our means of keeping you informed of the event and hopefully all the information you will require so that you have ample time to plan for the trip with your car at its best.*

National Gathering

399 DAYS TO GO



There have been some interesting developments since we announced the location and date for the Nationals, with published comments of concern from upcountry for the distance for people to travel, to emails from the Club President and from the National Chairman both giving their total support for what the Cape Town centre is trying to achieve. We want to hold this event at a venue which will be supported by ALL who are genuinely committed to the Marque, the Triumph Club and particularly by the members from Cape Town.

The 2016 National Gathering
will be at Hartenbos AKTV
Resort in Mossel Bay from 2nd
to 7th May
GREAT TO SEE YOU THERE!



We wanted a location which is an attractive place to stay, to be within reasonable access for most and a good value venue which can deliver all of the requirements; accommodation for all participants and with space where we can hold all the events. We, as the Cape Town centre, will do our utmost to ensure that this National Gathering is as successful as all the others have been in the past.

The NG committee will be requiring input from all of you, the members, to assist with the organising, so please answer our call for help when you get it. Thank you.

Technical Chat

Fuel supply in South Africa (or the idiots guide to petrol!)

Part 1 - by Jamie Hart

I really hope that in writing this article I am not simplifying a pretty complex subject to the point where it becomes superficial, irrelevant and totally misleading but the use of the word petrol is rather like calling all vacuum cleaners "Hoovers" as a generic term. There are significant

differences between fuels both in different countries but also within the Republic, depending on where one lives

The majority of petroleum products worldwide are produced by the distillation of crude oil into its component parts ranging from LPG (liquid petroleum gas), the lightest fraction, up to the bitumen used to surface our roads. These products are chemically known as hydrocarbons, that is they are a mixture of carbon and hydrogen that are chemically combined in a variety of combinations too complex to go into here, but the lighter the fraction the lower amount of carbon contained in the molecule such as methane, CH_4 , up to many atoms of carbon in a bitumen product. The use of the distillation process dates back to the mid 1800's when seepage from coal seams in England was processed to produce lamp oil and a thicker fraction that was used as lubricating oil. As the technology advanced they were able to produce more and more types of product by modifying the process parameters in both time and temperature to give the desired results.

Crude oil is found in many parts of the globe and varies from "light" crudes containing relatively little in the way of heavy tars and bitumens to some very "heavy" crudes produced from crude bearing sands that have to be injected with steam to allow the crude to be released. The chemical composition thus varies very widely and most crudes have certain mineral impurities such as vanadium and sulphur which have to be removed to obtain a purer product. In general, the lighter the crude and the less impurities, the higher the cost of the crude. In the past the product was made near the oil field and the resultant product shipped by tanker but these days the crude is shipped in a tanker and the final process is done in the area of distribution.

The distillation process begins with heating the crude oil in a vessel known as a heater and then putting the resulting gaseous product through a fractionating tower where the various fractions are removed at given temperatures. The lighter products such as LPG have lower boiling points than the heavier fractions such as diesel oil and lubricating oils and these are then taken off to separate storage tanks. Depending on the product mix requirements of the refinery and the type of crude being refined, some of the heavy fractions may be broken down to lighter ones by being put through a "cracking" process in a vessel known as a "cat cracker" or fluid catalytic cracker.

The most common distillation products of the crude are as follows

Fraction	Boiling range °C
Liquefied petroleum gas (LPG)	-40
Butane	-12 to -1
Petrol	-1 to 110
Jet Fuel	150 to 205
Kerosene	205 to 290
Diesel fuel	260 to 315
Fuel oil	250 to 350



In South Africa we find crude based refineries in mainly coastal regions, these being Cape Town (Chevron) and 2 refineries in Durban, Sapref (Shell - BP) and Genref (Engen). There is also a crude

refinery in Sasolburg, Free State known as Natref which is a Total operation. The product produced at the refineries is blended to give a finished product with the correct chemistry and distillation profile, but is then supplied to a tank farm operated by the individual oil companies who then add their own additives and sell under their own banner. Thus in Cape Town Shell fuel will have originated from the Chevron (formerly Caltex) refinery with their own additives, but in Durban Caltex fuel will have originated from either the Shell or Engen refinery.

