



# ***The Globe***

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

*Articles by Alan Herbert and Albert De Vos from Pretoria with contributions from Barrie, James, Jaimie and Dennis.*

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



## *Chairman's Chat*

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*Dark mornings, chilly breezes, but still no rain, so there is still every opportunity to get your Triumph out and enjoy classic motoring. Some of us, as well as Gordon and Denise Waring motored*

*down the garden route for the Knysna Motor Show and to meet up with old friends from the PE Centre at Pine Lake Marina- scene of the 1984 National Gathering. It was a blast and the culmination of a long standing idea to hold a regional get together in the alternate years between National Gatherings. The Knysna Motor show was the best organised, most professional, of any show that I have seen in South Africa with a wonderful selection of Classic and Vintage cars. The Garden route is really becoming classic car Mecca, with the area attracting retirees and others with impressive and valuable collections. One of these collectors has about 140 classics in Groot Brak and we are hoping to include a visit as part of our programme for the Nationals. There is also the Brian Bruce Knysna based collection of highly desirable cars including rare Jaguars and other bespoke autos.*

*Naturally the local (and Cape Town) classic car dealers trotted out some interesting stock at some interesting prices. I am truly of the opinion that, if you have some money to invest, you can't do much better than put*

*it into a collectible classic car. Money in the bank*

*might earn you 6% interest with real inflation running at twice that and then you will still be taxed on the interest. Money in the bank deteriorates quickly in buying power, while classic cars continue to appreciate.*

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*I am truly of the opinion that if you have some money to invest you can't do much better than to put it into a collectible classic car!*

*For those who insure their cars through Fussel, it is renewal time and an updated schedule of values was sent out recently to assist in determining the insured value of your cars. I have refrained from commenting on the saga of the recent payout for a TR6 repair but, if you consider insuring elsewhere, do read the terms and conditions. No matter where or what you insure it is a recognised principle that, if you under insure, your claim will be prorated. I have been insuring my cars through Fussel for more than 20 years; have had 2 claims in that time and remain convinced that the scheme offers good value for money without too many restrictive causes. If, however,*

*For information Fussel have contributed to the sponsorship pool for the National Gathering.*

*you know of a better scheme please let us know. If you are driving your classic car uninsured, I believe that you are taking an unnecessary risk in looking after your investment. We have been finding rather indifferent attendance at our events and noggins this year, with mostly the same handful of stalwarts joining in. For our Father's day brunch run on 21st*

*June we are going to try something different; we will be joining up with the Crankhandle Club on a short run to the Cape Farmhouse restaurant outside Scarborough and give you a chance to see some different cars and faces. We hope to see you there.*

*Jo and I are off to Malaysia for a short holiday, but will be back in mid-June.*

*Cheers Dennis*



### ***Editorial***

*\*\*Below is from the text of the Pretoria Herald newsletter, seems they also are concerned about the attendance to club events.*

"The April Noggin was a disaster.

The attendance was probably the worst in the Clubs history with only 8 of us bothering to be there. It was not due to Eskom's black out and it was neither raining nor snowing so only those of you who did not attend know the reason.

Is it the venue, the format, the day, your committee, or what?

Please let me know so that we can change things.

It is not just Pretoria because other Triumph clubs are also reporting decreased attendance at Noggins."

*On the 21<sup>st</sup> June we have agreed to participate with The Crankhandle club on a breakfast run, we had planned a run anyway and thought that you may enjoy having other cars and different people. Please attend and give us feedback.*

### **WHAT TO KNOW ABOUT PETROL**

In this edition of Globe is the article from Albert De Vos of Pretoria centre, being more about SA legislation of biofuel blending and the potential impact to our classic cars. This was to be the final article on this subject, but next month I want to include a small paragraph from the AA



## ***National Gathering***

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**336** DAYS TO GO



*We have a programme for the Nationals, there will be some minor fine tuning, but otherwise it is set.*

***Monday 2<sup>nd</sup> May to Saturday 7<sup>th</sup> May***

*The budget is in place and the sponsorship is coming in, but if any member has an idea of how we can receive more sponsorship, please let us know. It promises to be another good National Gathering!!!*



