



# ***The Globe***

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

*Articles and input by Dennis, Jamie and Barrie*

*Website address - [www.capetriumph.za.org](http://www.capetriumph.za.org)*

## *We have had some rain, but pray for more!*



### ***Chairman's Chat***

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*Someone much wiser than me once said 'don't think that you know it all'.*

*I thought that I knew enough to rebuild a motor especially if one follows the manual. If I'd been a member of the club when I did the rebuild, someone much more experienced in such things, would have advised me to have my cylinder head pressure tested. At the time I had it slightly skimmed as I'd no idea how many times before it had been skimmed. It was ported as well by the experts but they either didn't notice or bother to mention that the head been stitched twice in its lifetime, once well done and another poorly done.*

*After a few thousand klix and never being able to put my finger on an incessant pinking, the engine blew a head gasket and said howzit. Of course now I was much wiser and after having the head pressure tested, it was declared scrap! The problem wasn't where the head gasket had blown, but the back two cylinders where coolant was being regularly sprayed into the combustion chamber.*

*There is a happy ending, however, as I bit the bullet and imported a brand new cylinder head and happily the temperature this past Monday was just right for painting it. There is an added advantage as well in that these new heads, which are occasionally produced, can handle unleaded fuel. Now as soon as I've finished mending the toilet in the guest bathroom, I can get back to the TR and hopefully won't have the embarrassment of pitching up at events in a modern.*

#### *In this edition*

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

*On the subject of events, our club was invited to the Sunbeam Club's potjiekos picnic the past weekend. The weather was excellent, the setting perfect and the potjie, well that was just superb. We had a great turnout between the two clubs and everyone had an enjoyable social. This combining of the two clubs outing, which came about after a casual chat with Malcolm Uytenbogaart, has been a great success and while not wanting to overkill this type of arrangement we will definitely work on hosting another event.*



*Our club's next event is Christmas in July (9<sup>th</sup>) and we have made a booking at Spiros Greek restaurant in Hout Bay for lunch. There is adequate parking on either side of this cosy restaurant. We will sms the details shortly - booking will be essential.*

*An issue which has been a topic of discussion amongst the committee is the validity of membership specifically applicable to competitions. We are waiting*

*for the national body's final ruling on this before we make any changes to our constitution. Currently we in the Cape happily include spouses and partners in our events. We pay a single membership fee and that entitles your spouse / partner to take part in all aspects excepting voting (and it's not often that we call for a vote ). The national rules, however, differ in that if you wish to take part in a competition ( eg. Concours ) at a national event ( i.e. the National Gathering ) then that entrant needs to be a full member. This means that our acceptance of spouses / partners does not apply so if any of the aforementioned wishes to enter the event (other than just attending ) then such person will need to pay our full membership fee. I wanted to get this out there well before the national gathering so that there are no disappointments.*

*It was good to see Gerhard and Suzette out again in the TR3A. He was chuffed about it being used as his daughter Bernadette's wedding car. The wedding was north of Ceres and Gerhard said that the TR took the trip there and back in its stride.*

*Cheers, Graham*



## ***Editorial***

### ***Letters to the Editor:***

✚ Dear Editor

*I am sure that all members will have been well informed on the terrible devastation and loss of lives and property during the recent fires in Knysna and Plettenberg Bay, thanks to an efficient press and the social media. I shall, therefore, not attempt to report on the fires which others have already competently done.*





*Fanned on by raging winds, this was literally a firestorm that destroyed anything in its path. Luckily for us the firefighters created a firebreak between Sedgfield and Knysna during their operations and Sedgfield was not threatened. Our little town hall, however is still a major operations centre to restore and distribute food and material suppliers to the devastated areas. Contributions continue to pour in from all over the country as people have taken the cause to heart. With more than 400 homes lost, there are many heart rendering stories of people trying to rebuild their lives.*

*In a field here in Sedgfield lie a large number of burnt out cars, presumably located here with a view to recycling the wrecks. I am attaching a couple of pictures that show that many classic cars as well as ordinary vehicles were reduced to little more than scrap metal.*