In South Africa we have an interesting situation as a result of our political past. During the Second World War the Germans no longer had access to crude oil so developed a synthetic process to make fuel from coal which they did have. This was known as the Fischer- Tropsch process and used coal which was gasified with steam to make a synthesis gas which is largely methane and carbon monoxide. This was then fed into a Fischer- Tropsch converter at around 350°C using a largely iron oxide catalyst. This converts the short hydrocarbons into longer chain ones and the resulting product can then be used to make fuels. In 1954 the government set up company known as SASOL and built a plant in Sasolburg, Free State, to produce synthetic fuel from local coal. This plant ran well but only produced a limited amount of fuel.

During the 1970's the Shah of Iran was deposed, where we had got much of our crude and sanctions were beginning to bite, the decision was made to build a bigger plant near Trichardt in what was the Eastern Transvaal and within 18 months a second identical plant was built alongside to give rise to Sasol 2 and 3. In simple terms this meant that nearly 50% of South Africa's fuel needs could be supplied from locally made fuels so that most of the fuel supplied in the Highveld region will be from the Sasol plants. There are certain differences between the distillation profiles of a synthetic fuel and one produced from crude, but they are not that significant overall. In the early 80's there was a problem with a chemical attack on certain materials used to make fuel systems but these were quickly sorted out, owners of cars built during this period should be aware just in case their systems have not been modified.

Just after Sasol 2 and 3 had been built, natural gas was found off the southern Cape coast and the decision was made to build a plant similar in size to Sasol 1 but without the need for gasifiers as the gas was fed directly into the synthol units. This plant was built near Mossel Bay in the Cape and used to be known as Mossgas. One minor problem was that because of the very low sulphur levels in the gas, the diesel fuel produced was very low in sulphur as well and this seemed to cause chaos with the fuel seals in the tractors and farmer's Mercedes in the area!

This then is a brief overview of the fuel production situation in South Africa. In the next part I will cover things such as octane numbers and fuel additives since these play a very important role in our vehicles, particularly those not equipped to run on unleaded fuels.

Welcome to New Members



The Western Cape TSCC welcomes another new member Geoffrey Woodgate and his wife Merceda, interesting Geoff was allowed to buy a Triumph, but what a good choice. He owns a 1959 TR3A which we hope to see at the Knysna car show as this is where Geoff and Merceda live. Geoff is also a member of the Garden Route Motor Club and the MG Car Club of Southern Cape.

Events, Noggins, and Outings 2015

		18th Classic Car and Bike show – Timour Hall – Tom Dougan	31st Prize giving awards and braai MMC - committee
	8th Lunch run to Plaaskombuis Hermanus – Jamie Hart	13th-15th George Motor Show – weekend – Dennis Cooke	25th Noggin - optimizing your ignition system – Frank Dreher
		22nd Lunch run - British sports car tour – John Parker	28th Noggin - Westcliffe school charity event – Dannie Barkhuizen
	19th Breakfast run to finish at Jakes Tokai – Ashley and Maggie		25th Noggin - Auto jumble and regalia sale at the MMC – Eddie and Dennis
	3rd Run to Riebeeck Valley olive festival - Eddie Hughes	8th-10th Knysna Classic Car Show and Regional Gathering – Dennis Cooke	30th Noggin - visit Metallica Montague Gardens – Peter Inskip
		21st Breakfast run – Neptune's Galley Simonstown–Eddie Hughes	27th Garage noggin – gearbox rebuild – Frank Dreher
	19th Run - Christmas in July lunch – Dennis Cooke		25th Noggin - presentation – Scchlumph collection – Tom Dougan
		16th Run - to finish at Old Bridge Somerset West – Eddie Hughes	29th Noggin - Driving test at MMC – Ronan Sanderson