## ***Technical Info***

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### **South Africa to mandate biofuel blending starting in 2015**

**By Albert De Vos, Pretoria**

*In 2013 the Republic of South Africa's Department of Energy announced that the country will require biofuels to be blended with petrol and diesel, starting Oct. 1, 2015. The mandatory blending regulations were promulgated under Government Notice R.671, on Aug. 23, 2012. According to a copy of the R.671 published in the official Government Gazette, the mandatory*



blending regulations will require minimum blend levels of B5 for biodiesel. The initial directive was for petrol, blends between E2 and E10 to be permitted. (E2 = 2% and E10 = 10% blend) It is now likely that only E2, or maybe E5 to be applied with E10 highly unlikely. The latest indications are that the implementation will be closer to 2017.

### ***How does this affect us and our Triumphs?***

#### ***Characteristic of petrol/bio-ethanol blends:***

Ethanol, made from corn, grain, or other cultivated crops is added to petrol to oxygenate it, replacing the older additive, MTBE. The ethanol-blend is a step in the direction of renewable fuel. However, all is not as simple and "green" as it sounds. Ethanol is a hygroscopic substance, which means that it readily attracts water from its surroundings such as the moisture that is in the air in the fuel tank. It is said that an E10 blend will draw 50 times more moisture than regular petrol. It takes as little as one tablespoon of water per 5 litres of petrol to cause the ethanol to phase separate from the petrol. The fuel separates into two distinct layers: a thick layer of petrol mixed with a little ethanol on top, and a thinner layer on the bottom consisting of water mixed with most of the ethanol. The separated water mixture at the bottom of the fuel tank is extremely corrosive to anything it comes into contact with.

#### ***Reduced fuel longevity:***

A petrol/ethanol blend absorbs water until it triggers phase separation. The blend has a 90-day product life in a closed tank, but lasts just 30 to 45 days in a vented tank. (Most classic cars have open vented fuel tanks). With 10 percent ethanol blends, owners are supposed to replace the fuel in vented tanks about once a month by driving or draining, taking into consideration the humidity in the atmosphere and temperatures.

#### ***Lower fuel octane:***

Ethanol has a high octane and when the ethanol is removed from the petrol via phase separation the octane of the petrol mixture could drop significantly, depending on the amount of ethanol in the petrol mixture.

#### ***Poor engine performance:***

The fuel pump could easily pick up a slug of the water/ethanol slurry at the bottom of the tank, interrupting the delivery of petrol to the engine. This will cause the engine to miss, run rough and possibly stall altogether.

#### ***Volatility:***

The ability of a fuel to vaporize or change from liquid to vapour is referred to as its volatility. Volatility is an extremely important characteristic of a carburettor engine because an engine can only burn the vaporized portions of the petrol. The Reid Vapour Pressure (RVP) (a method used to measure the absolute vapour pressure exerted by the fuel) has changed from as high as 14 lbs. in the 1960s to where it is currently, which is as low as 7.2 lbs. Moist contaminated fuel has an even lower volatility, which will cause difficult starting and poor performance. However, this is unlikely due to the fact that most petrol mixtures are blended close to the maximum RVP and the loss of RVP due to the ethanol separating out of the mixture should have only a minor impact. Vapour lock problems as a result of ethanol in the petrol mixture is more likely to occur.

**Corrosion and rust:** Water in the bottom of the fuel tank and inside the fuel lines will cause corrosion and rust, and the solvent properties of the ethanol will loosen that up, along with bits of

*sediment and deposits. The resulting debris floating in the fuel could clog fuel filters, fuel lines and carburettors float valves.*

*E10 blend will absorb 50 times more moisture than regular petrol*

#### THE RISKS

WATER ABSORPTION INTO THE FUEL  
PHASE SEPARATION OF FUEL  
VAPOUR LOCK ISSUES WITH FUEL PUMP  
RUST DEPOSITS CAUSING BLOKAGES  
SPECIFIC MATERIALS AFFECTED

#### ***Specific Parts Affected by Ethanol***

*Fuel tank: Ethanol could dislodge sediment and deposits in older gas tanks and fuel lines. Loose debris in the fuel could clog the fuel filter, or cause engine flooding if the carburettor float valve sticks.*

