

32nd Edition - November 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*



The Muizenberg Kite Festival 29th October 2017

Chairman's Chat

I thought that I'd kick off with something controversial that's bound to get some members going. If you own a TR4 or 5, or a Herald or Spitfire for that matter, you had better learn to pronounce the name of the body designer properly. No it's not Mishalotti as in mish mash - it's Michelotti as in Mickey Mouse, or as in Mick Jagger if that's more to your liking.

It's amazing how often it happens that just when one starts to get a bit glum about things, something occurs to steer one's frame of mind back into a positive gear. At the September natter we had to postpone Viv James talk on the Shackleton expedition until the first convenient date in the not too distant future - this because the clubhouse projector was on the blink which was most frustrating.

Instead we had a most profitable chat amongst the good turnout of members that were there. This resulted in a number of good suggestions about revamping the way the club operates - ideas such as changing the regular Noggin at the All Clubs venue to perhaps every 2nd month and using the other months for Noggins at breakfast or lunch venues. We also have the 3rd Wednesday evening of every month available at the clubhouse which can be used on the odd occasion in summer.

Then we have previously mentioned cutting back on the quantity of events in favour of quality. Your committee is currently looking at these options and I would like to circulate a questionnaire in the near future to canvas members' suggestions. Remember that this is YOUR club and not just the committee's to input ideas.

Since our last Noggin the main event was the Killarney Motor Show. Ironically with our water shortage and lack of rain, the weatherman chose that day to give us some rain.

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Danie and I were on the 6 until 6 shift and then joined by John. We had entered 12 cars and ended up with 7, which wasn't too bad given the weather.

We had 2 TR3A's courtesy of Danie and Gerhard, Derick who had booked himself out of hospital to attend (TR4A), Richard's TR6, Tim's TR7 and Frank and son with the Chicane and Spitfire.

Unfortunately we don't have many photo's as some of us were busy with duties and generally everyone was sheltering in the Jag Clubs gazebo. A special thank you must go to Roger Robeck for extending the Jaguar hospitality.

On a sad note I have just learned that Ken Boss (honorary member) passed away as a result of injuries sustained in a motor accident a while back. Our condolences to his family.

On the horizon is the Century Classic Car Run on the 19th November. At the time of writing we already have over 70 entries so this is going to be a good event. Thanks must go to Tom and John who have put a lot of effort and time into the organisation. This is the club's main charity event and, as it is now the biggest non-static classic car event in the W. Cape, we need to ensure that it continues. To do this we need to find a reliable main sponsor so, if any of the members have any contacts or influence, please let us know.

I hope to see some of you on the run.

Cheers, Graham



Editorial

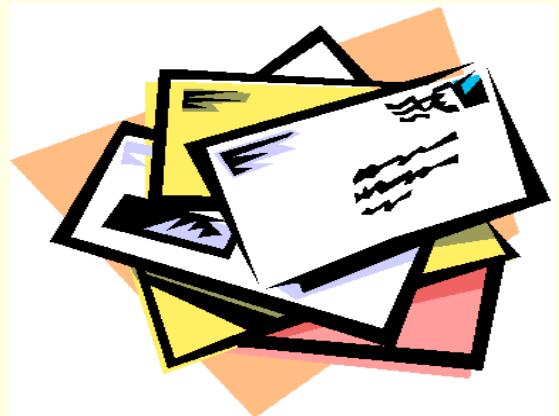
Letters to the Editor:

- It is with great sadness that we have learned of the passing of Ken Boss on Tuesday 24 October 2017.*

Ken was knocked off his motorcycle in an accident on Thursday last week, he was admitted to hospital in a serious condition and had been in ICU ever since.

Ken was a long standing member of the Cape Town Triumph Sports Car Club and will be remembered for the many years of dedication as the editor of Sabrina, our Triumph Sports Car Club National newsletter. Ken had restored many lovely TR's including the famous TR7 Spider, now in PE.

The club sends its condolences to Liz, Nicky and the rest of his family at this very challenging time. We will remember the good times with Ken.



From the editor:

✚ This is my last newsletter, 32 editions as the Globe and a couple before when it did not have an identity. Look forward to the next editions and perhaps new format?

Cheers everybody, support the club and enjoy your cars. Barrie

Technical Info

So next time you think that your body is starting to creak, just think about all the incredible things that are happening inside it every day, because all of us really are a miracle!