	20th Run - combined Clubs run and lunch – MM Club	25 or 26th Noggin - SAB brewery tour – Barrie Downes	
	18th Run – brunch at Dam Huis Melkbosstrand – Dennis Cooke	31st Noggin – Annual Club Concours - committee	
	15th Run – lunch Lekker Neh Porsch collection Weltevreden	? Cape Classic Car Show – date not yet confirmed	28th AGM and Annual Prize giving - committee

Whilst every attempt has been made to retain the planned RUNS on 3rd Sunday of each month and the NOGGINS on the last Saturday of each month, we may not have always got it right. See you there anyway.

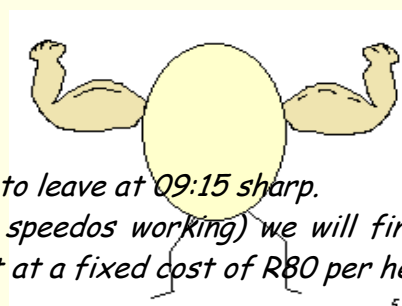
The Lowdown on Events

Up-coming events

Breakfast Run

Sunday 19th April - 9:00 am to 11:30 am

Gather at the PO side of Constantia Village at 09:00 am to leave at 09:15 sharp. After a pleasant 20 KM (approx. for those cars with speedos working) we will finish at Jakes Restaurant, Steenberg Centre for a full house breakfast at a fixed cost of R80 per head. Please pay into the TSCC account. Contact Ashley for more details.



Auto-jumble / Regalia Show MMC

Saturday 25th April 2015, 10:00AM - 2:00PM

This will be our first Fundraiser for the 2016 National Gathering. Here is an opportunity to turn your unwanted spares, bric a brac, books and auto mobilia for our Auto jumble at the MMC Clubhouse. Turn that stuff cluttering your garage into cash. To book a table contact Clubhouse Manager Danie Barkhuizen and pay R50 into the club bank account: TSCC CT, Standard bank of SA, Branch : Pinelands Branch number : 03630, Account No. 078226929

please ensure that you put your name as the reference. There will also be a showing of new Club Regalia by Eddie, some items marked down and some real bargains.

Boerewors Rolls will be on sale

Contact : Dennis / Eddie

Riebeek Olive Festival

Sunday 3rd May.

The Riebeek Valley Olive Festival is a lifestyle festival - voted one of the best food festivals in the Western Cape, because of the divine olives, wine, cheese, pickles, jams, bread and an eclectic mix of local character, to name but a few ingredients making up this memorable feast.

You need to buy a ticket which is available only in the centre of the town (inconvenient) unless you get yours on line from:

<http://www.webticket.co.za/event.aspx?itemid=1448016417>

Cost is R70 per person. Visit 8 different venues for a weekend of olive and wine tasting . Your weekend pass allows you entrance to all 8 venues, olive tastings at most venues, entertainment as well as a free shuttle service.

Not included in the price but available to purchase at each venue is a wine tasting glass (R20) and wine tasting coupons (Prices vary)

Meet at Wooden Bridge Milnerton on Sunday 3 May at 09:00 for 09:15 am departure. Please let Eddie Hughes know if you will be attending.

Eddie : eddiehughes@telkomsa.net or 082 555 0256

Kynsna Motor Show and Regional Gathering Export Event

8-10 May Regional gathering and Knysna Motor Show

Meeting up with the PE and Border Triumph Club centres on 8-10 May 2015. We will also take in the Knysna Classic Motor show on Saturday 9 May.

Friday 8th May 08:00: Drive to Sedgefield Stay at Pine Lake Marina. Book your accommodation at

<http://www.pinelakemarina.co.za/>

There will be a social get together in the evening.

