



The Globe

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

*Articles by Barrie and Frank with contributions from James and Dennis.
Website address - capetriumph.za.org*



Chairman's Chat

Winter in Cape Town can be full of pleasant surprises, as we found on Father's day when we joined the Crankhandle club for a most enjoyable brunch run. What an amazing clear and windless day it turned out to be, with a run through one of the best and most spectacular scenic routes of the Peninsula. Some 100 people enjoyed a full house brunch together at a congenial spot on the tip of the Peninsula, and it demonstrated how good Club events can be when they are enthusiastically supported.

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Take heart if the cold is now keeping you indoors- on the same Sunday, it was the winter solstice, and from now on the nights get shorter and the days longer. Before you know it, the oaks and poplars on Rhodes drive will be showing green shoots, heralding the approach of Spring-- which is why you need to think about spring cleaning; getting your beloved Triumph ready for summer and for the annual Club Concours on 31 October. We not only have contention for the usual coveted trophies, but a new one this year- the Jack Cramp trophy for first time Concours participants whose total score is below that qualifying for Bronze medal. Even if your car is not up to Medal status, you can contend and win this trophy and we hope that this will encourage greater participation even for those with well used cars. Thanks to Eddie for conceiving this trophy to encourage greater support for the Concours from members who are "rookies" and to SU boffin Jack Cramp for his sponsorship.

*The Jack Cramp Trophy for
best participant's car just not
quite making Bronze*

Frank recently purchased a lovely Spitfire Mk IV for Sonja that will be a definite contender in class for Gold medal this year. It belonged for many years to PE Club stalwart Bob Pretorius who

carried out a body off restoration before deciding that he was no longer capable of driving the car. It has been, and will be again, a Gold Medal winner if Frank can get time from his busy schedule to prepare it. Our centre has not always been enthusiastic about supporting Concours but, with the 2016 Nationals looming, we encourage all to participate, hopefully to enable us to take the prize for the best Centre at the Nationals. Follow the progress toward the National Gathering here and on our Club website.

*With the 2016 Nationals looming
we encourage all to participate in
our club Concours in October*

Our annual Christmas in July luncheon will take place next month on 19 July at the Spice route; an interesting recent venture of Charles Back of Fairview fame. We think that all will enjoy this run-not too far to drive; some interesting diversions at the Spice route and lunch at a venue both affordable


and congenial.

To the many of our members who have not yet participated in any events this year, we hope to see you soon. If you don't like our offerings come to a noggin and let us know what you would like, or have your say in The Globe.



Cheers Dennis



Editorial

-  *If you thought that you went to incredible detail when you rebuild or restore your car or parts of your car, just take a look at this video below, you wont believe what people do in their spare time as a hobby or past time. There are a number of different videos available, but I selected this one for you. Enjoy and be amazed. (click on skip ad. and then watch, it is about 20 mins long)*

www.youtube.com/watch?v=trYTHwha28s

-  *It was very interesting to note that at the breakfast run on 21st June, Fathers day, with the Crankhandle club we had the best turnout of Triumphs and other members in their cars we have had for a lonnnnnng time. Well done this was great.*
-  *I want to make a comment about your input into your newsletter, The Globe, sorry more accurately your "lack" of input. I am sure that you have something good to share, car stuff, an interesting trip or whatever, besides in my opinion it cant be worse than the repeat stuff we get in SABRINA, so please let me have it.*

National Gathering

306 DAYS TO GO

Monday 2nd May to Saturday 7th May



The sponsorship is going reasonably well and some more sponsorship has been received.

We have a fairly comprehensive budget which we believe caters for all the anticipated and some unplanned costs, BUT we would like some more income just to try to further reduce the cost to participants.

Sadly there is no financial support to National Gatherings from the National body, so we may have to use some funds from the Cape Town kitty.

Technical Info

95/93 – What is the Difference, Really?

An article from Gary Ronald, Head of Public Affairs at the AA. In a nutshell, when fuel burns it releases energy, and higher octane fuel theoretically means higher performance as it can withstand more compression before detonating. Therefore, the potential for better performance using higher octane fuel does exist, but the difference depends on a variety of factors.

