

30th Edition - September 2017



The Globe

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

*Articles and input by Barrie
Website address - www.capetriumph.za.org*



Chairman's Chat

If this month's Globe is slightly overdue I must admit to contributing to the delay - the rate that these months fly past is unreal and there seems to be something to occupy one's time every weekend.

On that subject I was chatting to our national chairman, Geoff Kriel, a few days back. One of the issues which seems to be common to most or maybe all centres is the timing of events so as not to clash with other organised events, whether they are specifically classic car related or not. In order to attract relatively good attendance obviously hinges around good timing and nowadays it seems so difficult to cater for everyone's wide ranging interests. I've discussed this with two of our local marque clubs and we agree that it is in our common interest not to clash and compare calendars so that clubs can join together for better outings.

Enough of the wingeing, but on the attendance issue, I must make mention of one our most loyal attendees, Margaret Young and her Triumph Herald. We made some notes on 'Ricky' and these appear further on.

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I must add that when she told me a month back that it was Ricky's 57th birthday, my first reaction was here was another member that I hadn't got to know!

At our August natter Peter Lloyd gave an excellent talk on nature conservation and Zebras, a subject obviously quite close to his heart, apart from the fact that it was his career.

It's at times like this when one realises what talented and really knowledgeable members we have in our midst.

Try to attend September's noggin (30th) - Viv James will be giving us a talk with slides, on his father's trip with Shackleton on his expedition to the South Pole. I have attended this and it is fascinating.

Then on 15th October there is the motor show at Killarney. Remember that we are using this display event as our annual Concours. I would dearly like to get a good range of Triumph models for the public to drool over.

Our club, as for the other clubs, is required to put up 4 'volunteers' - remember military training, those lucky enough to be called up? Danie and I have to do gate duty, but we need two others from about 08h00 to man our display area. Danie and I will come free at about 10h00 so between us and other club members we can take turns in being on duty - shouldn't be too onerous.

Looking further down the line, Tom and John are already hard at work in organising our major charity event, the Century Classic Car Run (19th November). Despite being dumped by our sponsor, it is all systems go and although flyers have only just gone out, the entries are already rolling in. This is most encouraging - remember, we only accept 100 cars max. Getting back to my opening words, no doubt the above events will be on us in a flash so mark up your calendars.

On a sad note we heard of the passing of old Triumph stalwart, Brian Maggs. I remember seeing him in a green TR3 (or A - I can't recall), driving in Elsie's River when I was working in that area. That sighting was what made me determined to get a TR. Our condolences to his family.

Cheers, Graham



Editorial

Letters to the Editor:

- ✚ *Winter is normally a quiet time for the club and we expect outing numbers to be lower than for the summer events, but some of our latest trips were worth the effort. Please note the change in plan for 10th September, and make plans to prepare your car for the 15th October. See you all soon*

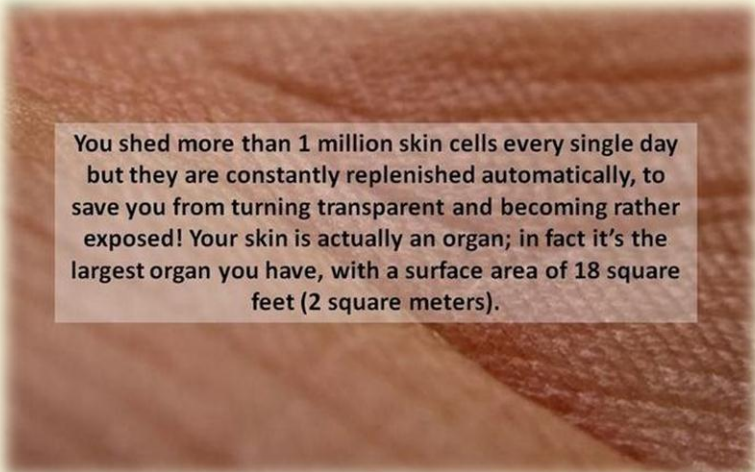


✚ At the recent run to Simonstown golf club for breakfast I got chatting to Tim Kent and the subject of car projects came up. Well why not you ask that's what we do! Anyway it was only because of this chat that Tim and I realised we are undergoing a similar project. Tim is rebuilding a TR4 and I am busy with my TR4A.