Saturday 9th May: Attend Knysna Motor show, motoring down in convoy, with group bring and braai in the evening.

Sunday 10th May: Scenic tour of the area and a group lunch on the route.

Monday 11 May: depart for home- or Sunday after lunch.

See more details on the website where you will need to register your car before April 23rd
:<http://www.grmc.co.za/show.html>

Over the past three years the Knysna motor show has grown exponentially from being a small local event, organised by the Garden Route Motor Club , to now being recognised as a motor show

attracting national interest. The focus of the Knysna motor show has been to attract classic sports cars, modern exotic performance / super cars, speciality and featured one- make models and more recently the inclusion of vintage and classic motorcycles. Invitation to participate in these categories is handled to clubs and individuals on a personal basis.

Please let Dennis know if you are attending; Dennis : 083 243 4881 or cook.dennis@gmail.com



Pleasant memories

Noggin and Technical talk 28 February

Written by Dennis with the input from Frank

The Club is fortunate to have a member like Frank Dreher with over 35 year experience in running a workshop focussing on classic cars. Frank had generously offered to share this experience and give a technical talk at the clubhouse on the most basic of systems; 'the ignition system'.

Frank explained that it was firstly imperative to ensure that all of the wiring was in good condition as voltage drop could cause starting and other problems. The coil requires 120 V to start your car and if the wiring is not at its best it can result in a voltage drop.

Many owners have found, to their frustration and surprise that new parts can be faulty - especially points and condenser. When fitting new points it is vital to lubricate the fibre block that runs on the cam of the distributor; every point set comes with a small tube of lubricant; too often discarded but if the fibre end of the points wears down, the points gap quickly closes and your car's performance is adversely affected.

Make sure that your Feeler gauge is clean and not rusted to ensure that you set the gaps correctly. A Dwell angle meter is the most efficient method of setting point's gap, as it compensates for wear in the system, but check that the distributor has no play in the deck as it could give incorrect readings.



Spark plugs; ideally measure the resistance of your new plugs before fitting.

If your car does not run smoothly it could be a compression ratio that is too high- in which case open plug gap to 0.28 instead of 0.25 thou.

Lead oxide was a frequent cause of plug wear in the past but with modern fuels plugs easily last 20,000 km or more.

To check your coil connect coil to + battery terminal, let coil lead dangle over the engine block; touch other end to earth and if the coil is OK you should get a fat spark.

Frank says a Bosch Blue coil will last indefinitely and is readily available from Diesel Electric.

Tom Dougan remarked that the Club should have more of this type of talk to help members get the best out of their cars. Thanks Frank for a great talk and for sharing your experience.

12th British Sports Car Tour, Sun 22 march 2015

By John Parker



The Tour started with perfect sunny warm weather, which in contrast to what John and Veronica Taylor told me, who had travelled down from Yzerfontein in the early morning in their Healey, they had to put up their top because of thick wet mist (Hint of Autumn).

At the meeting point at the N2 we had a good selection of cars 2 x TR3s Dennis Cook and Nick Joubert, 3 x TR6 with Tom Dougan, Frank Dreher and John Parker, 1 x TR7 Eddie Hughes Then came 1 x TVR, 2 x Lotus, 3 x Sunbeams, 2 x Healeys and 10 Jags.

Once everyone was accounted for we set off towards Somerset West then on to Stellenbosch and over Helshoogte in lovely warm weather with great mountain views.

Despite the driving instruction sheet and map some members (who by the way live in Cape Town) took a wrong turn on the R44 to Stellenbosch and were heading back to town.

We had one breakdown which was Alan Frost from the Jag club who apparently suffered a water pump problem and could not continue.



Back on the Tour we wound our way through Simondium, where at the local Garage we noticed a gathering of exotic sports cars from Porche, Lambos, and Maseratis. On to Paarl south and towards Wellington we drove in a convoy somewhat split up as a result of traffic lights and also some who stopped for coffee as we had plenty of time.