*Fuel pump: Rubber diaphragms inside the fuel pump may have problems with ethanol exposure.*

*Carburettor float valve: Float valve needles on early cars were brass, and these were replaced with plastic needles or brass needles with Viton (a specific type of rubber) tips. Ethanol can cause the plastic needles to swell up and stick either open or shut, which causes either massive flooding or starves the carburettor for fuel.*

*Carburettor floats: The Zenith-Stromberg floats found specifically/ only in the TR4 and 4A made of foam covered with a skin may deteriorate when exposed to ethanol. Other plastic floats, like those used by SU, may also be affected.*

*Hoses: Ethanol could dry out or deteriorate rubber hoses.*

*Seals: Ethanol could shrink, swell or deteriorate seals, depending on the material.*

*Gaskets: Ethanol may deteriorate the rubber in rubber/cork composite gaskets. Fibre washers and gaskets are not affected.*

#### ***Economic effects of bio-ethanol fuel blends?***

*Food security: The Biofuels movement has always faced a suspicion that it will have a negative impact on food security by diverting critical crops away from the food basket and will raise prices. These concerns are best reflected in the direction taken by the European Union (EU) recently. In September this year the European Parliament voted to reduce the limit of Biofuel mix in petrol fuels from the current 10% to about 6% by 2020. The motivation was a concern that the booming biofuels industry was causing driving up global food prices.*

*Increased demand in fuel management: It now appears that petrol will have a "sell-by" date. This has to be managed from various quarters; not only the fuel in your tank, but also the fuel in the underground tanks at the service station. How will we know that the fuel has not expired?*

*Increase in maintenance cost: It seems that special "ethanol compatible kits" may have to be installed in our cars to handle the possible effects of the biofuel blends. Additional maintenance will be required to manage the accumulation of water in the fuel tank.*

*Increase in recycled cost: Let's assume we have a tank of expired fuel, which is very likely with a classic car that is not driven that often. How is this to be managed? We cannot just dump the fuel. The cost, safety and logistics to have the fuel reprocessed or disposed will be a further addition to the operating cost of a classic car.*



***The question is: will "bio blending" of regular petrol not perhaps create a larger "carbon foot print" than the present scenario of fuel supply?***

*My conclusion is that this "GREEN" initiative has so many negative side effects that I wonder if it warrants the advantages.*

*Good news for now! The practical implementation of the bio-fuel blending in South Africa is not likely to take-off soon as planned by the government. Reason: our bio-ethanol industry is far too small to deliver the volumes of bio-ethanol required.*



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

### Welcome to New Members

*No new members joining this month, but Don Steenkamp who lives in Knysna approached me at the Knysna car show requesting membership joining forms and expressed his interest to join our car club. He is currently rebuilding a TR5 and sent me some photo's of the progress. I think it will be a very presentable car once finished.*

### Year Calendar - Events, Noggins, and Outings 2015

		<b>18<sup>th</sup></b> Classic Car and Bike show – Timour Hall – Tom Dougan	<b>31<sup>st</sup></b> Prize giving awards and braai MMC - committee
	<b>8<sup>th</sup></b> Lunch run to Plaaskombuis Hermanus – Jamie Hart	<b>13<sup>th</sup>-15<sup>th</sup></b> George Motor Show – weekend – Dennis Cooke	<b>25<sup>th</sup></b> Noggin - optimizing your ignition system – Frank Dreher
		<b>22<sup>nd</sup></b> Lunch run - British sports car tour – John Parker	<b>28<sup>th</sup></b> Noggin - Westcliffe school charity event – Dannie Barkhuizen