This then made us both realise that we should have a monitor of ongoing current projects as members we are working on. The idea then would be to share any valuable knowledge. ie similar car issues, suppliers available, workshop specialists available, spares required etc. etc.

So please send me the information on your project and I will include this and your contact details in the Globe.

Technical Info



You shed more than 1 million skin cells every single day but they are constantly replenished automatically, to save you from turning transparent and becoming rather exposed! Your skin is actually an organ; in fact it's the largest organ you have, with a surface area of 18 square feet (2 square meters).

Continue with that all important preventative maintenance approach, reactive can work but sometimes with serious consequences.

HOW TO MAKE YOUR CLASSIC CAR'S IGNITION SYSTEM DEPENDABLE

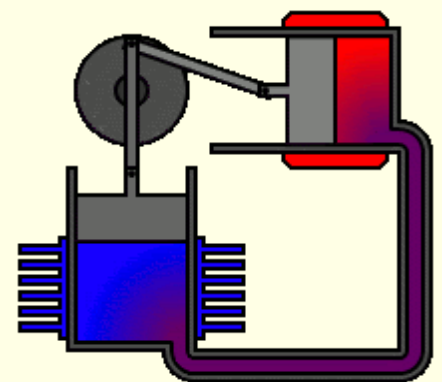
By: Rob Siegel

On just about every car from the 1920s through the mid-'70s, the **ignition system** consists of the distributor (the housing and



shaft that rotates inside it, along with the stuff that's attached to it - the cap, rotor,

points, and condenser), plus the ignition coil, ballast resistor if there is one, spark plugs, plug wires, and the voltage supply to the whole thing.



Distributor and coil on a 1973 BMW 2002tii.

Here's how it works. The points have two spring-loaded faces that are pulled closed against each other, but are forced open by a little nylon block that rides on the lobes of the distributor shaft. Current flows through a set of primary windings in the ignition coil, through the closed points, to the condenser, and then to ground. This sets up a magnetic field inside the coil. As the engine turns, it spins the shaft, whose lobes push against the nylon block, forcing the points open. When that happens, the current is abruptly shut off. The field collapses, creating a voltage in the coil's secondary windings that's high enough to jump across the gap in the spark plugs. This current then flows out the center of the coil, to the center of the distributor cap, where the spinning rotor distributes the current to each of the spark plugs. As the shaft spins faster, springs and weights cause the spark to advance (to occur sooner).

While part of the reason we love vintage cars is their simplicity, this quaint, almost Victorian, reliance on mechanical triggering—the opening and closing of points—is in fact a major source of unreliability. The faces of the points get burned and pitted, and the nylon block that rides on the shaft lobes wears down, both of which cause the point gap to shrink. One day, the gap becomes so small that the points no longer open, the coil no longer fires, the car dies, and you sing the little John Hartford song I mentioned last month.

Those pesky points.

Another thing that can happen is that the little nylon block can crack, or the glue holding it to the points can fail. In either case, suddenly there's nothing for the shaft lobes to push against, and... dead car.

Close-up of points with rotor removed. Note how the nylon block is on the high point of one of the shaft lobes, and how this forces the points open. Now, imagine what happens when that nylon block wears or breaks off.



Coils can sometimes fail, but make no mistake about it - suspect the points first.

Before a road trip, you should do three things. First, visually inspect the points, then check the dwell. Dwell is the number of degrees out of 360 that the points are closed (that they "dwell" together). You measure dwell with a dwell meter. You should look up the spec for your car, it's about 60, 40, and 30 degrees for four, six, and eight cylinder engines, respectively.

Remember that dwell goes opposite from point gap. If the dwell is too big, you need to make the point gap wider. If the dwell too small, you need to make the point gap narrower. Sure, if the points are obviously burned and pitted, replace them, but it's really the dwell that's important. If you measure the dwell and it's really big, it means the points are barely opening, and it's likely your car will soon die. Adjust the point gap to properly set the dwell before it does.



Because dealing with points can be a pain, many folks who road-trip their vintage cars replace the points and condenser with a small electronic triggering module.

This eliminates the need to check dwell, set point gap, and worry about that nylon block flying off on while you're crossing the Tappan Zee Bridge.