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

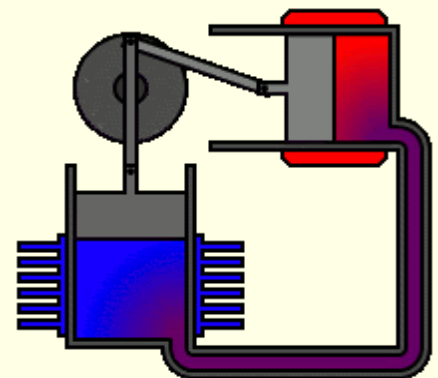
The projector not working at the clubhouse is not serious but extremely frustrating!!!!!!!!!!!!

BACK TO BASICS: UNDERSTANDING THE CARBURETOR AND FIXING IT YOURSELF

By: Benjamin Preston

One of the most problematic and least-understood parts of any classic car is its carburetor. Everything else can be functioning perfectly, but one little ailment from the carb spells poor drivability and a certain headache for whomever is behind the wheel.

Not everyone can troubleshoot a carb—and fewer still have any inclination to work on one—but understanding how they work goes a long way toward easing frustration when problems arise.



Here are the basics:

1. *Air enters through the top of the carburetor (or the side, or the bottom, depending upon the carburetor's design) on its way to the intake manifold and eventually the combustion chamber of each cylinder. The passage that air passes through is typically referred to as the carburetor's throat, bore or barrel.*

2. *A necked-down section of this passage - narrower in the middle and wider before and after - is called the venturi. As air rushes through this restriction, it speeds up. The change in speed as the air flows through causes the pressure to drop, which in turn draws gasoline through a tiny feed in the side of the venturi. The goal is to atomize the fuel into a fine mist, which mixes with the passing air and continues to the intake manifold.*

3. *Once air and fuel move through the venturi, they encounter another obstacle called the throttle plate, which is a disc that opens and closes to control the amount of air that enters the engine. The throttle plate is the part that moves when you press your foot on the accelerator pedal. The carburetor does the rest with different tube sizes and the presence or absence of vacuum created by changes in pressure.*

If everything is working the way it should, the ideal ratio of air-to-fuel for efficiency, by weight, is 14.7:1. Of course, the rate and ratio that fuel and air enter the engine depends upon what the driver wants from the engine.

In other words, the carburetor's job is to react to throttle input (from the driver) and engine vacuum, in order to supply the correct air-fuel mixture under any given condition.

When the engine is idling, the throttle plate is nearly closed and not much air is flowing through the carburetor.

On the other hand, when the driver flattens the accelerator pedal, the throttle plate opens all the way, allowing the engine to draw in more air and, along with it, more fuel.

OK, so it isn't quite that simple.

There are a number of variables that also come into play. For starters, when you snap the throttle plate open suddenly on a running engine, vacuum actually drops almost to nothing for an instant. This would cause the engine to stumble.

To address this most carburetors employ what's called an accelerator pump, which is essentially a gasoline squirt gun that shoots fuel into the throat of the carburetor to enrich the air-fuel mixture in the brief moment before engine vacuum returns.

The fuel supply system in a carburetor is basically a miniature version of the car's fuel system. There's a tank, some plumbing and an outlet. The tank is known as the bowl, and there's usually a hinged float inside that moves up and down with the fuel level.

When the fuel level in the bowl is low, the float sinks, opening a valve that allows more gasoline into the reservoir. From there, it passes through a metering orifice called a jet into the various fuel nozzles.

Carburetors could largely be classified into two groups, those that utilize a metering jet and moveable rod assembly—like the Rochester Quadrajet or SU—and those like a Holley that employ a metering jet and power valve.

The goal for both systems is the same, giving the carburetor the ability to adapt to the varying idle, off-idle transition, cruise, and wide open throttle conditions.

In the metering rod and jet system, the jet sits in a fixed location and will flow a given amount of fuel when unrestricted. The rod—which is very small and tapered—moves in and out of jet to vary the amount of fuel being delivered to the carburetors mixing systems.

In carburetors that employ a power valve there is still a metering jet that controls the majority of the fuel control, however there is also a small valve that opens under wide open throttle conditions to deliver extra fuel for maximum power.

