

9th Edition - October 2015



The Globe

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

*Articles by Anne Dougan, Richard, Dennis and Barrie with contributions from Gordon Waring,
Mike Napoli and James.*

Website address - www.capetriumph.za.org

The Whales have been spotted in the bay!



Chairman's Chat

In this edition

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*For so long our **Club** display has been relegated to the back corner of the MMC clubhouse and is usually hidden behind stacks of chairs. As one of the senior clubs we have now been allocated display space on the wall opposite the front counter and the next time that you visit the Clubhouse you are sure to find our interesting and informative display which is now much more visible. Thanks to Ronan, our MMC representative, for organising this and thanks to those who gave up a Wednesday to come and move and put the new display in position as well as clean up our storage cupboard which is now inside the Clubhouse - this is John, Peter Inskip, Richard, Eddie, Danie.*

We are, indeed, fortunate to have the use of this Clubhouse facility at a very nominal cost (for the cleaning only) and the committee has decided that we will make greater use of the Clubhouse next year in our drive to make outings and events more affordable. One of the ideas being mooted is to put on a pizza lunch at the clubhouse, where the pizza oven is seldom used. M Downes and some of the other ladies are planning a picnic for 14 February and, in further pursuit of keeping our event costs down we are considering arranging a couple of venues where you can bring and braai.

In clearing out the storage cupboard we found the following books that had been donated by somebody and which are

OUR LADIES ARE PLANNING
A PICNIC FOR FEB 14TH
WATCH THIS SPACE

available on loan at the clubhouse. Just talk to one of the committee members at a noggin or event . The books include:

- *Road and Track Tests of Triumph Sports Cars 74-82*
- *Practical Classics Spitfire restoration*
- *Spitfire Gold Portfolio Tests '67-80*

Manuals include Original factory workshop manuals for Triumph 2000/2500 and some other non Triumph Cars. There is also a pile of Triumph magazines including TR Action and Triumph World which you are welcome to browse or borrow. In fact if you have books that you would like to donate to the club please bring them along.

We welcome Richard Graham as our new secretary for the club and he has assumed immediate responsibility and will make himself available for election for next year at the AGM. We are grateful for his volunteering as this is a really important committee position which we have not been able to fill until now.

**OUR CONCOURS DAY IS UPON US LETS SEE AS
MANY CARS AS POSSIBLE, REMEMBER THERE IS
NOW A PRIZE FOR THE BEST NON MEDAL WINNER**

Our annual Concours and show day is being held at Hout Bay Harbour on Saturday 31 October. Please have your car in place by 10 am. Even if you don't usually enter Concourse you might wish to compete for our new Trophy- the

Jack Cramp trophy which will be awarded to a car that does not crack Concours. This stunning trophy can decorate your mantel shelf for a year. There are lots of fun things for the wives to do in Hout Bay and lunch venues include the popular Look Out Deck as well as the Bay Harbour market. Please support this event even if you don't wish to enter your car as there are not many events left this year.



Still to come is the Century Classic car run from Century City to Killarney on 15 November, run by Tom Dougan and sponsored by Century City and Crossley and Webb. This is limited to 100 cars where the combined age of the car and driver equals or exceeds a Century- 100 years. This event has grabbed the imagination of the Classic Car fraternity and we already have nearly 70 paid up entrants. Grab your place now by contacting Tom for an entry form at: Centuryclassiccarrun@gmail.com

Cheers Dennis



Editorial

- ✚ *Well we managed to cause some unnecessary stress last month by dating the Annual Concours Day to be on Tuesday 13th October, apologies for this error it is of course on Saturday 31st at Hout Bay.*
- ✚ *This is the second month with another article about the Laycock De Normanville overdrive, some interesting stuff and lots of comments about which oil to use. This is a feature about a Healey gearbox unit, but the overdrive is the same as for Triumph. It is interesting to note that the Pretoria newsletter 'The Herald' September edition also ran an article about which oil to use in a TR7/8 gearbox, which was then included in Sabrina. You read it first in The Globe!*
- ✚ *As mentioned The Herald also has some great pictures from their Triumph Car Show and Concours day. It was a combined event with the Pretoria, Johannesburg, Vereeniging and Limpopo centres. There was a total of 64 Triumphs and 22 entered Concours, of these 15 Golds, 5 Silver and 2 Bronze. Brilliant turnout. There were some issues with judging which we will try to learn from for our Concours day on 31st October in Hout Bay.*