Next, check the connections to the distributor, coil, and ballast resistor. These are usually push-on spade connectors, and heat, oil, and vibration take their toll on them. If the spade connectors slide loosely onto their tabs, squeeze them gently with pliers to get them to bite. If the wire going into the connector is badly frayed, cut the connector off and crimp on a new one. And be sure the condenser is screwed tightly to the distributor. That's its ground connection. If it's loose, the car will misfire like mad.

Lastly, inspect the plugs, plug wires, and distributor cap. If the plugs are corroded or fouled, replace them. If the plug wires are cracked or missing their rubber insulating boots, the spark can arc to ground instead of going through the plug. Make sure the distributor cap isn't cracked or has carbon tracks along the inside.

Do these things, and you'll spark happily on down the road.

*Enjoy every moment of your life, it is too short to waste on grudges.
Laugh when you can, apologise when you should, let go of what you can't
change and buy that car if you want it!*



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Year Calendar – Events, Noggins, and Outings 2017

	10th Lunch Run - Combined Clubs run - committee CANCELLED	30th Noggin - Viv Jones presentation, Trip to South Pole, Graham	
	15th The annual Cape Classic Car Show at Killarney - & Club Concours - Committee	28th Noggin -	
	19th The annual Century Classic Car Run - Tom		25th AGM and Annual Prize giving - MMC - Committee

Your Club Activities and Events

Don't miss these forthcoming events!!!!

10th September Combined Clubs Run

This run has been cancelled on our calendar because it would seem there was not a club prepared to organise it. Last year John Parker was our representative and kept us informed. This year no club has taken the role of organising this event.

30th September Noggin

Viv James will be giving us a talk with slides, on his father's trip with Shackleton on his expedition to the South Pole. I have attended this and it is fascinating.

Pleasant memories



13th August breakfast run to Simonstown Golf Club

We were only a few, but it was an amazing weather day. We had a good value for money breakfast and Tom was able to show us his new toy, it's a cracker!



Interesting News and Club Feedback

Note from Jamie. Cape Town Club Registrar

Just a quick note to thank all the members, who have given me their car details. I have only got one outstanding member who doesn't seem to want to answer my e mails, but other than that all seems fine.

A few cars have changed hands recently. One has gone back to its original owner in Pringle Bay so it is staying in the register, the other one I will try and find the new owner.

Having had a surplus of TR6s, we seem to be back to Spitfires and TR7s being the new popular car in the club.

Bye for now

Jamie Jamie.hart@kingsley.co.za



Margaret Young

Without wishing to embarrass Margaret (if that's possible), next time you are in the clubhouse look for small, framed black and white photo taken in 1960 when a 'Young' lass won a Triumph Herald in a Prima coffee competition in Durban. Now there's a good return on the price of a tin of coffee.

Margaret joined our club in August 1987

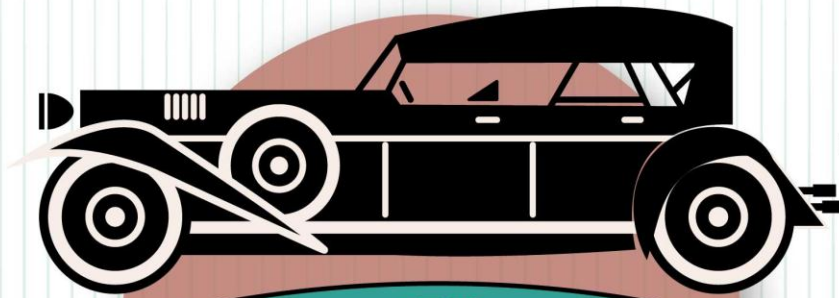


which, if you are reasonably maths literate, is 30 years ago.



This makes her one of our oldest members and certainly the longest standing regular attendee.

The Herald named 'Ricky' accordingly is 60 years old and is regularly seen (or heard - Frank, when are you going to fit that rev counter) at our noggins.



3RD Century Classic CAR RUN

This informal gathering is a CHARITY EVENT in aid of the CHILDRENS HOSPITAL TRUST. The 100km ride will feature cars and drivers whose combined ages exceed 100 years.

