



# ***The Globe***

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

*Articles and input by Graham, M and Barrie*

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

## *All the promise, but still a dry day in the Cape!*



### *In this edition*

*Chairman's Chat*

*Editorial*

*Technical Info*

*New Members*

*Year Calendar*

*About Activities*

*Interesting News*

*Sales /Wanted*

*Committee*

*Other pics*

### *Chairman's Chat*

*We seem to have had a hectic few weeks. Amongst other activities such as a steam train trip to Mossel Bay and back with Ceres Rail, which I can thoroughly recommend, we spent 10 days in Knysna to cover the motor show and the Simola Hill Climb a week later.*

*There were a number of club members at the motor show while Ashley competed at the hill climb as well. Ashley had a creditable time in his Healey Sprite and finished 2<sup>nd</sup> in his class. Past member Malcolm Uytenbogaardt, a Sunbeamer, did well in his final run to win his class in his Tiger. The Simola Hill Climb takes place over 4 days and is very well organised. It attracts several well-heeled drivers exploiting some fancy machinery - some extremely fast and others just desirable classics. Notable amongst these were Stuart Grant driving Rodney Green's 1929 Typo 35b Bugatti ( he won his class although never having driven the Bug before that week-end ) and his father Alan Grant ( our President ) driving*



*the TR3 engined 1959 Protea. (pictured with Darrel Hurter's car) To the best of my knowledge, this is the only aluminium bodied Protea ever built although there are a few other glass bodied cars made. The designer John Myers lives in Somerset West and is now 93 ( I think ). Flying the fairer sex's flag and taking after dad Peter, Paige Lindenberg was emulating Sarel van der Merwe in her Bb Olthoff inspired Fairlane and making a very good job of it too.*

*And then there was the chap with a 1934 Aston Martin Ulster valued at R45m! Wasn't too quick up the hill but not sure that I would risk it at all if it was mine.*

*Overall fastest for the Classic Friday event was Franco Scribante in a Ford engine 1970 Chevron B19. To confuse the average spectator, he drives an identical looking B26 in the King of the Hill event, however this car is powered by a specially produced 2.9L V8 engine based on two Suzuki Hyabusa motorcycle motors. A standard 1300cc Hyabusa can reach in excess of 300kph so you can imagine what two of these - and bored out - can do. He races this occasionally at Killarney and is worth seeing.*

*This event started in a smaller way 8 years ago and has since been enhanced to become one of Knysna's main tourist attractions. If you're a petrol head you need to go at least once.*



*Going back to the previous Sunday, the Knysna motor show is also a must visit at least once.*

*Again an event to promote Knysna tourism, they are also raising much needed funds for local charities. The show differs to the George event in that the vehicles on display are by invitation and perceived to be the best of their type.*

*Danie and Dennis flew our flag while there were several other Triumphs on show. I must admit that even after spending the entire day there, I didn't get to see everything. This is mainly due to bumping into so many old acquaintances and meeting new enthusiasts, it turns into a big social. One group that one doesn't come across too often are the Micro Car Club. I particularly enjoyed their display of Isettas, Messeschmidts, Bianchis and Goggomobils.*

*While in the Garden Route we visited Jo and Dennis in their new home in Sedgfield. They are still heavily into the redecorating phase and Dennis has plans to add to the garaging facilities which at the moment only provides for about 6 cars undercover - or was it 7, can't remember now!*

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

*Back on home soil, we joined the Sunbeam Club for a lunch run to Kleinmond on Sunday 21<sup>st</sup>. Lunch was at Kabel Joe's who serve mainly fish. There were two specials for us and both good value. I had*



*the best calamari that I've had in years. The outing was a great success with 12 TSCC members in 5 TR's and a few plastics plus an equal number of Sunbeam Club members in 5 or 6 Sunbeams.*

*This formula worked well, so look out for the joint Potjiekos run on 25<sup>th</sup> June. As one long standing member pointed out, it's better to have fewer good runs than too many average type outings - worth thinking about.*

*Coming up as I write this but over by the time you read the Globe, is Andre Bredenkamp's presentation on one of his adventures. We are really privileged to have these and I always look forward to them.*

*Keep on Trucking, Cheers, Graham*



### ***Editorial***

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

- ✚ *I love it when I get some, so send what you like and don't hold back.*
- ✚ *Some useful feedback from a member:-*

*at 27<sup>th</sup> May Noggin Steve Taylor asked to publish this Upholsterers contact details. Seems Steve has used him with very good results. C and B Auto Trimmers, Stikland. Tel. Jose on 021 949 8087 or 083 656 9014*



### ***Technical Info***

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Your heart pumps approximately 2000 gallons (7571 liters) of blood through its chambers every single day. It beats more than 100,000 times a day to achieve this incredible feat.