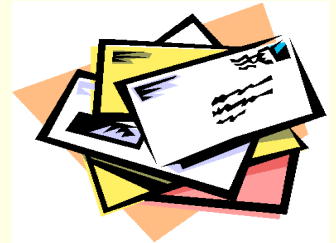
- ✚ *Roll on the warmer 'drier' summer months. I have been caught out twice now with the weather, but not this last time when I attended the Heritage day classic car event at Killarney, it was sunny but still cool enough to be comfortable. Read the article later.*

- ✚ This is an interesting article about the merits of buying a classic car for an investment, make up your own mind, thanks Gordon.

<http://www.moneyweb.co.za/news-fast-news/stop-kidding-yourself-a-classic-car-is-almost-never-a-good-investment/#.Vea61Q8GVwM.email>

- ✚ Letters to the Editor:

Thanks Mike Napoli for the great youtube videos of the Classic car day in Canada, there are a number of videos just view the first 2 they will take 50 mins in total so sit back with a cold beer, plug in your earphones and enjoy. Here is the web site to view, and the music is FANTASTIC, rock on with some of the best bands!!!!!!



<https://www.youtube.com/watch?v=qFm7lxigYc8>

National Gathering

210 DAYS TO GO

Monday 2nd May to Saturday 7th May



The Knysna Car show and Samola hill climb organiser's have changed their dates to also suite the dates of our National Gathering. The car show will be on Sunday May 1st and the hill climb will start on Friday 6th. So why not extend your stay by 1 day earlier and take in a well organised car show. The extra earlier day will cost a little more for the accommodation it just falls into high season rates.

Booking for accommodation in Hartenbos is now OPEN, so please get your booking sorted before the rush and secure the accommodation you prefer.

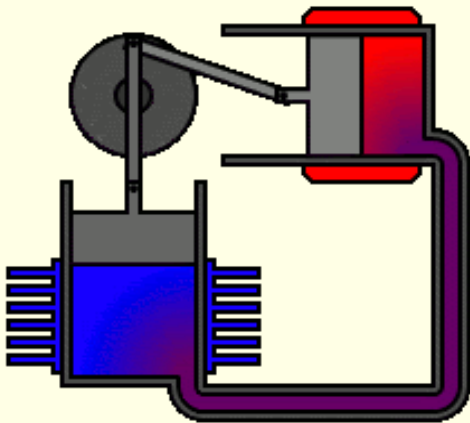
Here is the information for booking.

You deal with the Marketing dept. at Hartenbos and not general reservations.

You must quote booking Number 305233 - in name of Dennis Cook - your name and the unit number that you require. Our reservation is from 2- 7 May; 5 nights at low season rates. Tel: [+27 \(44\) 601-7200](tel:+27446017200) (ask for marketing Dept. - Laurette). email : laurettek@atkv.org.za or Karen Phipson - marketing manager; e mail : KarenP@atkv.org.za

Regards: The Cape Town team.

Technical Info



Is It A Sensitive 'A' Type Overdrive?

Article No 2 in a series of 3.

BN 1 GEAR BOX LUBRICANT

By: Chris Dimmock

<http://www.users.bigpond.net.au/austinhealey>

I spent a lot of time quite a while back trying to research this quandary.

Here are the basic issues I uncovered. It appears the Healey gearbox/ overdrive requires a lubricant which satisfies six criteria:

1. Overdrives are operated hydraulically - i.e. pressure is what makes the overdrive operate - so the oil has to also act as a hydraulic fluid.
2. The Overdrive has a wet clutch - i.e. there is a clutch which spends its life immersed in oil (like motorcycles)
3. Synchromesh operates on the gears using friction - i.e. if you reduce the friction, (as in use a 'friction modified oil') - then the syncro's won't operate correctly

4. Temperature is also an issue - typically Non synthetic engine oil is thinner at lower temps than non synthetic than gear oil (not such an issue with synthetics)

5. Pre BJ8 gearboxes have brass rather than steel syncros – and ‘older’ EP gearoils apparently have additives which attack the brass – (hence I believe the ‘traditional’ statement about using engine oil rather than gearoil – and the same comments made by the Penrite document you posted)

6. The oil has to be capable of lubricating the gearbox – i.e. provide shear protection in an environment which is like a box full of eggbeaters and doesn’t use a filter – i.e. gearboxes aerate oil by their design. And – refer to point 1 above – no hydraulic system can operate successfully with aerated lubricant

I think the ‘gear oil versus engine oil’ issue is a bit of a red herring in 2001. The 1950’s – 60’s BMC ‘gearbox oil strategy’ – I believe – was based on what was



“practical & commercial & available”- rather than purely technical issues.... and it doesn’t take into account the technological advancements made over the past 40 years – e.g. Synthetic oils. Would anyone seriously argue that their car

handled better on the original fitment crossply tyres than on say Yokohama A008RS asymmetric directional radials today?

