



The Globe

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

*Articles and input by Eddie and Barrie
Website address - www.capetriumph.za.org*



Another classic wind free day in the Cape!

Chairman's Chat

It's not all that often that you can trace your cherished classic car or bike back to its original owner. In the case of my TR somewhere along the line, one of it's no doubt numerous owners made such a mess of it that I'd like to give him a swift kick up the diff! Maybe it's best that I never meet him.

Instead of writing this 'Chat', I would prefer to be and should be working on my TR3A, but am now headless as the cylinder head has been officially declared 'scrap'. So I live in hope that one is going to fall out of the sky! If anyone out there knows of one please let me in on the secret.

At our breakfast run to the Stellenbosch airfield I asked Peter Lloyd when he had acquired his Spitfire as a good friend of ours had owned a similar one as her first car. Peter said that he'd bought it in the early 70's from a dealer but it had belonged to a young lady. He added that it had had its rear end rearranged at some time. When we saw Sue over the last weekend I asked her whether she'd ever had an accident in the relatively short time that she'd owned hers. "Oh yes" she replied, a student had gone into the back of her on De Waal Drive. I sent her a photo of the car and she was so fascinated and pleased that it was still around.

Eddie's lunch run to Wellington was in good weather and enjoyable scenery followed up by an excellent lunch. It would have been nice to have had a few more Triumphs there though. On this subject your committee has been looking at ways to encourage / incentivise a better attendance at noggins and other events. We have some ideas but would welcome suggestions from the members. Suggestions such as having the noggin at Mavericks are not exactly what we are looking for!

In this edition

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At the last noggin Frank Olivier was showing me a can of waterless coolant that he's using in his TR. It apparently has very good properties and a very high boiling point. If it doesn't rain soon the sales of this product might soar. Nevertheless an interesting product to consider as some TR's tend to run very hot.

your committee has been looking at ways to encourage / incentivise a better attendance at noggins and other events, we have a plan but suggestions welcome

This time of the year it's the motor show in Knysna which according to some, is 'The' show to attend. Aurelia and I are going for the first time and will no doubt bump into several of our members. We'll stay for the week and go along to Simola for the hill climb. We'll have at least one member taking part - Ashley Ellis who tells me that he's taken part in four of these events already. Good speed up the hill Ashley.

In the background our club is already working on the Century Run which will take place on the 19th November. This is one of our main events and a premier motoring event in Cape Town as well as being a fund raiser for charity. We will get the support of the other clubs so it will be a big event - make a note in your diary.

Until next time, good motoring and let's hope we have to put our hoods up for the rain!

Cheers, Graham

Editorial

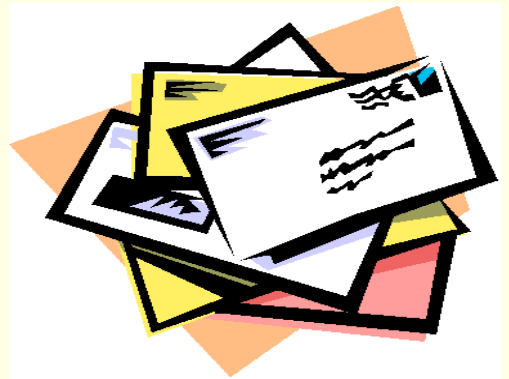
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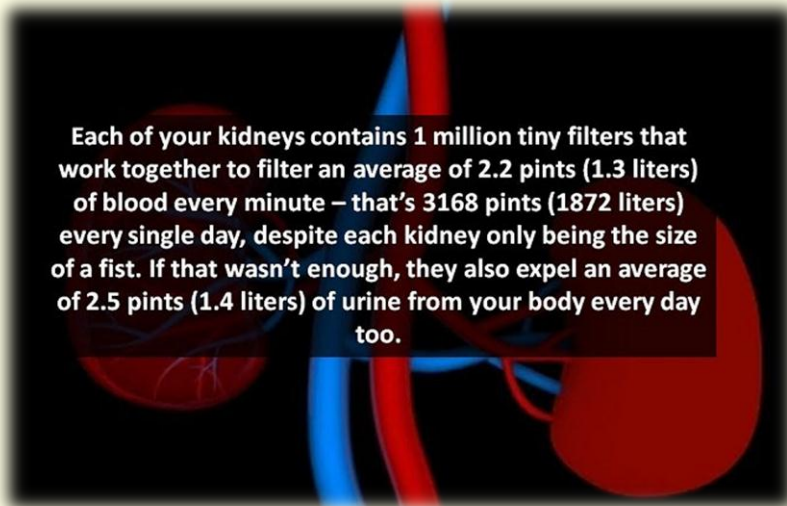
✚ I love it when I get some, so send what you like and don't hold back.