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

## **HOW TO MAKE YOUR CLASSIC CAR'S CHARGING SYSTEM DEPENDABLE, PART TWO**

**By: Rob Siegel**

In our last column exploring *The Big Six* things likely to cause a vintage car to die and leave you in the lurch (ignition, fuel delivery, cooling, charging, belts, and ball joint issues), we discussed the [charging system](#). I told you that, to health-check your charging system, you should:

- Make sure your battery isn't ancient, cracked, or bulging, and that the battery terminals and cables aren't corroded.
- Verify that the wire to the big terminal on the back of the alternator isn't frayed. If the car has an external voltage regulator, verify that the three wires and their terminals connecting the alternator and regulator are all intact.
- Using a multimeter or a cigarette lighter voltmeter, verify that the battery's resting voltage is about 12.6V.
- Verify that the charging voltage is about a volt higher (in the 13.2 to 14.2 volt range) and that it doesn't vary much with engine RPM or electrical load.

However, there are some additional important aspects about the charging system that you should understand. Last week, I said that, if your car's battery is dead, it's crucial that, after you jump-

start the car, you verify that the alternator is charging the battery, because if it isn't, the car will just die half a mile down the road. Let's talk about dead batteries and alternators in more detail.

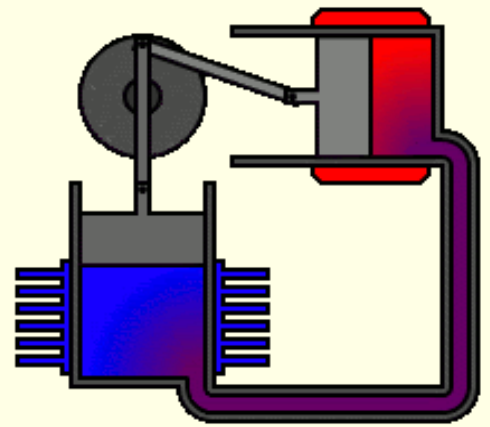
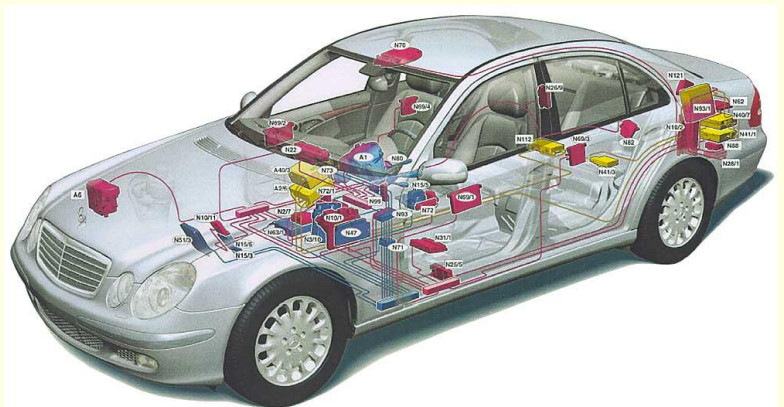


**How Dead Is Your Battery?** You need to understand two things. First, the alternator in a car is designed to keep a healthy battery fully charged. It is not designed to recharge a dead battery. Second, car batteries are what are called "starting batteries." They are designed to deliver

short bursts of power to spin the starter motor, and then to be continuously recharged by the alternator. They are not "deep-discharge batteries" such as the ones used for trolling motors, golf carts, and wheelchairs. Thus, any time you jump-start a car with a dead battery and drive the car, you are putting both the battery and the alternator in a situation they were not designed for.

If your battery is bulged or cracked, it's done. Do not try and recharge it.

**And How Old Is Your Car?** Because of the above point, there are limits to what you can get away with when you jump-start a car with a dead battery and drive off. The limits depend on the age of the car and its level of electrical complexity.