BMC said the Healey gearbox & overdrive use MINERAL engine oil. But as you also said – the exact same overdrive (which fits on the back of the gearbox – and uses the same oil as the gearbox) on a big Healey is also fitted to a Triumph – and guess what? Triumph say only use a gear oil...aaaaaarrgghh

What is the answer? I asked everyone. You name a Healey racer or Australian / English Healey specialist – and I have either phoned or emailed them. I even emailed the manufacturer of the Healey overdrive to ask them why Austin Healey & Triumph gave contrary advice on oil for their product. And guess what? The correct answer is... that there is no correct magic single answer.

But – the best advice I can give from my research, is :

1. If you want to use mineral oil – Most experts agreed that Brass syncro gearboxes (e.g. BN1 etc.) should probably use engine oil. This is because SOME MINERAL gear oils have additives which can corrode some brass syncros – so to be safe – always use an engine oil if you have brass syncros or use a SYNTHETIC gearbox oil.

2. However, if you do use an engine oil – all experts agreed that you should NEVER use a ‘friction modified’ engine oil. Because a syncro cone relies on friction – i.e. a syncros whole purpose is to ‘slow’ the gear, in order for the gear to be easily selected – i.e. it relies on friction to operate..If the oil is too slippery (i.e. friction modified) – then guess what – the syncro won’t work – new oil and real slow graunchy gearchanges That is the major reason many people use e.g. Penrite HPR (30 or 40) – a mineral engine oil which doesn’t have friction modifiers – in their gearboxes.

3. It was unanimous that lubricants have come a long way in the past 40 years. Just because the factory used a particular tyre 40 years ago – it doesn't mean they would use the same tyres again today. My point – oils aren't the same today as they were in the 1950's. Synthetic oils were not in the mass market back then.

4. Engine oil tends to aerate more than gear oil – and tend to hold the bits of metal etc. in suspension (the properties of engine oil are designed to hold in suspension the by products of combustion – and remove them via a filter) Gear oils are designed for a Gear box which doesn't have a filter. (overdrives have a 'strainer – not a filter)

Much of this research pointed towards a synthetic gear oil as the answer.

My advice – read the stuff at www.redlineoil.com and make up your own mind, based on your own use of the car. Personally – in my fully rebuilt, using 95% brand new parts (all new gears, all new shafts, all new bearings, all new seals, all new syncros – only used the 'original' selector forks & $\frac{3}{4}$ th synchronizer & casing) gearbox in my Healey 3000 – and a fully rebuilt overdrive – the transformation achieved by switching to Redline MT90 gear oil was amazing – and that was after I tried 4 different brands of non synthetic engine oil . Redline is not cheap compared to Penrite HPR 30 (which I was using just prior to the change to Redline) – but believe me – neither was my gearbox/ overdrive..... I've been running Redline MT90 in my gearbox/overdrive for over 18 months now- and Redline 75W90 in the diff (was a Detroit locker – now Quaiffe) – it would take a lot for me to even consider changing brands.

I don't work for Redline or sell Redline oil etc. etc.!!

Welcome to New Members



No new members this month.



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

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	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 – Gearbox rebuild – Frank Dreher

	20th Run – combined Clubs run and lunch – MM Club	25th Noggin – SAB brewery tour – Barrie Downes	
	18th Run – brunch at Dam Huis Melkbosstrand – Dennis Cooke	31st Noggin – Annual Concours Club – committee	
	15th THE CENTURY RUN! GUYS IF YOU DON'T ENTER NOW YOU ARE TOO LATE – Tom Dougan		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!!!!

RUN & BRUNCH to DAM HUIS MELKBOS STRAND 18th October

The Damhuis is one of the oldest buildings in SA and the first built structure in Melkbosstrand, dating back to 1785. It is a lovely beach location.