1. Firstly, the design of the engine plays a role, with some engine designs responding with noticeably improved performance when the correct fuel is used. In fact, most vehicles are now designed to use a specific octane, and in some cases using any other fuel can affect the engine warranty.

Tip from the AA: Always refer to your vehicle's handbook and use the recommended octane fuel. If your car can run on the lower octane, rather use that as it will save you quite a bit of cash.

2. It's also important to note that performance is dependent on driving conditions.
Tip from the AA: At the coast, 95 higher octane fuel is best as the air pressure at these lower altitudes gives the best performance and economy. The higher the altitude the lower the air pressure, and the lower the need for a high octane fuel as there is no real performance gain. In this case, 93 low octane fuel is probably a better compromise in terms of cost and economy.
3. Another factor to consider is the model of your engine. More modern engines may run better on higher octane fuel, especially if they have turbo or superchargers. The difference will be more apparent for older vehicles on long- distance trips, where you're likely to get more mileage for your money.
Tip from the AA: Unless your engine is turbo or supercharged, you should go for 93.
4. Lastly, different fuel suppliers use different additives in their fuel, meaning that one 95 may differ slightly from one supplier to the next.
Tip from the AA: Choose a fuel that offers high-quality fuel with performance-enhancing additives, for example BP Ultimate, allowing your car engine to perform at its peak.

"When filling up, it's always good to weigh up your options. And while the cheaper option may work for your pocket, it could give you less mileage in the long run," adds Ronald.

WHAT TO KNOW ABOUT PETROL

This is DEFINATELY the final article on this subject, a small paragraph from the AA , but if you want more then read the latest Sabrina where there is a



repeat of articles previously written in The Globe, with some extra.

A Practical experience with fuel issues and my TR5

By Barrie Downes

I wanted to convert my TR5 cylinder head for unleaded fuel, as I had done with my TR6.

The engineer who I had previously used to machine the valve seats and fit inserts felt that there was not enough meat between the inlet and exhaust port's to allow the inserts to fit and was worried there might be a possibility of one popping out because

they would be touching each other. He advocates fitting inserts into both the inlet and exhaust. The early 6 cylinder heads had slightly larger diameter valves to those of the later models. When this changed I am not certain.

So when Dennis decided to sell his TR6 I bought the cylinder head he had purchased from Mike Napolli, which had already been converted for unleaded fuel. It was a tried and tested head because Mike had used it on a racing car!

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RACING CAR, THIS SHOULD HAVE BEEN A CLUE!

I fitted the head just before driving the car to Knysna for the car show and whilst I had started the car in the garage to make final adjustments, I did not take it on the road; big mistake. It was when we were travelling up Sir Lowry's Pass that the problem was evident, serious pre-ignition. I had to change down gears to overcome the problem every time we came to an incline in order not to damage the engine, even after retarding the timing.

When I returned to Cape Town I decided to remove the head and try to understand the cause of the problem. I had obviously discussed my concern with all the Triumph guys at Knysna and we all came to the same conclusion that it was probably compression ratio, unfortunately I did not know what the CR was with this head from Mike so I went about measuring.

This is when I managed to find a great calculation model on the internet which automatically calculates the CR as well as displacement, once you have entered the data required. So with the measurements done I populated the model and pressed the button to calculate.

The CR was 10.6/1 - well over the maximum recommended for this engine of 9.5/1 even in race spec..



I then calculated the CR with the original head and found this to be 10.0/1, also over the recommended, hence the slight pre-ignition and driving difficulty in traffic. The model also allowed me to work out what spacer or gasket thickness I would require to reduce the CR. I decided to opt for a CR of 9.25/1 and to achieve this I needed a 1.5mm increase to the 1mm gasket thickness. Talking this over with Frank he put me onto a guy who makes gaskets for any make/model of car and any application. He also explained that he made shim plates, which are considerably less expensive, but require a compound between the plate and the block.

