



The Globe

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

Articles and input by Dennis, Eddie and Barrie

Website address - www.capetriumph.za.org

We have had some rains & dams @ 28% this time last year 53%!



Chairman's Chat

I'm not a great F1 fan and usually fall asleep watching it - if you want to watch real racing, watch MotoGP. That's my opinion anyway but a couple of weeks back when watching the preliminaries for the British GP I caught sight of a TR6 on the grid, and then a TR3. I was now wide awake and realised that the grid was full of TR's about 20 altogether. What a wonderful sight. That was the highlight of the British for me.

A bunch of club stalwarts gathered at Simonstown Golf clubhouse on the 9th for Christmas in July and to celebrate old member Nic Paxinos' 90th birthday - see Eddie's report. The clubhouse serve a breakfast which has a good reputation so we will move the 13th August breakfast there instead, as Jamie was not keen on the original venue of Steenbras Dam in winter. He won't be allowed to wriggle out of this however and his event will be late in the year.

Danie and I attended a preliminary meeting for the Multi Club Secretariat motor show to be held at Killarney on 15th October. We will be combining our Concours with this event. Regardless of whether you want to be judged or not for this competition please spend the day with us and put your Triumph on display. We need at least 2 volunteers to monitor our display as Danie and I will be doing gate duty.

***as one long standing member pointed out,
'it's better to have fewer good runs than too
many average type outings' – worth thinking
about.***

We have also received advance notification of the annual Timour Hall show where we will need a good turn-out to maintain our prime spot.

In this edition

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We ended off the month with a presentation by Viv James of his 1958 Morgan. This car is well known to Killarney motor racing enthusiasts as it was campaigned for many a year by Dave Brown. Viv has carried out a magnificent ground-up restoration including replacing the V6 motor with the original TR3 engine which was found in the garage when he collected the rather tatty Morgan.



This was a well attended meeting and Viv's talk backed up by numerous old racing photo's supplemented with stages of the restoration and bits of Morgan wood was well received by all.

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 13th August and make plans to prepare your car for the 15th October. See you all soon*



✚ *The Knysna motor show sponsored by Sanlam Private Wealth and held at the end of April 2017 was a phenomenal success . Not only was a high standard of awesome cars on display with impeccable organisation , but a record crowd of more than 6000 people attended, resulting in record takings . We are delighted to advise that after accounting for the motor show expenses we were able to donate R100,000 to charity . The charities that benefitted from this generous donation are Knysna and Sedgefield Hospice, Knysna Animal Welfare , E-pap (feeding scheme for underprivileged children) , FAMSA (NPO specialising in relationship counselling) , Epilepsy , BADISA (Child Protection organisation) , Change for Change (NPO looking after destitute families) and the Sea Cadets . See the photo above . This donation has come at an opportune time when Knysna has been devastated by the raging fires at the beginning of June and the nominated charities have been under severe pressure to cope with the demands of the disaster . This donation from the Knysna Motor show has only been made possible through the support of our sponsors , all the participants who displayed their cars, the motor trade , the public*

that came from across SA and the dedication of members from the Garden Route Motor Club. We salute all of them with a big thanks .

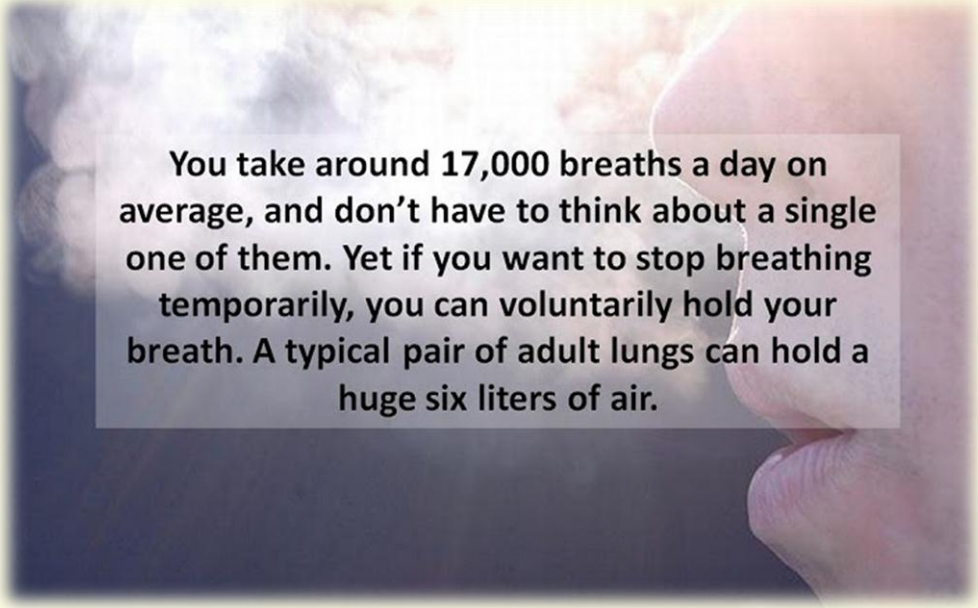
We look forward to build on this success when next year's Knysna motor show is held on Sunday April 29 , 2018 .

