

**Editor: Jamie Hart**

Ph: 084-220-0082

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



## NEWSLETTER – April 2010

### Chairman's Chat

First of all I am delighted to see the return of a certain yellow GT6 to the club and warmly welcome its owners, new members, Rainer and Shaye Loewe. They will not be short on history for this car as it was owned by Eileen Cruise and before that, Peter Du Sautoy (see picture on the right, taken during the 2010 British sports Car Tour). Another notable car introduced to the club is a Triumph Vitesse owned by Bob and Brenda Langford. A couple of our elder statesmen have looked it over and are suitably impressed.



The month of March has seen some of the frenetic activity calm down a little but we did have an interesting technical noggin where Rod Mitchell gave a presentation on the infamous Lucas fuel injection system (see article) and Ronan ran a slide show of the pictures he took at the motor museum. The boy has some talent! The month end run was the British Sports Car Tour (again see article) ably coordinated by Jamie and Jenny Hart with assistance from Ronan who sourced the caps and the others who sold the caps and raffle tickets. This was a new date for the event, a move from November, and it proved popular. It is nice to see the different marques in one place and it was quite a show at the N2 services meeting point. To be repeated!

This month sees the start of the winter schedule of runs and noggins. Please note the run is on Sunday 11<sup>th</sup> April organised by Neil Cameron (details inside). The noggin is on Saturday 24<sup>th</sup> at 10am where 'one man and his car' in the form of Peter Du Sautoy and his TR5 are the top billing. Bacon rolls on sale and please.....bring your classic wheels if you can. That is the point of a classic car club and I am sure their presence will stimulate the flow of advice and information between members.

Last but not least a few of us are off to the nationals in northern Drakensberg which is a long way in old cars. We wish you guys well on this adventure and I am sure you will represent our centre proudly. Your memories of this event will doubtless make good reading.

As a footnote I was invited to attend the Jaguar club's concours day where I was a Pride of Ownership judge. This was a fun day with a lunch which fits our thinking for our year end event very well. Any suggestions for a venue where we can hold a concours and have a Christmas lunch are welcome. We don't need simply parking but an area where the cars have plenty of space for prep, judging and to make a nice display. Work is still in progress but we are making headway!

As always, drive safely.  
Tom

## Editor's desk

From my side, glad to see all going well with the club under Tom's guidance, please do your bit by coming to meetings and if you can, some articles please!!

Elsewhere in this issue you will see an item concerning the demerit system to be introduced when ever! We are a car club so it is relevant but I am not sure whether my comments are appropriate in this type of publication, hopefully some one out there may read this and help the cause of road safety!

Whilst I fully support the principle of road safety, because we have such an appalling policing and judicial system when it comes to roads, I am not sure what effect it will have. As ever only the people who pay fines seem to be targeted, those who don't give a damm and probably don't even have licences will get away once again. As the HSRC estimates some 40% of drivers on our roads don't have a licence you may get my point!

Take a look at the taxis literally getting away with murder! The only thing our traffic police nationally seem to be able to do is prosecute for speeding, because they do not have to get their backsides out of their chairs to do so! Currently the Western Cape seems to be getting out of this rut, but as a magistrate in Oudtshoorn put a value of R500 on 3 cyclist's lives I am not too sure whether every one is on the same page!

The one area we can all make a difference though is to make sure that what we do does not fall outside the law. Wearing of seat belts is compulsory, talking on a cell phone whilst driving is illegal and far more important, so is driving under the influence of drink or drugs. Let us make sure we don't cause a statistic!

Having got this off my chest, have a wonderful Easter and see you at the club events

Jamie

### **Pictures from the 2010 British Sports Car tour**



***MOVE IT – a Lotus 7 replica – an original Caterham Superlight R400***



***A Lotus 7 replica followed by an Aston Martin Vantage***



***Sunbeams travelling through the Houw Hoek pass***



***Ashley Ellis, Gerhard Vorster and Tim Crawley sporting their new 2010 British Sports Car Tour headgear***

## Report back

### Noggin 17<sup>th</sup> March with Rod Mitchell

Tom Dougan introduced Rod to give a talk on what he has been doing to improve cars with the Lucas fuel injection.