*The Garden Route has, of course, long been popular with retirees seeking a peaceful place to settle in the Golden years. Not for nothing are known as the Eden municipality. I heard from an insurance broker that there is a double tragedy in*

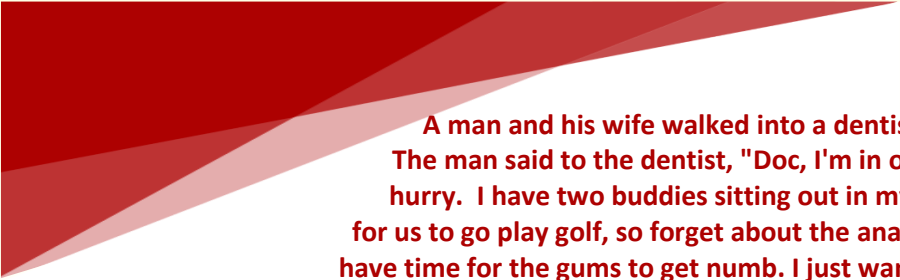
*that many people, having paid off the mortgages on their properties, had adequate household insurance but that they had neglected to ensure the buildings of their homes once the mortgages had been paid up.*

*A firestorm such as we have recently experienced is not unique to the Garden Route as we will all remember the terrible fire that raged through the Table Mountain National Park a couple of years ago where flames literally were licking at the houses of members Eddie Hughes and Barrie Downes.*

*Whilst I know that some will say that insurance is an expensive option and that self insurance is a more cost-effective way to go. If you have been self insuring since your 20s you have most probably made a saving.*

*I do know that some of our club members do not insure their classic vehicles. Considering that the club provides valuation recommendations for inexpensive and good insurance for your classic cars, I do recommend that our members, most of whom are in the mature phase of their lives should look at protecting their assets adequately- both their homes and their cars. The Fussell Club Collector's scheme has recently sent out renewal notices but, if your Triumphs are not adequately covered by insurance, chat to your Committee members, and remember parts have to be imported!!!!*

*Stay safe and regards from Eden. Dennis*

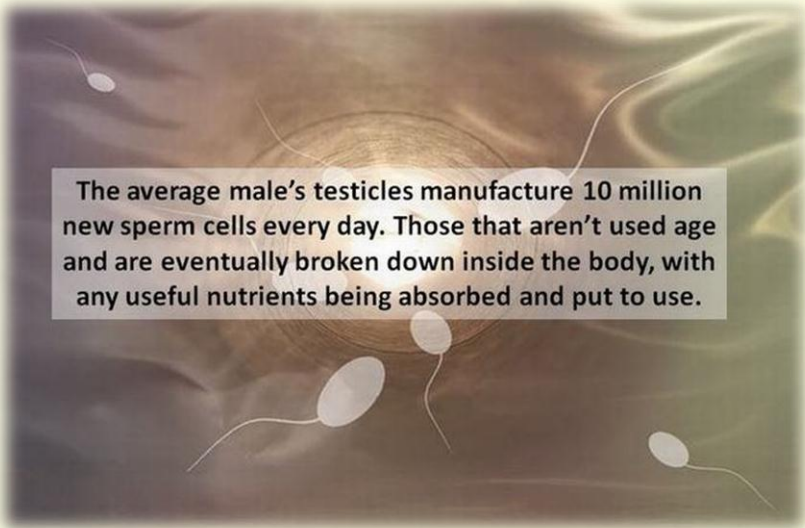


A man and his wife walked into a dentist's office.  
The man said to the dentist, "Doc, I'm in one heck of a hurry. I have two buddies sitting out in my car waiting for us to go play golf, so forget about the anaesthetic, I don't have time for the gums to get numb. I just want you to pull the tooth, and be done with it! We have a 10:00 am tee time at the best golf course in town and it's 9:30 already...I don't have time to wait for the anaesthetic to work!"  
The dentist thought to himself, "Well, well, at last a golfer with real balls!!"  
So the dentist asks him, "Which tooth is it sir?"