✚ I am running a series of articles which have come from another source, Hagarty News. I have mentioned this site before and I find it quite useful.

I use it to find out values of classic cars, but it is mainly available for you to get car insurance internationally. There is a US site which gives values in US\$, but it also gives historical values and trends which can be interesting, as well as a UK site which only publishes current GBP values. The values are for 4 categories, from Project to Concours. Check it out.

The articles are fairly basic and may not appeal to those of you who are already technically very competent, but there is some interesting stuff in most of them. The articles will run for the next 6 months and are in keeping with my theme of ongoing preventative maintenance.





Each of your kidneys contains 1 million tiny filters that work together to filter an average of 2.2 pints (1.3 liters) of blood every minute – that's 3168 pints (1872 liters) every single day, despite each kidney only being the size of a fist. If that wasn't enough, they also expel an average of 2.5 pints (1.4 liters) of urine from your body every day too.

Technical Info

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

HOW TO MAKE YOUR CLASSIC CAR DEPENDABLE

By: Rob Siegel, Hagerty News

The Big Six

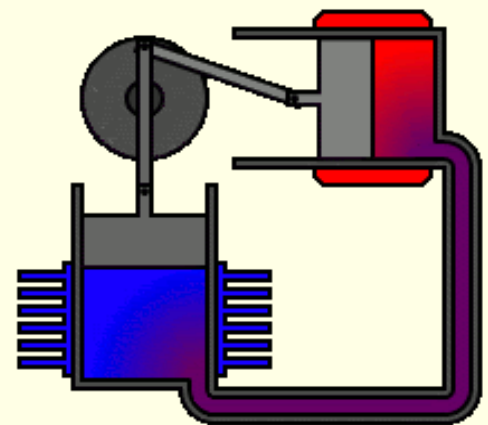
*The late folksinger John Hartford reportedly performed a song called *When Your Car Breaks Down on the Road and the Wrench Won't Fit* at his live concerts. The song consisted of two lines. The first was the title. The second was a recitation of George Carlin's famous list of the seven words you can't say on television.*

Whether the wrench fits or not, anyone who has ever had a car break down on the road knows that this sequence of events is startlingly accurate. The car breaks down, then you swear a blue streak. You hate the car, your spouse isn't crazy about you... it's not a good situation for anyone.

*Now, while anything can happen to a car, particularly an old classic car, that causes it to transition from moving down the road under its own power to coasting to a stop while you hurl a stream of invective at it, most of the time, the things that do break fall into one of six fairly mundane categories (or, as I call them, *The Big Six*). They are:*

- 1 - The ignition system consisting of the distributor (housing, cap, rotor, points, and condenser), the coil, spark plugs, plug wires, and the voltage supply to the whole thing.*
- 2 - The fuel delivery system (the fuel tank, fuel lines, fuel pump and pressure regulator, filters and screens, and either the carburetor or the fuel injection system).*
- 3 - The cooling system (the radiator, water pump, thermostat, hoses, heater core, and fan).*
- 4 - The charging system, by which I mean the battery, battery cables, alternator, and voltage regulator.*
- 5 - The belts (typically, on a vintage car, there's only one, and it runs both the alternator and the water pump).*
- 6 - The ball joints that connect the suspension to the steering.*

Note that there is also a zeroth element on the list: the tyres—the part of your car that's so prone to failure, the car comes with a spare one. It's so ingrained in us that tires fail, but most other things don't, that we simply call it a "spare," not a "spare tire and wheel." I think that most



of us know not to motor around on 50-year old, bald, dry-rotted tires. And yet we often don't think twice about the other old systems in the car until they fail and strand us.