Meet at Mouille Point lighthouse at 09:30 for 09:30 departure. Booking is essential please confirm with Dennis cook.dennis@gmail.com or 083 243 4881 by 14th October

ANNUAL CLUB CONCOURS

31st October 2015, 9:30AM - 2:00PM.

Annual Concours will be held in the Hout Bay Harbour precinct.

There are plenty of attractions for partners including the popular Bay Harbour market.

SO STILL TIME TO GET YOUR CARS READY?



Pleasant memories

Sunday 20th September - Combined Clubs Run organised by the Morris Minor Club.



What an excellent event this turned out to be. The Morris Minor Club (MMC) had certainly put in a lot of work to get us finding our way from clue to clue and there were also some nice freebies from Total and Autozone along the way. We all assembled at the Multi Motor Club with a good collection of Morrises, a couple of MGs, a Sunbeam, a Jaguar, a Land Rover and, disappointingly, only Danie and Linda Barkhuisen in their TR2, Ronan, Charmaine and Keegan in plastic and Tom and I in the TR6 from the Triumph Club. Off we set with our directions and clues taking us to places

as diverse as a Total garage, a Food Lovers Market and Durbanville Memorial Park. The weather was a little mixed with some spots of rain and a few flashes of lightning but cleared away to a sunny afternoon. Our final destination was Philadelphia where we had the prize giving and an excellent lunch at Malle Meul restaurant.

The MMC were generous enough to have a prize for each car club and Danie and Linda were the Triumphant team.

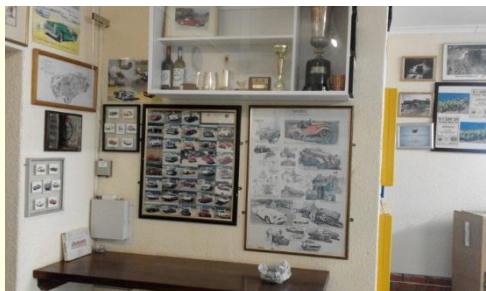
All under control, Linda was taking the pic!

Congratulations to the Morris Minor Club for a super Combined Clubs Run.

By Anne Dougan

Thank you to another one of our ladies for your contribution to The Globe

Wednesday 16th September Working party at the Clubhouse, 10 am.



Well done to all those volunteers who made it to the clubhouse, we now have a very good looking section on the clubhouse wall.

We also cleared away a lot of very old paperwork which had accumulated over the years.

Thursday 24th September Heritage Day car show at Killarney

Hazel Walton of Starstruck autos and Roger Robeck , chairman of the Jaguar club, teamed up this year aiming to create a bonanza Heritage auto event at Killarney racing circuit. The event included massed vintage and classic cars on show, autojumble and various stalls as well as plenty of food and drink accompanied by suitably vintage rock music in the WPMC clubhouse. Convoys departed from various points of the greater Cape Town to the racing circuit.

This was not a planned CTTSCC event, some 7 Triumphs joined in the event, which included James Hibbs' beautifully restored black TR3A. Whilst most cars were displayed in the inner circuit of the track, Roger had, in his usual generous way, offered reserved parking at the Jag clubhouse for our Triumphs and had put the facilities of their great clubhouse at our disposal including air conditioned bar.

Supercars and racing sports cars were practising on the day for the reverse direction racing to be held on the Saturday and were available for viewing in the pits.



Heritage day and National Braai day have become synonymous and the Jag club had a number of fires going to allow members and visitors to celebrate our braai heritage in a fitting way. There was plenty of camaraderie and fun for all. This is the first Heritage day event at Killarney, but the idea is to create an annual event for the classic car movement. It seems to me that the CTTSCC should lend its full support to this event and play our part to fill the amazing display of our motoring heritage.

Friday 25th September Tour of SA Breweries.



This was a great overall day. We had 13 on the tour, which was disappointing but it was a Friday working day. We also had VIP parking for the 5 Triumphs.

The tour was extremely well organised and our tour guide, Alexia, was well informed and demonstrated some real passion for the product with her verbal enthusiasm for the brewing process. Whilst we did not see the main 45000 bph x 750 ml packaging line running, pity, but we saw the other which runs at 42000 bph x 750 ml, really impressive.