Rod has a workshop in Somerset West where he specialises in fuel injection. Tom first came across him when he was having problems with the system on his TR6, since which time a number of club members have made use of his services, including myself. In general, whilst the Lucas injection system is a good one when new, it is essentially nearly 50 years old, having been derived from the system used on the Typhoon fighter used in the Second World War and used amongst other cars in the D type jaguar raced at Le Mans in the late 50's. It is a mechanical system whereas most current systems use electronics for fuel management.

That having been said, it is a very well made system but suffers from wear; but also the fuels of today are some what different to the fuels of the 60's and 70's which also doesn't help either! The injection system can be an Achilles heel to what are some of the best TR's around, the TR5 being the first to use it and later the TR6. One major problem is that of cost and availability, spares having to be brought out from the UK at relatively expensive costs.

The first area that Rod looked at was the cleaning of the Triumph injectors and recalibrating them. This worked well but because of the relative infrequent use of our cars, the lack of a good filtering system causes a lot of problems with rust and debris in the injectors and makes sealing in particular a problem. The fact that a replacement injector is now GBP 60 (R720) on special in London and before it arrives over here, makes sourcing local ones very important. Rod has made an adaptor, initially using an old Lucas injector, but now with a machined adaptor that enables a Golf injector to be used and because it is hidden from view, even the most fastidious concours judge cannot see! He has put a set of 6 into my TR6 and initial results were very favourable with acceleration and fuel consumption being improved. One slight negative was a hesitation in acceleration after a period of over run.

Rod then went back and checked the fuel pressure which ideally should be 7 bars, he found mine varied between 7 and 2, maybe hence the problem! I had been having intermittent problems with the fuel pump for a while but all seemed fine, the only solution was to replace the old Lucas pump with a more modern Bosch one. This was done and lo and behold the problem disappeared, the car now drives like a proper sports car! The conversion uses the correct high pressure hoses and connections, some how some of the hoses on mine were decidedly low pressure! At the same time he replaced the filter in the Lucas unit with a modern one available over the counter, just make sure that you buy the petrol one and not the diesel version! My only complaint is that the new unit is silent whereas the old one you could hear if it was working by the noise. On a relatively short run the pump seems to stay cool, time will tell what happens on a longer journey in hot conditions. One advantage seems to be the return fuel run goes directly into the tank and not used to cool the pump, this can cause vapour locking in hot conditions.

The one area that can still cause problems is the metering unit next to the engine. Rod felt that this was very well made, but has 2 problem areas which need solving. The first is the diaphragm at the bottom of the unit, this can develop leaks which then causes all sorts of problems at the injectors. The part probably doesn't cost too much to make, but at present can only be replaced by a new unit costing over GBP 200 (R2500) plus duties. Add to that the difficulties of coordinating the new parts, plus officious custom officials, this can become a very expensive headache if it goes wrong, as Tom Dougan knows well! Task number one is to see if we can find a local manufacturer for this unit. The second area is that the metering unit is driven through a mechanism that incorporates a plastic shear pin to protect the unit. Under certain conditions this can shear, as it is meant to, meaning that an expensive unit has to be replaced. Given that heat plays a part in this process, as Tom found out, it is again very important to be able to replace this pin.

If there are any budding polymer manufactures out there who can help, please get hold of me via the contact details at the top of this news letter!!

This was a really good talk, well supported by all the fuel injection owners who came along. A very lively discussion followed and I must thank Rod once again on behalf of all owners of fuel injected cars.



## British Sports Car Tour 28<sup>th</sup> March

The new date at the end of March proved to be a good one. We were blessed with good weather, unlike the previous day, a really good turn out of cars and a good route and venue at our destination.

We had actually been to the venue, Elgin Country club, in Grabouw a few years previously, but thanks to Tom and Anne Dougan who had been there while we were on our travels, the new management pulled out all the stops to make a great day. The tour started from the Engen 1 stop on the N2 with a staggered start time to let those who wanted a leisurely trip and maybe stop for coffee en route go earlier, whilst those who wanted to burn up the corners on the wonderful drive via Rooiels and Kleinmond could do their thing! Several people commented at the end that they were completely unaware of such a wonderful route on their doorstep, I am one of those who think this route actually beats Chapman's Peak for beauty, but then I am biased!