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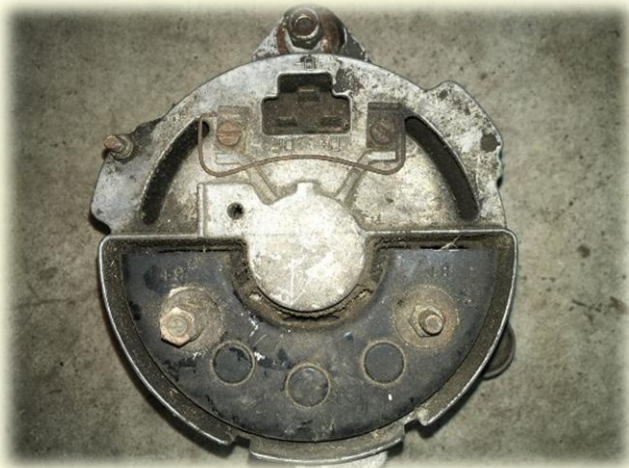


The take-away message is that if, prior to taking your classic car on a long trip, you look at The Big Six - fuel, ignition, cooling, and charging systems, plus the belts and the ball joints - and prophylactically address any needs you find, you will inoculate yourself with a bolus of

reliability. Learn it. Live it. It may save your car, your sanity, your marriage, and your allocation of blue language.

The charging system - part 1

This consists of the battery and cables, the alternator or generator, and either an external or internal voltage regulator. The function of the battery is to spin the starter motor to start the engine. Once that's done, the alternator takes over, satisfying the car's electrical demands and keeping the battery charged. The battery then acts primarily as a filter, keeping voltage spikes from damaging the car's electronics. The voltage regulator rapidly switches the alternator in and out of the charging circuit to provide the car the correct voltage.



The back of a 1970s era Bosch alternator with its battery (B+) and regulator (D+, D-, and DF) connections.

The thing most likely to strand you is the alternator not charging the battery, which causes the battery to run down.

A quick primer on important numbers

Let's introduce you to the charging system's two most important numbers. They are 12.6 volts and 13.5 volts. Here's why:

12.6 Volts: You think your car has a 12-volt battery. You're wrong. It doesn't. A so-called 12V battery actually has six individual 2.1-volt cells (one under each fill cap, back when batteries had fill caps). Thus, when fully charged, the battery should have a "resting voltage" of not 12-volts, but 12.6-volts. With each 0.1-volt drop, the battery loses about 20% of its ability to output high current on demand, so if it's reading only 12.0 volts, its ability to spin the starter quickly is basically gone.

13.5 Volts: With the engine running, the alternator should output a "charging voltage" that's about a volt higher than the resting voltage, or about 13.5-volts. The exact charging voltage depends on the car; it may be as low as 13.2-volts or as high as 14.2-volts.

Therefore, if you take a multimeter, set it to measure DC voltage, and measure the voltage across the positive and negative battery terminals with the engine off, if the battery is fully charged, it should read a resting voltage of 12.6 volts. Then, if you start the car, you should see a charging voltage about a volt higher than resting voltage. This is so central that we'll enshrine it in a little table.

*Resting Voltage (engine off) 12.6 volts
Charging Voltage (engine running) About 13.5 volts (13.2 to 14.2 volts)*

With this in mind, you now can perform...

'The basic charging system health test': Use a multimeter to measure the resting and charging voltages as described above. Then, with the engine running, gradually increase the electrical load by turning on the headlights and the blower fan. Then increase the engine RPM to about 3500 as you watch the reading on the multimeter. If the voltage stays about a volt higher than resting voltage (e.g., about 13.5V), then the car's charging system is functioning. But if the voltage drops (or increases) dramatically at any point, there's a problem in the alternator or the voltage regulator.