	<b>19<sup>th</sup></b> Breakfast run to finish at Jakes Tokai – Ashley and Maggie		<b>25<sup>th</sup></b> Noggin - Auto jumble and regalia sale at the MMC – Eddie and Dennis
	<b>3<sup>rd</sup></b> Run to Riebeeck Valley olive festival - Eddie Hughes	<b>8<sup>th</sup>-10<sup>th</sup></b> Knysna Classic Car Show and Regional Gathering – Dennis Cooke	<b>30<sup>th</sup></b> Noggin - visit Metallica Montague Gardens – Peter Inskip
		<b>21<sup>st</sup></b> Breakfast run – with Crankhandle club to Farmhouse restaurant Scarborough	<b>27<sup>th</sup></b> Garage noggin – gearbox rebuild – Frank Dreher
	<b>19<sup>th</sup></b> Run - Christmas in July lunch – Dennis Cooke		<b>25<sup>th</sup></b> Noggin - presentation – Scchlumph collection – Tom Dougan
		<b>16<sup>th</sup></b> Run - to finish at Old Bridge Somerset West – Eddie Hughes	<b>29<sup>th</sup></b> Noggin - Driving test at MMC – Ronan Sanderson
	<b>20<sup>th</sup></b> Run - combined Clubs run and lunch – MM Club	<b>25 or 26<sup>th</sup></b> Noggin - SAB brewery tour – Barrie Downes	
	<b>18<sup>th</sup></b> Run – brunch at Dam Huis Melkbosstrand – Dennis Cooke	<b>31<sup>st</sup></b> Noggin – Annual Club Concours - committee	
	<b>15<sup>th</sup></b> Run – lunch Lekker Neh Porsch collection Weltevreeden	<b>?</b> Cape Classic Car Show – date not yet confirmed	<b>28<sup>th</sup></b> AGM and Annual Prize giving - committee

*Whilst every attempt has been made to retain the planned RUNS on 3<sup>rd</sup> 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!!!!**

### **Breakfast Run**

**21<sup>st</sup> June**

*We will join the Crankhandle club for a breakfast run to the Cape Farmhouse restaurant beyond Scarborough.*

*Here is an opportunity to mingle with owners of other vintage and classic cars and see some new classics.*

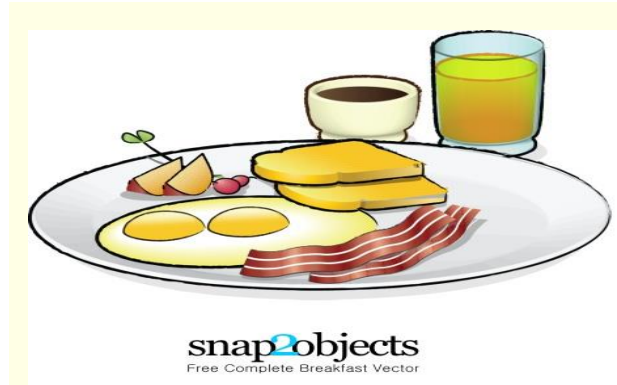
*Meet at Constantia Village at 09:00*

*We will enjoy:*

*Full farmhouse breakfast with Toast,  
preserves, Tea/ filter coffee*

*R90 inclusive of gratuity*

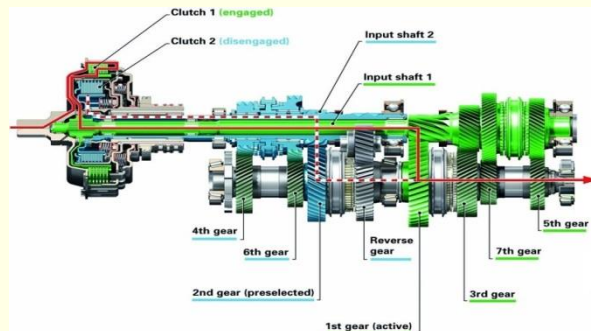
*Please bring exact money to eliminate change problems.*



### **Garage Noggin - Gearbox Rebuild with**

**Frank Dreher**

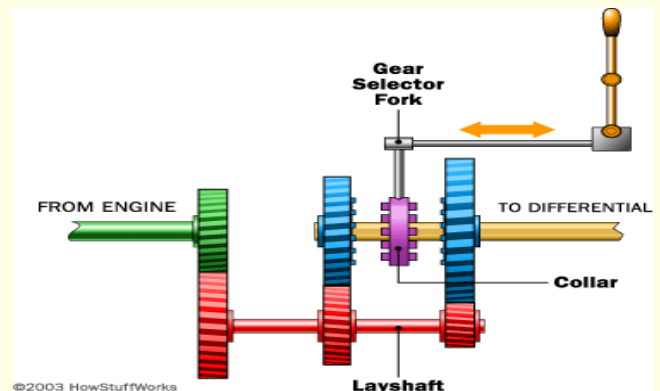
**30<sup>th</sup> June**



*At the MMC Clubhouse. Our workshop fundi, Frank, will unravel the mysteries of the gearbox when he shows how to strip, repair and assemble a TR gearbox. Don't miss this great opportunity to learn about your car.*