That's a lot to absorb, but here are a few basic things to check if you think you're having problems with your carburetor:

- 1. Before you begin, make sure you have a fire extinguisher handy when you're working with open fuel sources. Wear safety glasses and clothing made from natural fibers (which won't melt to your skin if you should catch fire).*
- 2. Make sure you're getting fuel and spark. To check fuel delivery, remove the fuel line where it enters the carburetor and use a length of rubber hose to direct the flow into a bottle or similar container. Fuel should pulse out in strong spurts if your engine is equipped with a mechanical fuel pump (electric fuel pumps are more of a steady stream). Dispose of it in a flame-proof container when you're done. To check for spark, crank the engine with a spark plug wire pulled and grounded to the engine block with a screw driver or a piece of metal. At a distance of 1/16 to 3/32 inches, you should be able to see a blue spark between the metal and the block. (Don't touch the metal or you'll feel an uncomfortable jolt.)*
- 3. Check for vacuum leaks. They're invisible, and they're the bane of anyone diagnosing a carburetor. First, look for cracked or disconnected hoses. With the engine running, spray starting fluid around the base of the carburetor and intake manifold. If the engine speeds up a little, you likely have a leak near the last place you sprayed the fluid, and will have to fix it. Cracks will need repairing, and if the base of the carburetor (where it mates with the intake manifold) is warped, it may be time for a new or professionally rebuilt one.*
- 4. Does the accelerator pump work? With the engine off, look into the throat of the carburetor and work the throttle linkage by hand. Does a fine spray fan out near the top of the throat? If so, the accelerator pump is probably doing what it's supposed to be doing. If not—or if it drips or dribbles—the seals inside the pump may have deteriorated and will need of replacement.*

Those are the basics.

It isn't impossible to rebuild a carburetor; it just takes patience, attention to detail, and plenty of research to learn which parts need to be replaced, how they should be cleaned, and how they all go back together.

Don't assume that a carburetor rebuild kit has all the parts you need, and don't be afraid to do a practice run or two on a simple carburetor that you don't plan on using on your engine.

Rochester Monojets—simple one-barrel carbs used on GM four- and six-cylinder engines in the 1960s and '70s—can be purchased for very little money and are a good introduction to carburetor rebuilding.

Two- and four-barrel carburetors are more complicated, but they're essentially pairs of attached one-barrel carburetors.

If you're more inclined to take your carburetor to a professional for service or repair, that's certainly an option.

But consider this: carburetor technicians are a dying breed. Good ones have become much more difficult to find, and they are likely swamped with work. By becoming an expert on your particular carburetor, you can ensure that you'll never have to spend time and money chasing down the solution to a problem. You can figure it out yourself.

*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!*

Year Calendar – Events, Noggins, and Outings 2017

	<i>15th The annual Cape Classic Car Show at Killarney - & Club Concours - Committee</i>	<i>28th Noggin - bring and braai</i>	
	<i>19th The annual Century Classic Car Run - Tom</i>		<i>25th AGM and Annual Prize giving - MMC - Committee</i>

Your Club Activities and Events

Don't miss these forthcoming events!!!!

19th November - The annual Century Classic Car Run

This is the 3rd running of this event organised by CTTSCC, and is well supported by most of the Western Cape Classic Car Clubs.

See the advertising detail below.

We already have more than 70 entrants and the event limits the numbers to 100, so don't lose out.

If you have not yet entered get your communications to Tom Dougan ASAP. Remember this is our biggest charity event of the year, and is now becoming the largest supported classic car charity event in the Western Cape.

See you there.

25th November – The CTTSCC AGM and prize giving

Our annual AGM and prize giving will be held on this date, details of venue and function will be communicated. This is your chance to vote for a new committee and have your say about the club and club activities for the future and any changes you may recommend.

Pleasant memories



15th October - Killarney car Show and Club Comcours

Dannie, you and I were the only entrants for our annual concours, but as a result of food poisoning the previous day I could not get out of bed to attend the car show, a huge disappointment to me. The concours did not happen, but the show did and by all accounts was a good event. Perhaps attendance was down because of the weather, but lets hope it will be repeated next year.

The pics are of the Triumph cars attending and thanks to Gerhard for these.