The cool thing is that you don't actually need a multimeter, or even to open up the hood. Google "cigarette lighter voltmeter." You can buy them on Amazon for six bucks. Keep one in the glove box. Stick it in your lighter socket when you need to do the test. It doesn't matter if it's absolutely accurate. What matters is that, when the engine is running, the reading jumps up by about a volt. If it does, the alternator is charging. If it doesn't, your car will die once the voltage drops too low.



Verifying charging voltage - confirmation that the alternator is working properly - from the comfort of the driver's seat with a cigarette lighter voltmeter.

What the numbers mean and what to do

Resting voltage lower than 12.6 means Low or Dead Battery: If, with the engine off, the resting voltage is less than 12.6-volts, the battery is low and needs to be recharged.

Of course, it begs the question of why the battery is low. It could be that the alternator isn't working (see below), or that the battery has reached the end of its useful life (we'll leave that one for next month's part two).

Charging voltage the same as resting voltage means the alternator isn't charging: If, with the engine running, the reading doesn't increase by about a volt—if, instead, it stays at the resting voltage—it means that the alternator isn't recharging the battery. This could be because the alternator is bad, the regulator is bad, or the wiring between them has failed. In any case, if you drive the car, the battery will run down. If the car is a primitive carbureted model, the electrical load on the battery is minimal, and you may be able to drive hundreds of miles before the battery runs down enough that the ignition stops firing.

Next month I'll touch on charging issues on newer cars. But even on a primitive car, it's really important that you don't simply jump-start a car with a dead battery without checking that the alternator is charging, because if it's not, the car will simply die a mile down the road, possibly in a much more dangerous location.

People often say "but I just installed a new regulator and a rebuilt alternator; they can't be bad." That's it. Diagnosis is good. Denial isn't.

Charging voltage is too high means that the regulator is bad: It's less common, but you may see that the charging voltage is too high, like over 15 volts. This means that the voltage regulator is stuck in the closed position. Overcharging can generate hydrogen sulfide gas and cause the battery to explode. If you see high charging voltage, smell sulfur, or if the battery case is bulging, STOP! Replace the voltage regulator and battery immediately.

What to do before a road trip:

- *Perform the Basic Charging System Health Test above.*
- *Inspect the fan belt which runs the alternator. If you see signs of cracking, replace it.*
- *Visually inspect the battery. If the case is bulging, replace it. If it's more than seven years old and you'll be traveling alone without easy access to a jump, replace it. It's money well spent.*
- *Inspect the battery cables. If there is massive corrosion or badly frayed wires, replace them.*

The negative battery cable, miraculously, was still starting my '72 2002tii, though how the starter current flowed through those few remaining strands of wire I'll never know.

- *Buy a battery post cleaner and clean the posts and the insides of the cable clamps.*
- *Inspect the ring terminal on the big "B+" post on the back of the alternator. If the wires leading to it are frayed, crimp on a new terminal.*



- *If the car has an external regulator, inspect the three wires (D+, D-, and DF) running between it and the alternator, and the terminals at both ends. Be sure the terminals are actually pushing onto the posts and aren't pushing out the back of the connector (very common as the plastic connectors age and crack).*



The three wires connecting the external regulator to the alternator are a common source of failure on a vintage car.

Fresh battery. Good cables. Passed the Basic Charging System Health Test. No alternator connectors about to snap off.

You're all good. Go and drive!

Welcome to New Members



No new members joining this month.