A total of 59 cars ended up at the country club parked around the perimeter of the cricket pitch. As well as the obvious Triumphs and MG's, we welcomed a good turn out of Austin Healeys, Sunbeams, Jaguars, Bentleys, an Aston Martin and even a Rolls Royce masquerading as a Jaguar!



*Cars on display around the cricket oval*



*Raffle prizes being drawn and handed out*

The Elgin Country club staff had made a wonderful buffet lunch and every one seemed to really enjoy the camaraderie of the day. Raffle tickets were sold to the seated throng by our members in aid of the Red Cross Children's hospital, a charity supported by our late founder member Chris Schultz, and over R1000 profit was made to be donated to the cause. Ronan's son Keagan made the draw assisted by Tom and Anne, while father did a great job selling the tour caps. The caps were sponsored jointly by Classically British (Peter Flowers) and Classic and Performance Car Africa (Fred Phillips), to both of them we say a big thank you. The 2004 caps have become a collectors item, we think the 2010 ones will follow suite!

All in all a wonderful day, a big thank you to Jenny for all her assistance in financial matters at the start, and we look forward to seeing even more of you next year!

## Forthcoming Events - Please diarise!

### Sunday 11<sup>th</sup> April - Club run to Cape Farm House Restaurant

Neil Cameron is organizing the next club run, please note it is the 2<sup>ND</sup> SUNDAY of the month in line with our new winter programme.

Neil is taking us to the Cape Farm House restaurant for breakfast, please meet at 9.00 am for a 9.30 departure from Constantia village. The route will be via Chapman's Peak so bring your R20 toll money!

Please let Neil know in good time if you are coming, his e mail is [drivelines.neil@gmail.com](mailto:drivelines.neil@gmail.com) and his cell for SMS's is 082 323 9999

See you all there

### Saturday 17<sup>th</sup> April - Garage noggin hosted by Dennis Cook

Dennis is holding a garage noggin at his home in Noordhoek to get his TR3A ready for Nationals, especially the weather gear, starting at 9.30 am!

His address is 9 Sea Cottage Drive, to get the take Ou Kaapse Weg until the very bottom, turn right into the main road to Noordhoek then first right into Sea Cottage Road. Dennis will be providing workers with refreshments so please contact him via SMS or e mail to confirm your attendance. His cell is 083 243 4881 and email [cook.dennis@gmail.com](mailto:cook.dennis@gmail.com)

### Saturday 24<sup>th</sup> April @ 10 am - Noggin at the clubhouse with Peter du Sautoy

This will be the first of the Saturday morning noggins for the winter season. Who more appropriate to talk about his car than Peter who has a very distinguished record with the club and rebuilt the car in the 80's.

There will be bacon rolls on sale plus tea and coffee, please try to come in your classic if possible.

*(Right) Peter and Monica passing through Rooiels in their TR5 on the 2010 British Sports Car Tour*



*TR3's of Tim Crawley and Nick Joubert on the 2010 British Sports Car tour*



## Technical Tips

With various new members off to Nationals and quite a few new members in the club, I thought it appropriate to include some advice taken from the TR Register in the UK for items and spanners to include in your tool kit in the event of a breakdown.

The enclosed information is for carburettored cars, I will publish the register's recommended spares for fuel injected cars very shortly.

### Spares and Spanner list

- Either fit a new fan belt and carry the old, useable, one in the boot. Or just carry a new one in the boot.
- When fitting new spark plugs, clean and gap one of the "known to be good" ones and carry it in the boot, or just put a new one there.
- Carry a no 1 spark plug lead. This is the longest and can be used on any cylinder, or as the king lead from the coil.
- Carry a spare rotor arm, points and condenser. Either carry new or take the old ones you have replaced
- Ideally find a spare distributor base plate, remove the one in your car and then fit and gap the points on the spare one so your car will run. Remove the whole assembly you removed initially and carry the spare plate in your kit. It is much easier to replace the whole plate than individual parts!
- Even with cars fitted with electronic ignition, it is worth carrying the assembly as a back up, also take a spare low tension (coil to distributor) lead as well.
- A spare ignition coil takes up very little space!
- Remember that in the 1960's, ignition failures were the greatest source of breakdowns! (today it is probably alarms)!
- A carburettor float chamber gasket can be useful if the old one is broken during repair or cleaning of a carb.
- A spare float chamber needle valve is also a pretty good bet, even a fuel pump rebuild kit takes up little space.
- A short length of fuel hose is useful, as are a few spare jubilee clips
- A few spare bulbs (globes) are a must
- Spare fuses as these are not always available anymore. There are 2 spares in the fuse box, make sure the replacements are equal to or greater current than the maximum
- High visibility vest and a warning triangle
- Owner's handbook and or a workshop manual
- A collection of spanners and pliers that would be useful. Remember that these cars take AF size spanners, most roadside assistance crews will probably not have any as most cars are metric!
- Insulation tape and PTFE tape will never go to waste
- Two lengths of single core electrical cable with crocodile clips for electrical testing and or jury rigging
- Test the jack and make sure you have an appropriate wheel spanner or hide hammer