*Bacon rolls and regalia on sale as usual. Time 10 AM*

*The simplicity will all be revealed!!!!Don't miss it!*





## Pleasant memories

### 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.*

*Last year 3 of us, Eddie, Frank and I plus wives accompanied the Jaguar club to the Olive festival. The weather was not great but we had so much fun that we thought to do it again this year. This time around the weather gave no excuse for missing out and the same three couples met up with Roger and his Jag club at the Wooden Bridge for an enjoyable drive out to the scenic Riebeeck valley. Only 100 km away is this vibrant valley with Avant Garde winemakers, restaurateurs and all manner of creative people escaping the pressure of city life but happy to share it with others.*

*We bought tickets on line that gave us access to 8 venues, olive and wine tastings, entertainment as well as a free shuttle service, a bottle of wine and we munched our way through an eclectic mix of street food. Too bad that having to drive home meant that we could not use all of our tasting tickets as the wines on offer were superb; but we will try again to do the festival justice next year. This is a must on the calendar and an affordable day out.*

*Cheers, Dennis*



### Knysna Motor Show and Regional Gathering Export Event

*8-10 May Regional gathering and Knysna Motor Show*

*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 handed to clubs*



*and individuals on a personal basis.*



*After discussions with the other coastal Triumph clubs we made it a Regional gathering and it turned out to be a great event. There were a total of 15 Triumphs at the show, more were expected but sadly a couple of cars had some mechanical problems and did not leave home, the owners came in their plastics instead.*

*After a Friday night braai at Pine Lake Marina, the following morning we went off to the show where we were officially guided to our planned designated parking area. Hopefully all the photo's will do justice to the*

*event.*

*That evening we all went out for supper to the Pily Pily restaurant in Myoli Beach where, in between drinks, jokes and food, I managed to see Stormers win 25 to 24, great night!*

*The following day was a visit to Heinz Konki house to see his TR6 rebuild, one of the casualties who did not make the show, but a very impressive car with some interesting technical modifications. Then it was onto Oubaai golf club for a magic brunch before parting company from our coastal friends and returning home.*

*Overall a super weekend and one that I will plan to attend in the future.*

*Cheers, Barrie (see pics section for more )*

### **Noggin visit Metalica**

**30<sup>th</sup> May**

*This was cancelled.*



### **Interesting News and Club Feedback**

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*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.*

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## Car Insurance 2015/16

Points	5	10	15	20	25 / Bronze	Silver	Gold
Roadster	65	130	195	260	325	390	455
TR2 - 6	60	120	180	240	300	360	420
TR8 & Stag	45	90	135	180	225	270	315
TR7 Soft Top + GT6	30	60	90	120	150	180	210
TR7 HardTop + Spitfire	25	50	75	100	125	150	175
Vitesse + Dolomite	20	40	60	80	100	120	140
Saloons	14	28	42	56	70	84	98

*In order to keep up with market trends and increased costs of restoration the insurance values of our cars have been adjusted to the above values (in Kilo Rand). The points scoring system remains the same as before where each section (bodywork, interior, wheels and tyres, mechanical and engine compartments) are evaluated out of a maximum of 5 points and total out of 25 arrived at for the car, from which a value is arrived at. The concours at the National Gatherings is an excellent barometer of the overall condition of the cars so we continue to put a value to a car reaching bronze, silver or gold medal status so if your car reached these heights at the 2014 Nationals and you want to increase the insured value of your car, send proof to the brokers and the value will be increased.*

*If you have any questions please contact me - 011 6792954(h) or 082508091(cell).*