The man turned to his wife and said, "Open your mouth, honey, and show the dentist the tooth."

### *Technical Info*

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The average male's testicles manufacture 10 million new sperm cells every day. Those that aren't used age and are eventually broken down inside the body, with any useful nutrients being absorbed and put to use.

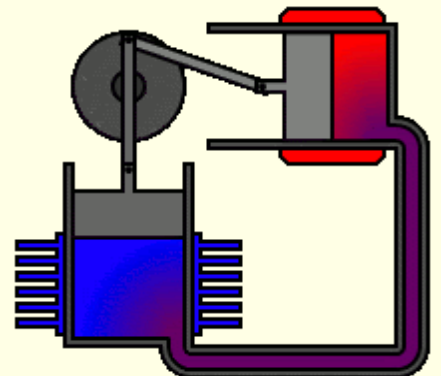
*Continue with that all important preventative maintenance approach, reactive can work but sometimes with serious consequences.*

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

**By: Rob Siegel courtesy of Haggarty**

*When a vintage car dies while being driven, most of the time the cause isn't some random lightning bolt from the blue, but is instead one of The Big Six (ignition, fuel delivery, cooling, charging, belts, ball joints). Here we'll drill down into the fuel delivery system.*

*On a vintage carbureted car, the fuel delivery system is normally simple, consisting of just a fuel tank, rubber and metal fuel send lines, a low-pressure fuel pump, a fuel filter, and one or more carburetors. Mechanically fuel-injected cars from the '50s, '60s, and '70s add an injection pump or a fuel distributor, injectors, a high-pressure fuel pump, a pressure regulator, and a fuel return line.*





*Electronically fuel-injected cars kick the level of complexity up significantly, incorporating an electronic control unit (ECU) and a variety of sensors.*

*But no matter which configuration you have, it all starts with clean fuel being pumped at the right pressure through leak-free lines.*

### ***Check for Leaks!***

*You can have a little coolant or oil dripping, but not fuel. Because fuel is so flammable, there needs to be a zero-tolerance policy. If the rubber fuel lines and clamps in your vintage car are original or haven't been changed in, well, maybe you don't know how long, they should probably be replaced. In addition to the rubber lines themselves ballooning or cracking, the bite of the rubber against whatever metal tube it's attached to, and the bite of the hose clamp into the rubber, weaken with age, allowing leaks to form.*

*Further, on a fuel-injected car, the fuel pump pressure is high enough that it won't just leak a little—it'll spray fuel. Conversely, on carbureted cars, old braided cloth fuel lines at the fuel tank can sometimes be porous enough that, during a springtime start when the float bowls are dry, the low-pressure mechanical fuel pump will try to pull fuel out of the tank and instead will suck air*

*through the lines, preventing the float bowls from filling up.*

*So, replace those old fuel lines!*



*On fuel-injected cars, there are also rubber seals to check. I don't mean the rubber o-rings at the injectors; these typically don't cause fuel to leak out. On mechanically-injected cars such as my 1972 BMW 2002tii, old rubber seals at the injection pump can be a major source of fuel leaks, spraying fuel everywhere when they deteriorate. Changing these when you change the rubber fuel lines is good insurance.*

### ***Clean Fuel: Performing a Full Back-To-Front Sort-Out***

*If a car has been sitting for years, or possibly months, the fuel system will almost always require attention. A primary reason is that petrol itself is problematic. Fuel that sits can do one of two things.*

*It can slowly evaporate, leaving a gummy varnish.*

*Or, if it's oxygenated fuel with ethanol in it, it can absorb water.*

*Fuel tanks in vintage cars are usually steel, so water will cause the tank to rust. If a car is run with a rusty tank, the fuel pump will send the rust toward the engine. At a minimum, it can clog the fuel filter and any small mesh screens. If rust gets past these, it can clog up the jets and passageways in a carburetor, or the fuel injectors in an injected car.*



*A back-to-front fuel system sort-out is flat-out necessary in a long-dormant car, but is also great prophylactic maintenance in a driver before a long trip.*