Kind regards,

Peter Pretorius.

Chairman - Garden Route Motor Club.

Technical Info



You take around 17,000 breaths a day on average, and don't have to think about a single one of them. Yet if you want to stop breathing temporarily, you can voluntarily hold your breath. A typical pair of adult lungs can hold a huge six liters of air.

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

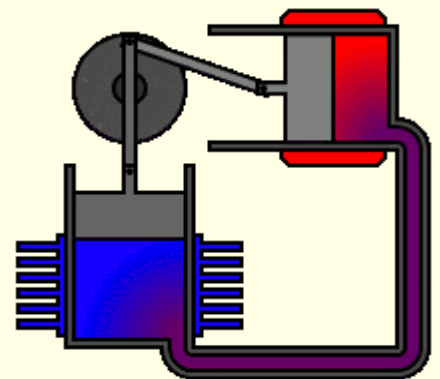
HOW TO MAKE YOUR CLASSIC CAR'S FUEL DELIVERY SYSTEM DEPENDABLE

By: Rob Siegel courtesy of Haggarty

MAKE YOUR CLASSIC CAR'S COOLING SYSTEM DEPENDABLE

By: Rob Siegel

This months installment of [The Big Six](#) (the problems in the [ignition](#), [fuel delivery](#), cooling, charging, belts, and ball joints that are likely to strand a vintage car) is dedicated to the cooling system. I should say "the cooling system for cars with water-cooled engines," because if you own a vintage Porsche, Volkswagen, Citroen 2CV, Corvair, or, heaven help you, a Trabant, your car is air-cooled.



*On a vintage water-cooled car, **the cooling system** consists of the radiator, water pump, thermostat, hoses, fan, belt, and heater core. Newer cars may augment or replace the belt-driven fan with an electrical fan, actuated by a relay and temperature sensor.*

Really you have no idea what's lurking inside an old radiator.

Diagnosis

The good news about cooling systems in vintage cars is that they're all metal (except the belt and hoses). Therefore, coolant loss is rarely catastrophic. The metal may corrode and leaks may develop, but you are unlikely to hit a bump, crack a component, and lose most of your coolant, as frequently happens with newer cars and their plastic-laden cooling systems. But the bad news is that, truth be told, most cooling system problems require sucking it up and replacing the radiator before the problems are completely put to bed.



Hot Running: *First, it is crucially important that you not drive any car, vintage or otherwise, with the temperature gauge in the red. If that happens, wherever it happens, unless your life is in immediate danger, **stop! Do not drive the car!** The inconvenience and cost of the tow will pale compared to the cost of a cracked cylinder head.*

Verify that the belt that drives the water pump hasn't snapped or jumped the pulley, then check for coolant leaking from a burst hose, a failed water pump seal, or the heater core.

Next, feel the hose coming from the bottom of the radiator. If it's stone cold that means the thermostat isn't opening. Thermostat replacement is fairly easy and inexpensive.

A word on thermostats: Many folks install a cooler thermostat (one that opens at a lower temperature), thinking it'll help the engine run cooler. If the radiator is robust, then that's true, but if an old radiator isn't adequately exchanging heat (and it usually isn't), a cooler thermostat is not going to make a difference. The better path is to install the best radiator you can, then select a thermostat that causes the engine to run in the middle of the gauge. Absent those causes, most hot running problems originate from the fact that, typically, vintage cars didn't have great cooling systems when they were new. Since then, their performance has only degraded due to corrosion



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inside the radiator making it less able to shed heat. If a drive during hot weather or up a big hill causes the temperature to rise dramatically, replace the radiator, even if it looks good.

Note that the heater core is essentially a second radiator inside the passenger compartment. The old advice that if a car is running hot you should turn on the heat is

usually true. As long as the car isn't leaking coolant or running in the red, it is often possible to avoid stranding and nurse it along by stopping to let it cool down, turning on the heat, running at night, and being light on the throttle.

*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!*

Hot Idling: *If the car idles hot but cools down when driven, if there's no electric fan or fan clutch, the diagnosis is the same as hot running - you probably need to replace the radiator. If there's an electric fan, make sure the fan comes on while idling. If it doesn't, there could be a problem in the fan, relay, or sensor. Anyone whose car has an electric fan is strongly advised to know how to wire the damned thing directly to the battery if need be.*

Maintenance Tips

External inspection: *Check the belt. If it's cracked, replace it. If it's loose, tighten it. Grab one of the fan blades and rock it fore and aft to test the water pump bearing. If there's anything other than the tiniest amount of play, the water pump should be replaced. Inspect the hoses, both visually and by squeezing them. They should be firm but pliant. If they're soft and pillowy, with the hoses ballooning over the clamps, or rock-hard with the clamps cutting into them, they should be replaced immediately.*

I wouldn't drive an unfamiliar vintage car more than a few miles without first doing these three things.