*John Dobbins*

### **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](mailto:Jamie.hart@kingsley.co.za) Thanks, Jamie





## Your Stories/Have Your Say



**Allan Herbert Spitfire**

*Ever since Brenda and I met in our late teens we always loved sports cars, not for speed or for power, just for the sheer pleasure of open top motoring.*

*My first sports car was a 1948 MG TC which I bought in 1957. Although I put a lot of work into this car it gave me so much trouble and even though I loved it, being the only car I owned, I traded it in for a 1958 Fiat 500 cabriolet. (the real Fiat 500 which had a 500cc two cylinder air cooled motor and wheel barrow wheels). This car was followed by a 1958 "Frog-eye" Sprite and this in turn by a 1958 Austin Healey 100/6.*

*After we married in 1963 we met Maurice and Ros Pollet. They had a 1963 Triumph Spitfire which Maurice had bought in Cape Town from Welch Motors in Strand Street for overseas delivery. He collected the Spitfire in England travelled to France where he met Ros, a French lady, and brought her and the Spitfire back to Cape Town moving into an apartment in Camps Bay.*



*In 1965 our daughter Lanesse was born and we reluctantly sold the Austin Healey and bought a sensible Ford Taunes.*

*On the 18<sup>th</sup> March 1968 Ros Pollet, due to have her baby went into labour, made her way to the Spitfire, which was parked in the road outside the apartment, but too late as her daughter Domiga was born in the Spitfire at 2pm in the afternoon. It was decided that regardless they would keep the Spitfire until Domiga was old enough to drive and it would then be hers. The car continued to be used daily by Ros. Maurice and Ros moved to Durbanville for Maurice to take up his appointment*

as Town Engineer. We quite frequently visited each other but as time and distance took its toll we eventually lost touch.

In 1968 having been so impressed with Maurice and Ros' Spitfire, we decided to buy one for ourselves and so we bought our FIRST 1963 Triumph Spitfire, but in 1971 when our son Byron was born, again we needed a family car so had to sell the Spitfire.

17 years later we decided that it would be a good idea to buy another Spitfire. In the classifieds there was a 1963 Spitfire for sale. Brenda phoned and the young man told her that his parents were away on their yacht and when asked why they were selling the car he said that they intended keeping it for his sister, as she was born in the car, but she had moved to France permanently. Brenda immediately realized who they were and so we bought the car, and the lovely friendship was rekindled, not only with us but with a number mutual friends.



Our daughter Lanesse was eventually given the Spitfire which, she used constantly until she and her husband and three little girls, Kelsey Megan and Abbey moved to England in 1998. We held onto the car and it went into storage, being used only occasionally by us.

In 2005, after 7 years, Lanesse, now 40, and the family returned to Cape Town and the beloved Spitfire was taken out of storage and returned to her. Brenda decided to sell her Honda Prelude, with the registration number "CA8626", a perfect number for the Spitfire as it so close to its original registration "CA8264", so the car was transferred into Brenda's name - which saved R600.00! So now Brenda is the official owner, but actually the Spitfire belongs to Lanesse and I am the custodian.

After many years of irregular use by the family, in 2013 the Spitfire was foremost again in a part of our family history. Kelsey, our granddaughter asked to use the car to attend her matric dance at St Cyprian's. This was obviously a very popular decision because again this year, 2015, our other two granddaughters, Megan and Abbey chose to do the same. With the car being only a 2 seater they had one of their escorts drive the car into the school grounds with them both sitting on the back.



What proud moments for us all and who knows what the future holds for our dear little "Spitty".

If your car has an interesting story to tell please let me know and it will be featured.

### ***Sales/Wanted***

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**\*\*Beyers Vermaak, from PE, has decided to sell his TR3A. Asking price R300000, not negotiable. Please contact him on 072 413 2246**





70, Main Street, Knysna (N2)  
082 566 7897 / 081 325 1507  
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TR3A



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TR2



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Spitfire



1964  
Triumph  
TR4

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

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## CTTSCC - Cape Town Centre Committee

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Secretary	Vacant		
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**Website address - [capetriumph.za.org](http://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 pics.**  
*Knysna show*







*Yes both Triumphs!*





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

*Contact - [bdownes.inct@gmail.com](mailto:bdownes.inct@gmail.com)*