*First, open up the fuel tank, and smell, then look. If it smells like varnish, you need to drain the tank and clean the varnish out with solvent. Be sure to check the pick-up tube that sends the fuel to the engine, as this may also be clogged with varnish.*

*If, on the other hand, the fuel smells like, well, fuel, look through it with a flashlight for rust and sediment in the tank.*

*If fuel with ethanol in it has absorbed water, though, you can't really see that. For this reason, you should drain whatever old fuel is in the tank of a car that's been sitting, even if you don't see or smell anything amiss. And you'll often be surprised at the amount of rust and sediment that comes out.*



*Next, remove every rubber fuel line, then use a compressor and an air nozzle to blow through the metal line that runs to the engine. Wrap a clean rag around the end of the line so you can see what's coming out. If it's rusty, continue to blow until it's not. Replace with new rubber fuel lines.*

*Remove the fuel filter, tap the inlet onto a paper towel to look for rust contamination, and replace it with a new filter. If the car has any fuel screens, be certain to check and clean them.*

*If the fuel pump is old, or if there's any evidence of rust in the fuel tank or filter, just replace it.*

*I've worked on cars where the tank was cleaned but the fuel pump wasn't replaced, and the pump was full of rust and continued to spit it forward.*

*If the car is carbureted and you found rust in the fuel tank, pull the top off the carb and check for rust in the float bowl.*

*Lastly, connect a pressure gauge with a tee to the fuel line where it enters the engine, start the car, check for leaks, and verify the correct fuel pressure for your model.*

### **Sudden Death**

*If your car is driving down the road one moment and dead in the breakdown lane the next, and it has spark, make no mistake about it, the prime suspect is the fuel pump. Mechanical fuel pumps in*

*carbureted cars use a pushrod, usually run off a lobe from the camshaft, to push a lever that moves a diaphragm. The diaphragm can tear or lose its elasticity, or the little lever can wear down.*



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*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!*

*In an electric fuel pump, the fuel itself actually cools the windings of the electric motor. This makes electric fuel pumps susceptible to contamination in the fuel tank. If an electric fuel pump dies, sometimes it's bound up with rust or sediment, and rapping it with a ratchet wrench handle (or, if it's an in-tank fuel pump, smacking the bottom of the fuel tank) will dislodge the rust and get it going again for a while. Replace it as soon as you can.*

*An electric fuel pump is usually controlled by a relay, and relays do sometimes die. Look up where your relay is, and make a little jumper wire so that, if the fuel pump dies, you can pull out the relay, jumper pin 30 (power) to 87 (fuel pump) to bypass the relay, and see if that gets you going.*

### **Slow Death**

*There's an old saying: If a car feels like it is running out of fuel, it probably is. If you're certain it has fuel in the tank and an even spark, the problem could be that the fuel filter or fuel screens are clogged.*

*A textbook symptom of this is when a car sputters and dies, then starts and runs five minutes later and repeats the process. The fuel pump is probably pushing rust up against the filters and screens, and when shut off, some amount of it is falling off. At a minimum, change the filters, clean the screens, and, as soon as possible, check for contamination in the tank.*

*Clean fuel and screens. New lines and filters. New fuel pump. Get on down the road!*

## **Year Calendar – Events, Noggins, and Outings 2017**

	8 <sup>th</sup> New year Breakfast run - Tom Dougan	22 <sup>nd</sup> Classic Car and Bike show - Timour Hall - Tom Dougan	28 <sup>th</sup> Noggin at the MMC, Danie's car & bring and braai
	12 <sup>th</sup> Valentines Day Picnic run to Bellingham - John Parker		25 <sup>th</sup> Noggin - Introduce new caretaker Chairman, Viv Jones Morgan
		19 <sup>th</sup> Lunch Run - Classically British sports car tour of Peninsula - John Parker	25 <sup>th</sup> Noggin - Dennis farewell event