As we approached Malmesbury we turned right to summit our second pass to reach Riebeek Kasteel and arrived at the Pleasant Pheasant on Allesverloren wine estate. We were allocated the main dining area and as the booking for the meal was paid for in advance the lunch service ran smoothly.

The table was a three course set menu and was good old fashioned country cooking, Butternut spicy soup followed by a choice of Cute chicken pie and Bobotie, with Malva pud and ice cream.

During desert we had the raffle which was conducted by Dennis and Tom, donations were given from as always the Sunbeam team, and Tom and Anne Dougan.

Various prizes from car wash liquid to a fire extinguisher were won, some members won more than one prize so one in particular prize a bottle of semi-sweet sparkling wine was re-donated 3 times back to Dennis, which eventually ended up with Geoff Bowers, who won it twice. (maybe no one was keen to have it) Cheers Geoff.

The club managed to raise R1800, which as usual will be donated to the Red Cross Children's Hospital.



The 12th Tour, despite the numbers being a little down, was again another success as everyone really

enjoyed the day.

A special thanks to Roger Robeck for mustering 10 of the Jag owners to come on the tour, which bolstered the numbers because the MGs did not attend as they were having a special occasion for their vintage cars in Franschhoek.

Interesting News

***Dennis has sold his TR6!!!! After many years of ownership he succumbed to the frustration of the fuel injection system and sold the car to Norman Frost of Knysna, who already had a buyer. The buyer is from Joburg and has previously bought cars from Norman, so at least it is not leaving the country, only the Cape. Sad day!*



***You will notice that we now have more advertising in the Globe. We believe this is a positive step forward for the benefit of the club and will allow the committee to use the revenue to off-set costs for the 2016 National Gathering.*

Club Feedback

Website address - capetriumph.za.org

***Jamie Hart will continue with the role of Cape Town Club Registrar, a role he already holds, but could not dedicate the time. The role, which is not a committee position, will ensure that the Cape Town centre has an accurate record and detail of all the cars and their owners in our club at any point in time. Jamie will also be the conduit to feed this info to Nols Pienaar, the National Registrar, to ensure the accuracy of the National Register. Jamie, therefore will require you to supply to him an update to the existing information in order to complete the register. Thanks Jamie that's great!*

Note from Jamie.

The early data base was a manual one so I started an electronic one and updated the information I had in mid 2013. Since then there has been a lot of movement of cars and people so I would like to start again and make it more complete with, if possible, details of cars that are not owned by club members but are in Cape Town.

Dennis has an electronic version of the registrars form and as soon as he recovers from his computer glitch he will send the form out to all the current members. Please would you fill this out as soon as possible and send it back, either to Dennis or to me at Jamie.hart@kingsley.co.za

Thanking everyone in advance, Jamie

Sales/Wanted

**FROST BROTHERS
SELLING & BUYING**

Norman Frost has been selling & buying classic & vintage cars since 1984. He specialises in British sports cars, pre-war vintage cars & collectable Mercedes Benz cars.

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5 III Street • Kayson Industrial Area • Kayson 6571
Email: normanfrostbrothers.co.za • Web: www.frostbrothers.co.za

***I have received a request from Colin Hunt of Cape Town that he is looking for a TR4. He does not give any other information regarding condition he is not a CTTSCC member, but his contact details are below.*

Phone 021 481 8700, Mobile 082 579 4089

TSCC Cape Town Centre Committee

Chairman	Dennis Cook	0832615508	cook.dennis@gmail.com
Treasurer	John Parker	0795069450	Johnparker739@gmail.com
Secretary	Vacant		
Regalia	Eddie Hughes	0825550256	eddiehughes@telkomsa.net
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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

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

Website address - 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.





There is more space here available for you to advertise in this National circulation!