Interesting News and Club Feedback

Note from Jamie. Cape Town Club Registrar



Just a note to thank all the members, who have given me their car details.

A few cars have changed hands recently. One went back to its original owner in Pringle Bay, but the story out there is that our Chairman has bought it, so it is staying in the register and in Cape Town, 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

- ✓ *Please note the changed bank details for the club. The account number remains the same but the bank location and bank code changes from Pinelands to Constantia.*
- ✓ *We still have some Regalia at the old prices, so don't miss out on good value potential Christmas presents.*

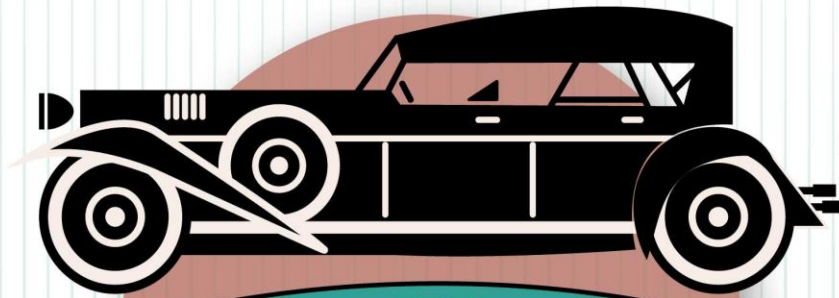
Sales/Wanted

Sales

- ✚ *TR4/4A/5/6 parts available after a complete car rebuild project*

Superpro Polyurethane Steering Rack Bushes new x 2
Superpro Polyurethane Accelerator Shaft Bushes new x 3
Superpro Polyurethane Bonnet Strut support new x 1
Superpro Polyurethane Rear Bush new x 4
Repeater Lamp Red Lucas new x 2 (fits on rear wing sides)
Bumper Cup washers new x 10
Dash Knobs Fan, Heater and 2 x choke new
Brake Light Switch new x 1 (fits on pedal)
dash Top chrome dome bolts x 3 rechromed
Bumper Chrome dome bolts new x 2
Distributor Rotor new x 1
Chassis Brake & Fuel line clip retainers new x 7
Seals for Fuel Metering Unit to Distributor new x 2
Clutch Master Cyl Cap seal new x 1
Outer door glass weather strip new x 2
Inner door glass weather strip new x 2
Aluminium B Post capping new x 2
Wire Wheel Hub special studs new x 8

Please contact Don Steenkamp 0823743934 or Barrie Downes 074 165 1740



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 contd.

- ✚ Robert and Elaine Marais of Knysna are scaling down their collection of classic cars. Among them are a couple of Triumphs. Contact can be made with the E-mail address aisheindia69@gmail.com or on Cell no 084 251 4327 for photos and more details.

1970 - White Triumph Spitfire Mark 111 - R120000

1969 - Grey MGBGT 1800cc 1969 - R99000

1965 - British Green Mark 11 Jaguar 3.4 - R275000

1967 - Grey S Type 3.8 Jaguar - R320000

1965 - Light Blue Jaguar Mark 11 3.8 - R400000

1968 - Light Blue S Type 3.8 - R320000

1958 - White Wolseley 15/50 - R100000

1974 - Gold Triumph Stag (Original Motor) - R175000

1963 - 2 Tone blue and white Studebaker Grand Turismo Silver Hawk - R320000

1959 - Blue 1.5 Riley - R75995

Wanted

- ✚ Some money to buy the cars for sale, before they shipped out of the country, please contact Barrie if you have some spare cash to give to him! Contact - 074 165 1740



Established 1992

Visit our showroom at 5 Uil Street, Industrial Area, Knysna

Tel 044 382 6074

Norman: 082 557 6470 Email: norman@frostbrothers.co.za

Contact Jennie - For all your export requirements
jennifer@frostbrothers.co.za

www.frostbrothers.co.za

CTTSCC - Cape Town Centre Committee

Chairman	Graham Goetze	0836583339	graham.goetze@telkomsa.net
Treasurer	John Parker	0795069450	johnparker739@gmail.com
Secretary			
Regalia	Eddie Hughes	0825550256	eddiehughes@telkomsa.net
Clubhouse Manager	Danie Barkhuizen	0828248551	daan.barkhuizen@gmail.com
Editor			

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, Constantia

Bank Code 015001

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