	<p>9<sup>th</sup> Lunch run - to Gecko Lounge Wellington, Eddie</p>	<p>30<sup>th</sup> Knysna Car Show and Regional Gathering - Garden Route</p>	
	<p>1<sup>st</sup> Knysna Car Show and Regional Gathering - Garden Route</p>	<p>21<sup>st</sup> Run to Shunting Shed with Sunbeam Car Club, Barrie</p>	<p>27<sup>th</sup> Noggin - Andre Bredenkamp visit to the Rolls Royce factory Goodwood UK</p>
		<p>25<sup>th</sup> Run to Stellenbosch with Sunbeam Club for Poitjie lunch, Barrie</p>	
	<p>9<sup>th</sup> Lunch Run - Christmas in July Lunch at Hout Bay - Graham</p>		<p>29<sup>th</sup> Noggin - a presentation about a Morgan with a triumph engine.</p>
		<p>13<sup>th</sup> Run - Skottle breakfast, Jamie</p>	<p>26<sup>th</sup> Noggin - talk &amp; presentation on conservation by P Lloyd</p>
	<p>10<sup>th</sup> Lunch Run - Combined Clubs run - committee</p>	<p>30<sup>th</sup> Noggin - Viv Jones presentation, Trip to South Pole, Graham</p>	
	<p>15<sup>th</sup> The annual Cape Classic Car Show at Killarney - &amp; Club Concours - Committee</p>	<p>28<sup>th</sup> Noggin -</p>	
	<p>19<sup>th</sup> The annual Century Classic Car Run - Tom</p>		<p>25<sup>th</sup> AGM and Annual Prize giving - MMC - Committee</p>

## ***Your Club Activities and Events***

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### ***Don't miss these forthcoming events!!!!***

#### ***9<sup>th</sup> July Sunday Lunch - Christmas In July***

*We have combined a lunch run with a 90<sup>th</sup>, it is Nick Paxinus birthday on 9<sup>th</sup> so we thought it would be a lovely idea to celebrate his birthday with a club event.*

*We have planned to go to a Greek restaurant in Hout Bay, which will make it easier for Nick to attend.*

*We will give all the details of the meeting point and route in the SMS which will be sent out to you during the week.*

*We have a special little surprise for Nick, come and enjoy his day.*

### ***Pleasant memories***



#### ***25<sup>th</sup> June***

*We were invited by the Sunbeam club to join them again, this time for a run to Stellenbosch for a potjie pot lunch.*

*'Come and join us for a great Lamb curry Potjie at Doornbosch Agricultural*

*Association's facility in Stellenbosch, it is a lovely venue and has*

*everything one might need, so you only bring your drinks and your appetites,' was the invitation.*



*Well for those of you who did not attend you missed a great occasion. The venue was very good, the company excellent and the food was fantastic.*

*Johann made the pot and it lived up to all expectations, a lamb mild curry potjie, as well as a vegetarian pot made by Abe, with delicious crispy koeksisters, tea, coffee, and at R50 per person a really great value for money lunch.*

**You missed a great occasion!**



*The ladies chatted about stuff, and the lads looked under car bonnets before standing around the pot with some cold beers in hand, still chatting about cars.*

*We were 30 people in total with a spread of different cars, 4 Sunbeams, 3 Triumphs, 280 SL Merc, 300 SL Merc, BMW Z4, Porsche, and 3 plastics. Eddie being most upset that it now looks like an engine rebuild and possibly only getting his prized TR7 back after his holiday.*

*Everybody felt that this formula can work where more than 1 club gets together for an event and it is kept simple. What do you think?*



### ***Interesting News and Club Feedback***

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#### **Note from Jamie. Cape Town Club Registrar**

*Just a quick note before we leave 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 when we all get back from our travels.*

*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](mailto:Jamie.hart@kingsley.co.za)





**A Special Day for any proud parent.**

*The other week Gerhard and Suzette's daughter, Bernadette got married to Thinus, and naturally Dad had to have his TR3 there. By all accounts it was a very special day, lets wish them all the happiness for their future together.*



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### ***CTTSCC - Cape Town Centre Committee***

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**CTTSCC - Cape Town Centre**

**Website address - [www.capetriumph.za.org](http://www.capetriumph.za.org)**

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**Other Pic's**