<http://www.csgnetwork.com/compcalc.html>

Enter the measurement designation in either inches, 1, or millimeters, 2. Enter the cylinder bore diameter. Enter the piston stroke length. Click on Calculate Displacement. The value will be returned in CR, Compression Ratio from ALL input values excluding Total Volume. You can also calculate Total Volume from bore, stroke, and CR.

Enter Bore/Stroke Designation Type 1 = Inches 2 = Millimeters	<input type="text"/>
Enter Cylinder Bore Size	<input type="text"/>
Enter Piston Stroke Length	<input type="text"/>
Enter Head Gasket Bore Diameter	<input type="text"/>
Enter Compressed Head Gasket Thickness	<input type="text"/>
Enter Combustion Chamber Volume In CCs	<input type="text"/>

Enter Piston Dome Volume In CCs Negative For Dished Pistons (Use '-') :	<input type="text"/>
Enter Piston Deck Clearance Negative If ABOVE Deck (Use '-') :	<input type="text"/>
Calculated Engine Compression Ratio	<input type="text"/> :1
Total Displacement Volume	<input type="text"/> cc

He made me a 1.5mm shim plate which I fitted with reassembling the engine and after some minor irritating problems, which are for a later chat over a beer, I started the car. All was well in the garage so now for a test drive.



WOW, what a difference, it was amazing, the pre-ignition was gone. I could pull away in 4th gear from 1200 rpm without any sign of pre-ignition. But the most pleasant part of the drive was the engine behaviour in traffic. Previously it was a clutch pedal/accelerator pedal 'Saturday Night Fever' foot dance to keep the engine ticking over whilst running at low rpm in second gear.

**THE DIFFERENCE IS
ABSOLUTELY AMAZING THE
CAR IS NOW A REAL
PLEASURE TO DRIVE**

Now the engine is comfortable to run at 1000 rpm in second gear without any coughing or spluttering or neck jerking head butts. Importantly, there is no noticeable difference in performance, the engine wants to pull away fast through the gears throwing your head back and pulling your wrinkles back like an expensive face lift.

In my opinion, the combination of reduced CR, metering unit calibration, VW injectors which allowed reduced petrol pump pressure and free flow petrol from the tank to the pump, have all turned this previously difficult car to drive into a dream.

Welcome to New Members

We have 2 new members so please welcome:-

Don Steenkamp from Knysna, I met Don when were at the Knysna car show and he expressed a wish to join. Don is rebuilding a TR5 and from the photo's of the rebuild so far, it will be a good one.



Johan Coetzee living in Higgovale, Cape Town. Johan's partner is Erica Lefson. Johan is rebuilding a 1960 TR3A, we don't have any further information about the car, or Johan, but look forward to seeing them both with the finished car at our club events.

Year Calendar - 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 – with Crankhandle club to Farmhouse restaurant	27th Garage noggin – gearbox rebuild – Frank Dreher
	19th Run - Christmas in July lunch, Spice Route – 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 THE CENTURY RUN! Watch this space its going to be special – Tom Dougan	? 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.

Your Club Activities and Events

Don't miss these events!!!!

Christmas in July lunch **19th July**

We have chosen an interesting venue for our annual winter lunch - The Spice route on the R44 near Fairview and have booked for lunch at La Grapperia; an informal and inexpensive venue that is not too far to drive.

Choose from a selection of charcuterie or cheese platters, wood-fired, thin base Pizza, Flammkuchen or Tapas with a glass of Wine on Tap at La Grapperia situated right next-door to the Grappa distillery. Expect to pay about R100 per head, depending upon what you eat. If the day is good we will eat under the oak trees or otherwise be snug and cosy inside at the fireplace.