*A carbureted car with no electronic control modules is very forgiving, but the electronic control modules in cars built after OBD-II emission control self-diagnostic systems were adopted in 1996 are very sensitive to voltage levels. The car may do some very strange things if the alternator is working hard to try and recharge a dead battery.*

*The myriad of control modules in modern cars are very sensitive to voltage levels.*

*On a post-1996 car:*

- If the battery is recent but the charge is slightly low (around 12 volts) because, for example, the radio was left on for a few hours, you may be fine with a jump, as long as once it's jumped, the battery shows charging voltage.*
- If the battery is recent but the charge is very low (less than about 11 volts) because, for example, the car sat for weeks, you may jump-start it, but even if the battery shows charging voltage once the car is running, the car may have drivability issues, perhaps substantial ones. It's common to jump-start a modern car, have it start as if nothing's wrong, but then, when you begin to drive it, have the dashboard warning lights flash and the car buck and stall.*
- If the battery is old and flat-lined (single volts) from sitting for months or years or from having a deep-discharge event such as the lights left on overnight, replace it. As a rule of thumb, on my wife's and children's cars, if a newish battery on a newish car runs down once, I'll recharge it and put it back in service, but if it happens a second time, I'll replace it before it strands them.*

*On a vintage carbureted car with no electronic control modules, you're still advised not to jump it if the battery is truly flat-lined, but because a vintage car has nothing computerized that's sensitive to small changes in voltage levels, if there's any life left in the battery at all, the car will usually run fine after a jump-start, providing the alternator shows charging voltage.*

*On a fuel-injected pre-OBD-II car (mid-1970s to mid-1990s), you're in a gray area. It depends on the car and the level of electronics. I once bought a 1991 BMW 525i with a dead battery, jump-started it, and barely made it home due to bucking and stalling. The problems all went away when I replaced the battery with a new fully-charged one.*

**How to Test a Battery:** *How do you know unequivocally if a battery is good or bad? There are a few ways.*



- 1. You can recharge it with a high-quality three-stage charger and see what happens. Sometimes it won't take a charge, in which case you're done. Sometimes it will take a charge, but when you re-install it, it'll run down quickly again.*
- 2. You can recharge the battery and then test it with a carbon pile load tester. An auto parts store will usually do this for free.*
- 3. You can test it with a battery analyzer. These used to be quite pricey, but inexpensive battery analyzers have recently come on the market that directly measure the degree of sulfation of the plates and give you a resistance reading that's fairly representative of battery health. I have the \$70 Harbor Freight Cen-Tech*



*"digital battery analyzer," and it works pretty well; you can find some nice videos on Youtube of it being used.*

*Inexpensive battery analyzers such as this one do a pretty good job of telling you overall battery health.*

*But, whatever the test says, if your starter motor and battery cables are fine and you put the battery back in and get only a few cranks out of it before it's run down again, it's toast.*

***Which Battery Should I Buy?*** *If you own a computer-laden car from the mid-2000s or later, when you replace the battery, you should replicate the original battery very closely. If the original battery is absorbent glass mat (AGM) with a capacity of 750 Cold Cranking Amps (CCA), that's what you should replace it with. But on an older car, pretty much any battery will work, as long as it physically fits into the battery tray with zero risk of the terminals touching metal, can be held down securely, and has at least as high a CCA rating as the original battery. What, you think you're doing something different when you jump-start a car with another battery?*

***Don't Ever Disconnect a Battery While the Car is Running!*** *Old-school car guys sometimes see if the alternator is working by starting the car, then disconnecting the negative battery terminal. The idea is that, if the car doesn't die, it's running off the alternator, and therefore, the alternator must be working. Don't do it! If the alternator was good, odds are it ain't any more; disconnecting a battery in this way is likely to blow diodes in the alternator. Check the charging voltage instead.*

***If the Alternator Isn't Charging the Battery:*** *The problem could be the alternator, the regulator, or both. If the car has an external voltage regulator, there's a test you can do called "full-fielding the alternator." You unplug the regulator and jumper across two of the connectors. You need to look up which two on an enthusiast forum, as the connectors are not completely standardized (on vintage European cars, it's D+ and DF). Then, connect a voltmeter across the battery, start the car briefly and measure the voltage. If you see high charging voltage—and it may be 16 or 17 volts—then the alternator is working fine and the problem is in the voltage regulator or the wiring. If you don't see charging voltage, the alternator should be replaced or rebuilt.*

*On a car with an internal regulator, the regulator and brush pack are a unit. Unscrew it and*