Cars will gather at Century Avenue E-Parking (at the Bosmansdam entrance to Century City, just past Porsche) and then depart on their journey through the Durbanville Winelands, ending off at the Killarney Raceway.

There will also be delicious breakfast rolls, coffees and teas on sale at the departure point.

COST R100 per car

REGISTRATION 8:30 am

DEPARTURE TIME 10:30 am

VENUE Century Avenue E-Parking

DATE Sunday, 19 November 2017

Get your **ENTRY FORM** from
3rdcenturyclassiccarrun@gmail.com
by 10 NOVEMBER 2017

We encourage everyone to come along and either take part or see some of these exquisite cars in action.

ENTRY IS FREE TO SPECTATORS.



Sales/Wanted

Sales

- ✚ *Triumph Spitfire MK3 1969. Red with beige upholstery and carpets. Very good condition with period mags, good tyres, soft top, etc. etc. Includes a Road Worthy Certificate, and microdotted. Mazda 323, 1400 engine with 5 speed gearbox, good runner and very reliable. R60.000 onco
Please contact Gerhard Vorster 079 506 3450*

- ✚ *6 x fuel injectors (Serviced) Test pressure guage (10bar) with fittings. Metering unit diaphragms. Cylinder Head with valves. Half shaft rubber gators (new). Distributor cap. Brake Disc pads. Clutch plate alignment tool. Windscreen Aluminium top capping. (used) Rear lights bulb holders.
R2000 for the lot, Contact John Parker 076 236 5414*

Wanted



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CTTSCC - Cape Town Centre Committee

Chairman	Graham Goetze	0836583339	graham.goetze@telkomsa.net
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Secretary			
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Clubhouse Manager	Danie Barkhuizen	0828248551	daan.barkhuizen@gmail.com
Editor	Barrie Downes	0741651740	bdownes.inct@gmail.com

Registrar - Jamie Hart, 0842200082, email Jamie.hart@kingsley.co.za

Webmaster - Brian McKirdy, email brian.mckirdy@mac.com

CTTSCC - Cape Town Centre, Website address - www.capetriumph.za.org

DIRECT DEPOSITS/EFT - should be made to the following account:

TSCC of SA

Standard Bank, Pinelands

Bank Code 036309

Account 078226929

If making a cash Payment, please add R40 for bank charges

The Original Century Classic Car Run



3rd Century Classic Car Run- Sunday 19 November

The 3rd Century Classic Car Run is to be held on 19th November, 2017. The event, run by the Triumph Sports Car Club, supported by Century City and Western Province Motor Club is designed to have some motoring fun and also raise a donation to the Children's Hospital Trust. It is for cars where the minimum age of the vehicle must be 25 years and the total age of the car and driver must equal or exceed a century (100 years). From the meeting point at Century City, cars will travel route of 100 km, while veteran cars will be given a shorter route, and the number of participants in the event will be limited to 100 cars.

There will be a donation required of R100 with each entry to cover administration, emergency rescue/backup, prizes and printing. Certificates will be awarded for the following categories:

<i>100-124 years</i>	<i>Bronze Certificate</i>
<i>125-149 years</i>	<i>Silver Certificate</i>
<i>150-174 years</i>	<i>Gold Certificate</i>
<i>175-199 years</i>	<i>Platinum Certificate</i>
<i>200+</i>	<i>Methuselah Award</i>

Participants should register with the organiser (see below) and registration on the day at Century City starts at 08:30. An indemnity form needs to be signed by all participants (including passengers). The first cars will be away at 10:30.

Entrants should register individually, requesting an entry form from Tom Dougan on 3rdcenturyclassiccarrun@gmail.com by 10th November, 2017.

Members of the public are welcome to come along and see an eclectic mixture of motoring heritage gathered at Century City E Parking (adjacent to Porsche). There is no charge to see the cars or even to take a selfie!)

From the meeting point at Century City, participants will travel a route of 100 km to the end point at Killarney racing circuit with the cars doing 2 parade laps of the circuit to finish. Refreshments and lunch will be available in the WPMC clubhouse which is where the prize giving and fundraising will take place. All proceeds from the event will be donated to the Red Cross Children's Hospital.

Don't delay; as we will only allow 100 cars on this event. Register today to avoid disappointment.

For more information contact : 3rdcenturyclassiccarrun@gmail.com