*Website and Menu : <http://www.wilderer.co.za/index.php/restaurant/la-grapperia-spice-route>
The Spice Route includes some carefully curated selection of artisans showcase their products including :*



- ☐ *Craft beer and biltong lovers can look forward to enjoying an ice cold pint of their favourite together with a range of Beef, Kudu, Eland and Springbok biltong*
- ☐ *DV Artisan Chocolate is crafted by the De Villiers family and is one of few 'Bean to Bar' micro batch chocolate makers in the world; enjoy their Chocolate tastings and take home some delights.*
- ☐ *Bosman's Quality Cured Meats produces Italian and Spanish style charcuterie using traditional methods of salting and drying*
- ☐ *Browse at the Trading Company - a quirky store that's decor is an eclectic mix of old and new collectibles.*
- ☐ *Take home some fresh products made from natural ingredients from Brenda's Deli.*
- ☐ *Watch and buy Venetian style glass blowing at Red Hot Glass*

Meet at N1 Engen at 10:00 for 11:15 departure.

Please confirm attendance to Dennis at cook.dennis@gmail.com or 083 243 4881 by July 10 to finalise bookings.

Noggin - Schlumph Collection

25th July

Tom Dougan

Cité de l'Automobile, Musée national de l'automobile, Collection Schlumpf is an automobile museum located in Mulhouse, France, and built around the Schlumpf Collection of classic automobiles. It contains the largest and most comprehensive collection of Bugatti motor vehicles in the world. The story of how this amazing collection was amassed reads like a thriller novel. The Schlumpf collection is on every petrolheads bucket list. Tom visited there last year and will share his experiences with us in this morning presentation.



Pleasant memories

Breakfast run with Crankhandle club

21st June

By Dennis Cook

Cape Town's winter is full of amazing surprises. Our city has a reputation for having miserable, wet winters, which is simply not true. More often we get these amazing, warm and wind free days. This is why we, in the tourism industry, call it the Secret Season. Peter Truter, the organiser, hit the

button right on with his Father's day Brunch run on Sunday 21 June. There had been some miserable weather earlier in the week but those anxiously watching the forecast knew that it would not only be safe, but enjoyable, to take out the classic for some top down motoring.

The Triumph Sports car club had been invited to join the outing because of a clash in the calendars, because quite a number of Crankers are also members of the CTTSCC.



A motley assortment of old and modern (cars that is lol), met early in the morning at Constantia village on a Spring-like morning that was as good as any European summer's day. We followed a route through Tokai forest over Ou Kaapse Weg through Kommetjie, Misty Cliffs, Scarborough to the Cape Farmhouse restaurant. The road from Kommetjie to Scarborough is my personal favourite in South Africa; more beautiful even than the famed Clarence Drive. As a young man with his first car, while living in Fish Hoek, I taught myself to drive on this road which carries little traffic outside of weekends. I had never traversed the road before and I was amazed then at the sheer beauty on both sides - mountain and sea. 50 years on, living close by in Noordhoek, the magic still thralls. Traveling along in



an open TR the thought occurred that this must be "as good as it gets".

Father's day may be somewhat commercialised but on Sunday one could see how so many of our members shared the love and joy of children and grandparents. There may not have been as many old cars as expected because kids, grandkids and even dogs were piled into the SUV's, Station wagons and even the vintage transport to share a fun time together. Our clubs are Car Clubs but they are made special around people and relationships and enjoyable times together. The Cape Farmhouse is a historic old building set in lovely surroundings behind the Simonstown mountains, popular with bikers and car enthusiasts, particularly for breakfast. There were over 100 people at the breakfast, and 8 Triumphs turned out, but the restaurant had a large marquee outside with benches and tables that accommodated us all comfortably. Whilst not everyone likes a buffet breakfast, the Cape Farmhouse did us proud. The food was only finally prepared and served once we sat down, so it was all fresh and hot, although fresh Orange juice and fragrant coffee was waiting as we arrived. Judging from the noise, it seemed that all had a good time until it seemed necessary for us to vacate for the lunch crowds.