*examine it. If the brushes are worn down to nubs like pencil erasers, try replacing the regulator and brush pack. If not, you're advised to replace the alternator and regulator together*



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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!*

### *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
	9 <sup>th</sup> Lunch run - to Gecko Lounge Wellington, Eddie	30 <sup>th</sup> Knysna Car Show and Regional Gathering - Garden Route	
	1 <sup>st</sup> Knysna Car Show and Regional Gathering - Garden Route	21 <sup>st</sup> Run to Shunting Shed with Sunbeam Car Club, Barrie	27 <sup>th</sup> Noggin - Andre Bredenkamp visit to the Rolls Royce factory Goodwood UK
		25 <sup>th</sup> Run to Stellenbosch with Sunbeam Club for Poitjie lunch, Barrie	



	<p>9<sup>th</sup> Lunch Run - Christmas in July Lunch - Dennis Cook</p>		<p>29<sup>th</sup> Noggin -</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 Crossley &amp; Webb Century Classic Car Run</p>		<p>25<sup>th</sup> AGM and Annual Prize giving - MMC - Committee</p>

## Your Club Activities and Events

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

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

We have been invited by the Sunbeam club to join them again this time for a run to Stellenbosch for a poitlie pot lunch.

'Come and join us for a great Lamb curry Potjie at Doornbosch Agricultural Association's facility in Stellenbosch. It is a great venue and has everything one might need, so you need only bring your drinks and your appetites.'

The event has been done a few times by the Sunbeamer's and they will make the pot and the cost is split between all those who attend and reportedly works out to be very reasonable.

There is a rumour that we might be enjoying the Sunbeam Club's prize winning Malaysian Lamb Knuckle Curry on that day, but don't worry there will also be vegetarian.

Meeting details to follow later.

### Pleasant memories



#### 21<sup>st</sup> May

*Read the feedback from Graham about the trip to Kleinmond with the Sunbeam club. It was a great day with fantastic weather, good food and very pleasant company.*

*The idea of a combined run came from a discussion with Malcolm of the Sunbeam club, who was also a Triumph club member, when we*



*were at Timour hall and this was our first. There were a total of 36 people and an eclectic*

*mix of 15 cars, as well as a few plastics. Eddie sadly did not come in his TR7 it has a blown head gasket.*



*The cars were 6 Sunbeams, 5 Triumphs, including Denise and Nic Joubert from Struisbaai, an Austin Healey 3000 Mk 3, Mazda Mx5, MGB GT V8 and Ashley's TVR.*



### Interesting News and Club Feedback

*Many of our older members will remember Neil Draycott, who owns a TR7 and was an active member until a few years ago when ill health curtailed his activities. Neil is an avowed petrol head with an interesting past in the Motor industry and a friendly smile for everyone. Recently Neil took ill and was rushed to hospital with a believed slim chance of surviving. Neil spent the past 50 days in the ICU but has now been moved to a normal ward. His family say that : "he is still very weak but is getting a little stronger each day! our grateful thanks to*



*the most amazing specialist physician and all who cared for him during the past 2 months. to all who prayed for his recovery - you gave us the strength and hope to trust and believe your support was tangible".*

*The Triumph Sports Car club wishes Neil a return to good health.*

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

*If you know that some of your details have changed, or you have bought or sold a car, please contact Jamie.*

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



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**Sales/Wanted**

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**Sales**

 Sorry, nothing reported, but I have heard that John Parker was selling his TR6 for R320000, not sure if it has gone???????



### Wanted

🌈 Colin Greyvenstein in Cape Town is looking for a Spitfire body for conversion to a race car, any Mark of body type will do. Contact details: [colin@triplane.co.za](mailto:colin@triplane.co.za) tel, 0833017079 or 0214483273



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### CTTSCC - Cape Town Centre Committee

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Treasurer	John Parker	0795069450	<a href="mailto:johnparker739@gmail.com">johnparker739@gmail.com</a>
Secretary			
Regalia	Eddie Hughes	0825550256	<a href="mailto:eddiehughes@telkomsa.net">eddiehughes@telkomsa.net</a>
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**CTTSCC - Cape Town Centre**

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TSCC of SA  
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**Other Pic's**



*TR5 for sale at R1.5 million, it was bought from Don Steencamp. I did see the car before Don had finished the rebuild and it was in fantastic condition with many special imported spares fitted, tan leather interior and a complete paint job.*