Open, inspect, and re-seal: *Cars that sit for years are prone to corrosion buildup in every part of the cooling system, as water and coolant react with steel and aluminium. Really you have no idea what's inside until you open it up. Drain the coolant and remove and inspect the water pump.*

If it's corroded, the inside of the radiator might look the same. Then, pull off every hose and, with a pen knife, scrape any corrosion off the coolant necks to help the hoses seal. If you're trying to be cost-conscious, and the water pump looks fine and has no bearing play, and the hoses are firm and free of cracks and cuts, just put the pump back in with a new gasket, re-use the hoses, and absorb the peace of mind from the inspection process.














This water pump was functional, but the corrosion inside was pretty nasty.

Full prophylactic cooling system maintenance: *Basically, flush, then replace everything - radiator, water pump, thermostat, fan, belt, and every hose. Make no mistake, that's the smart move if you plan to road-trip and don't know how old the car's cooling*

components are, and don't want to get stranded. I have not had good luck with "rodding out radiators" (taking them to a radiator shop for disassembly and cleaning). Any new radiator is better than a 40-year old one, but check enthusiast forums to find out the options for an improved radiator for your make and model. A triple-core radiator that looks similar and occupies the same physical space, or a larger aluminium radiator may be available. Different "tropical" fans that push more air may also be an option. The choice comes down to your desire for originality.

Stay cool.

Year Calendar – Events, Noggins, and Outings 2017

	8 th New year Breakfast run - Tom Dougan	22 nd Classic Car and Bike show - Timour Hall - Tom Dougan	28 th Noggin at the MMC, Danie's car & bring and braai
	12 th Valentines Day Picnic run to Bellingham - John Parker		25 th Noggin - Introduce new caretaker Chairman, Viv Jones Morgan
		19 th Lunch Run - Classically British sports car tour of Peninsula - John Parker	25 th Noggin - Dennis farewell event
	9 th Lunch run - to Gecko Lounge Wellington, Eddie	30 th Knysna Car Show and Regional Gathering - Garden Route	
	1 st Knysna Car Show and Regional Gathering - Garden Route	21 st Run to Shunting Shed with Sunbeam Car Club, Barrie	27 th Noggin - Andre Bredenkamp visit to the Rolls Royce factory Goodwood UK
		25 th Run to Stellenbosch with Sunbeam Club for Poitjie lunch, Barrie	
	9 th Lunch Run - Christmas in July Lunch at Hout Bay - Graham		29 th Noggin - a presentation about a Morgan with a triumph engine.
		13 th Run - to Simonstown Golf Club for breakfast.	26 th Noggin - talk & presentation on conservation by Peter Lloyd

	<i>10th Lunch Run - Combined Clubs run - committee</i>	<i>30th Noggin - Viv Jones presentation, Trip to South Pole, Graham</i>	
	<i>15th The annual Cape Classic Car Show at Killarney - & Club Concours - Committee</i>	<i>28th Noggin -</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!!!!

13th August breakfast run to Simonstown Golf Club

Details of this run will come through by SMS.

26th August Noggin

In April on the trip to Wellington, Peter gave a very interesting off the cuff chat about the history of the area and clearly he is an authority on this subject. So we have asked him to chat more on the subject of conservation. Don't miss this one.

Pleasant memories



9th July Sunday Lunch - Christmas In July

On Sunday 9th July we had planned our combined 'Christmas in July' lunch outing with Nick Paxinos's 90th Birthday, to be held at Spiro's Greek Restaurant in Hout Bay. However because of the unrest we had to move the venue to Simonstown Golf Club at quite short notice.

On a very wet morning, which always seems to happen when we go to Simonstown Golf Club, Ashley and Maggie Ellis, Graham and Aurelia, Danie, Margaret and Nick all met at Constantia Village at 11.30 am. All in their Plastics! The drive to Simonstown was over the Old Cape Road and following the Coast to Simonstown, arriving earlier than the planned 12.30. Eddie and Lynne joined everyone at the Golf Club. Also in their Plastic as the TR7 is having its engine overhauled!



After we all had ordered our drinks, Aurelia handed out small gifts to everyone. Polishing Cloths and Windscreen wash for the men and Hand cream for the Ladies.

On behalf of our Club, Graham then presented Nick with a Triumph Golf Shirt and the Club also paid for his Lunch.

The meal at the Golf Club is always very good value for money, today being no exception! We started with homemade vegetable soup and bread, followed by a buffet consisting of Chicken, Silverside, Gravy, Roast potatoes, Rice, Pumpkin and Cauliflower. The dessert was Malva Pudding and Custard. The rain, and us only being 9 people, didn't put a dampener on the Festivities and I'm sure everyone including Nick enjoyed themselves, making it a day to remember.

A special thanks to Danie for making the round trip from Brackenfell to Seapoint and Bantry Bay to collect and return Margaret and Nick. Without his help they wouldn't have been able to attend.

Eddie Hughes



A friend of mine has two tickets for the Formula 1 Abu Dhabi Grand Prix, at the Yas Marina circuit on the weekend of the 25th - 26th November. They are box seats and include flights, hospitality, and hotel accommodation. He didn't realise when he bought them that this is the same day as his wedding. If you're interested and want to go instead of him, it's at St Johns Church, Durban North at 2.15pm on the 25th. Her name is Janet. She'll be the one in the white dress . . .



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






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

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