HAPPY MOTORING

## How the demerit system will affect you

This article was taken from the Automobile Association web site and sent in by Tom Dougan

The Department of transport believes that the Administrative Adjudication off Road traffic Offences (Aarto) and the point demerit system which is set to be implemented throughout South Africa later this year will significantly reduce road crashes and deaths.

The objectives of Aarto include penalising drivers and operators who are guilty of infringements or offences by imposing demerit points. An accumulation will lead to suspension and eventual cancellation of driving licences, professional driving permits or operator cards.

“The demerit system is definitely a step in the right direction and will help decrease lawlessness on our roads. Drivers will be more responsible and adhere to the road rules going forward,” said Gary Ronald, head of Public Affairs.

Here are some important things you need to know about the demerit system:

Each driver will start with zero points, points will be added onto that for each infringement or offence committed by the driver. After the maximum points (12) have been reached, the licence card will be suspended for 32 days.

Points are allocated according to the infringements or offences committed

The number of points/demerits added will depend on the severity of the offence and the driver may apply for the return of the licence once the suspension period expires

A driver whose licence gets suspended for the third time will lose his/her licence permanently and will have to re apply for testing and issue after the expiry of the disqualification period.

Drivers who have demerit points will be able to redeem their points with good behaviour. Demerit points will be reduced at a rate of one point per 3 months that a driver complies with the rules of the road.

Operators receive points separately from their drivers.

“Once this is rolled out nationally, drivers will be forced to obey the rules of the road in order to avoid the embarrassment of having to re-apply for a licence as a result of their own recklessness” Gary concluded

## GAZEBO

We are now the proud owners of a 3m x 3m gazebo which we bought in a sale for the princely sum of R1300. It is a sturdy construction and allegedly is very easy to erect! At the next noggin (Sat 24<sup>th</sup>) it will be erected by the technically competent among us and we can discuss branding and logos etc. This is a start to making a club display for events which will set off the cars nicely.....and provide some shade.



*A German thorn amongst the British roses, as seen on the 2010 British Sports Car Tour*

## REGALIA

The sale continues into the New Year with a 20% discount on ALL items. There will be no new stock available for some time so if you want something, buy now!

Remember it is not just golf shirts, jackets and caps. There is a wider range including beer mugs, insulated mugs, thermos flasks, caps and key rings. Buy or order at the next noggin or contact Gidion ([snyangidion@xsnet.co.za](mailto:snymangidion@xsnet.co.za)) or 076 427 6854.

## TRIADS

- I have a brand new set of TR7 headrest covers. They are for the late model 7's (the large headrest) They are still in their sealed bag & are BEIGE in colour (part No XKC3898AA). Their UK price excluding VAT is 35.68 which is approx R 430. They did not cost me anything so whatever we can get (lets say R200min Plus POSTAGE) should be donated to the club.

It will be first come first served & if they are going to the Nationals I will deliver there.

Eric Fletcher

## HEARD AROUND TOWN

- It was really great to see Nicky Booysen at the Sports car tour. Sorry you are not going to nationals with Gerhard but hope you will grace us with your presence for many year to come!
- Gerhard has had his body back for the spray shop, it looks superb in a metallic red, we await its return onto the road with keen anticipation.
- The dreaded thrust washer syndrome has hit my TR6, it is in limited use until I can get some oversize thrust washes from Peter Flowers, these will hopefully keep all in order until I can get an engine rebuild once my TR4 is on the road. I know it is a bit of a bodge but needs must!

We fond this lovely car near Auckland on our trip through the Antipodes, it seemed to sum up New Zealand so I hope you enjoy it!!