*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

	<p><i>8th New year Breakfast run - Tom Dougan</i></p>	<p><i>22nd Classic Car and Bike show - Timour Hall - Tom Dougan</i></p>	<p><i>28th Noggin at the MMC, Danie's car & bring and braai</i></p>
	<p><i>12th Valentines Day Picnic run to Bellingham - John Parker</i></p>		<p><i>25th Noggin - Introduce new caretaker Chairman, Viv Jones Morgan</i></p>
		<p><i>19th Lunch Run - Classically British sports car tour of Peninsula - John Parker</i></p>	<p><i>25th Noggin - Dennis farewell event</i></p>
	<p><i>9th Lunch run - to Gecko Lounge Wellington, Eddie</i></p>	<p><i>30th Knysna Car Show and Regional Gathering - Garden Route</i></p>	
	<p><i>1st Knysna Car Show and Regional Gathering - Garden Route</i></p>	<p><i>21st Run to Shunting Shed with Sunbeam Car Club, Barrie</i></p>	<p><i>27th Noggin - Andre Bredenkamp visit to the Rolls Royce factory Goodwood UK</i></p>

		<p>25th Run to Stellenbosch with Sunbeam Club for Poitjie lunch, Barrie</p>	
	<p>9th Lunch Run - Christmas in July Lunch - Dennis Cook</p>		<p>29th Noggin -</p>
		<p>13th Run - Skottle breakfast, Jamie</p>	<p>26th Noggin - talk & presentation on conservation by P Lloyd</p>
	<p>10th Lunch Run - Combined Clubs run - committee</p>	<p>30th Noggin - Viv Jones presentation, Trip to South Pole, Graham</p>	
	<p>15th The annual Cape Classic Car Show at Killarney - & Club Concours - Committee</p>	<p>28th Noggin -</p>	
	<p>19th The annual Crossley & Webb Century Classic Car Run</p>		<p>25th AGM and Annual Prize giving - MMC - Committee</p>

Your Club Activities and Events

Don't miss these forthcoming events!!!!

May

21st May

We have been invited by the Sunbeam club to join them for a run to the Shunting Shed. The details of when and where to meet will be communicated later by SMS.

27th May Noggin

Presentation by Andre Bredencamp who will once again start the show with some old movies about the Triumph marques (as he did the last time) and then spend 15 minutes talking about his visit to the Rolls Royce factory at Goodwood last year. Not many people get to go on that tour.

Don't miss this one.

The normal bacon rolls and coffee will be available.

Pleasant memories



Wellington Run 9th April

Eddie Hughes



On Sunday at 10am, 7 cars and 11 people met at the Pot Belly Farmstall at Klapmuts for our run to Wellington. On arrival the weather was overcast and looked like rain. Of the 7 cars only 3 were Triumphs - Danny Barkhuizen - TR3, Peter Lloyd - Spitfire and Eddie and Lynne Hughes - TR7. Ashley and Maggie Ellis were in their Austin Healey. Graham Goetze, Tom and Anne Dougan, Frank Dreyer and Sonia Scott all came in their Plastics.

We had coffee and browsed for a while in the Farmstall.

At around 10.45 the Route Sheets were handed to each driver and we then departed on our scenic drive to Wellington. The cloud started to clear and conditions were ideal for top down motoring.



We drove towards the old Paarl Road and then onto the R44 to the outskirts of Wellington.

We headed towards the historic Lady Loch Bridge which dates back to the Boer War, stopping there to take photos. We then passed the Old Blockhouse, which also dates back to the Boer War. We continued our scenic route around the outskirts of Wellington until we reached the Gecko Lounge at around 12 noon.



The Globe

The owner provided us with secure parking at the rear of the Restaurant, greeting us as we arrived and took us to our table which was prepared for us in the garden.

The meals were very reasonably priced, good quality and generous helpings!

We had a good natter - including a very interesting discussion with Peter Lloyd about the History of the area - a few drinks and left around 2,30pm.

Many thanks to Peter Lloyd for producing the Route, the roads were good, the scenery was great and the company even better.

You cant beat local knowledge!

Interesting News and Club Feedback

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



- ❖ *Thanks to Dennis Cook for his Donation of Magazines - these will be on sale at the next Noggin. All proceeds to the Nationals Fund!*

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Sales/Wanted

Sales

✚ Sorry, nothing reported.

Wanted

✚ Graham Goetze is looking for a cylinder head for his TR3A, so if anyone of you has what Graham is looking for please contact him. Cell 083658339



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Other Pic's

Parking out of the sun



The bridge.



Guys you can stand closer to chat then you will hear what he said!