A few of us in TR's wanted to prolong the



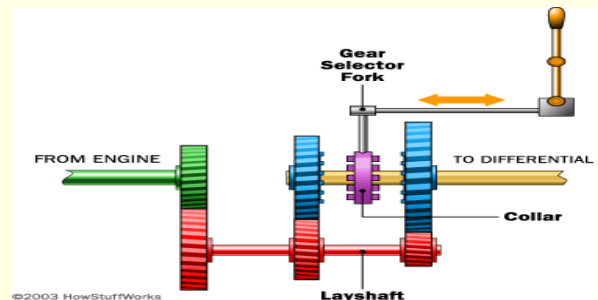
enjoyment, so took the longer, scenic route home past Cape Point and through Simonstown, revelling in the spectacular day.

Thanks to the Crankhandle Club for a great day out and for including the CTTSCC in his successful outing.

Frank had turned out in 2 Triumphs- one Sonja's beautiful Spitfire MkIV. Regrettably the fuel pump of Sonja's Spittie packed up on what was almost its maiden outing and Frank's TR6 had to tow it back home. Watch this car at the coming Concours!

Garage Noggin - Gearbox Rebuild with Frank Dreher **30th June**

This has been postponed until another date .



Interesting News and Club Feedback

You have seen the 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 offset costs for the National Gathering. Please support our sponsors.

Note from Jamie. Cape Town Club Registrar

Dennis has sent out an electronic version of the register document to all the current members, please would you fill this out as soon as possible, OR just send your car details and send it to me at

Jamie.hart@kingsley.co.za Thanks, Jamie



*The feedback from Jamie is that "**there has been a slow response from you**" and he urges you to get him the information about your car or cars. We need to keep him informed so that we can also keep the national register upto date.*

Your Stories/Have Your Say

My TR6

By Frank Dreher

I had my business for about 10 years and was merrily swinging spanners when a client turned friend came through the door.

"Hello Frank, how are you? I have something to show you and I am sure you would like it, but you must come with me so I can show you!!!!!!"

What, me leave work, noooooo,,,,,,,,, but she was very convincing, smart Lady I tell you! Anyway, she launches off with me in her car to Seapoint, we go and land up at a dingy backyard of a block of flats. Now what? She opens a garage door and there on bricks is a motorcar covered and dusty, she takes off the cover and there in all its glory a Triumph Tr6. I was floored as I had always wanted a Triumph Tr4 to T6.

Well I had to pass as money was very tight, my restaurant had guzzled some of my reserves so I was very heart sore, but life hands out some curved balls, and as I could not afford it I forgot about it, which was the best otherwise I would not have been able to sleep.



Three years passed and Clary, my friend, rocks up at the workshop, "Hello Frank, my car needs a service, and by the way have you got your money together for the sports car?" I was dumbstruck!

I replied that I had some, but not all and wondered why she had not sold it yet? She replied....."When I saw your face looking at the sports car I knew it was going to be yours, no one looks at a car with such affection the way you did, so I kept it for you." Needless to say we struck a deal AND WITH A BIG HUG, I was the proud owner of a Pimento TR6.

Wow, I could not believe it!

So next I called a tow truck and took it to the workshop. I gave it an oil change, a fuel change, fitted a new battery and it fired up to my delight, albeit running extremely rich and uneven. I sent the metering unit to Gary Blake for calibration, fitted 5 new tyres and have had nothing but fun and enjoyment with it since. Even with all original Lucas Fuel injection, that many have had problems with, touch wood long may it last.


It is my best sports car.




We will have a picture of Frank in the TR6 next month, sorry.

Sales/Wanted


- **FOR SALE** - a set of pressed steel x5 TR2/3 rims and 4 hub caps phone Blake Higgin 0825751879
- **WANTED : TRIUMPH TR3/3A for restoration**
 - Tom is a well known classic car restorer in Cape Town (Hout Bay) and is looking for a restoration project of a TR3 or TR3A in the hope of getting it and himself into the classic car racing circuit.
 - Please contact Tom Maben on (021) 790 5439/(021) 7912271 or 0826379167.
 - Alternatively, contact James Hibbs on 0715231602 or jamesahibbs@gmail.com




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www.frostbrothers.co.za

CTTSCC - Cape Town Centre Committee

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TSCC of SA

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Other pics.



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