Then after we had a taste education session with 5 of the SAB products learning how to smell and taste the obvious, but subtle differences. This was followed by 2 free drinks of our choice, magic. The day was finalised with lunch at Forries outside in the garden where we were joined by Margaret and Heletia.

Interesting News and Club Feedback

You have seen the advertising in the Globe. Please support our sponsors.

Note from Jamie. Cape Town Club Registrar

Please would you fill out the register form which was sent out as soon as possible, OR just send your car details to me at Jamie.hart@kingsley.co.za Thanks, Jamie

Whilst there is some information still outstanding, the bulk of the members cars are now on the register and a revised formal Register listing in electronic format will be available for viewing.



Thanks once again to all those who have responded, Jamie



- ❖ ***THERE ARE ONLY 30 SPOTS REMAINING FOR THE CENTURY CLASSIC CAR RUN ON NOVEMBER 15TH GET YOUR ENTRY TO TOM ASAP***
[*Centuryclassiccarrun@gmail.com*](mailto:Centuryclassiccarrun@gmail.com)

Your Stories/Have Your Say

Richard Graham TR6

I bought the car on 21st September 1981, exactly 34 years ago, in Sutton Croydon approximately 30 minutes drive from where I lived in Twickenham. It was mechanically sound had some rust but the paintwork was good.

In 1982 my job took me to Hamberg, where I met guys from the Triumph club which led to getting space in a very large garage/workshop which we shared. This was a chance to replace all rusted

An ode to the TR

By Grahame (double rugged)
Johnson from Australia

On the race and rally tracks of
Europe
It was one of the magnificent few
I am, of course referring
To the Triumphant TR2

It beat the best in Europe
But to stop it hitting trees
New and revolutionary disc brakes
Were fitted to the TR3's

By now the softies were moaning
Creature comforts they wanted
more
So wind up windows and new
steering
Were fitted to the TR4's

The next in line became so heavy
It definitely needed more drive
so a much bigger engine
Was fitted to the TR5

But the TR6 could not stop the fall.
Herr Karmann designed the body
It was the fools at British Leyland
That nailed Triumph to the wall.

They designed a car that was so
ugly
And slow and unsporting too
That it had no family resemblance
To the Triumphant TR2.

The car of course was the TR7
That was so unexciting to drive
That even old farts with heart
problems
Could thrash it and easily survive

So when I grow old
And close to heaven
I'll give up on life
And buy a TR7

panels and treat all
metal parts with
waxoyl and all
other sorts of
aircraft rust
inhibitors. These
have served well to
this day.

I have driven the
car through
Britain, France,
Germany, The Netherlands, Germany and Spain, as well
as some other countries.

I shipped it to Cape Town in 2001, from Southampton
when scratches and dents occurred on the journey, so
in 2003 I decided a restoration job was required. It
was re-sprayed, the chrome work refurbished and it
was reupholstered.

Over the years, workshop manual in hand, I carried out
many interesting repairs, but only needed to fit new
bearing shells and thrust washers to the crank due to
some end float. The gearbox was rebuilt twice by
dubious experts, but in 2007 I rebuilt it again, as well
as the A type overdrive unit and so far it's ok.

My experience with the Lucas fuel injection was that it
was always

reliable,
except on hot
days, I have
now fitted a
Bosch pump. I
have replaced
a couple of
unions and
seals on the
metering unit


without any problems. I go with what the book say's
'often faults attributed to the petrol injection system
are in fact caused by the engine being in poor state of
tune'. It suggests a number of primary checks before
looking at the metering unit.

Several other good cars have come and gone, but not
the SIX.

Cheers, Richard



Sales/Wanted



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1960 Triumph Herald



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CTTSCC - Cape Town Centre Committee

Chairman	Dennis Cook	0832615508	cook.dennis@gmail.com
Treasurer	John Parker	0795069450	Johnparker739@gmail.com
Secretary	Richard Graham	0836836179	
Regalia	Eddie Hughes	0825550256	eddiehughes@telkomsa.net
Spares	Peter Inskip	0826519581	peterinskip@iburst.co.za
Webmaster	James Hibbs	0715231602	jamesahibbs@gmail.com
Clubhouse Manager	Danie Barkhuisen	0828248551	db1@remgro.com
Editor	Barrie Downes	0741651740	bdownes.inct@gmail.com

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

CTTSCC - Cape Town Centre - POSTAL ADDRESS. PO Box 698, Noordhoek 7979

Website address - www.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.

