

31st Edition - October 2017



# ***The Globe***

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

*Articles and input by Dennis  
Website address - [www.capetriumph.za.org](http://www.capetriumph.za.org)*



### Chairman's Chat

*By the time you read this, entries for the motor show at Killarney will be officially closed. At time of writing this chat we have only received 3 entries which is a very poor showing. I'm hoping to drum up some late entries otherwise it is hardly worth having a Triumph display!*

*It is also unfortunate that the organisers decided to send out application details ( seemingly ) only to previous displayers and not to the clubs. It's therefore possible that some owners have registered online and not through the clubs. This was borne out in a discussion with two other major clubs who were not overly impressed with the arrangements.*

*On a more positive note I gather from Tom that entries for the Century Run are coming in nicely, the last count at 40 with entries not being open for long. There is a cut-off at 100 cars so if you want to take part in our premier event then get your entry in soon. Amongst all the other motoring events in the W. Cape, the Century Run stands out as being one of, if not the most important classic car event. Well done Tom and John for the organising.*

*The club's AGM is only a couple of months away and a committee needs to be elected/re-elected. Barrie has already told me that he is standing down as editor and John as treasurer so we need volunteers for those positions as well as the vacant position of secretary. If you feel that you can assist your club then don't be shy to stick your hand up - for any position. Remember, this is your club and without anyone assisting with the running then very little will happen.*

*On another positive note I'm looking forward to Viv James talk on the Shackleton expedition, at the September noggin. We intend having a bring 'n braai afterwards and these have always gone down well.*

#### In this edition

*Chairman's Chat  
Editorial  
Technical Info  
New Members  
Year Calendar  
About Activities  
Interesting News  
Sales /Wanted  
Committee  
Other pics*



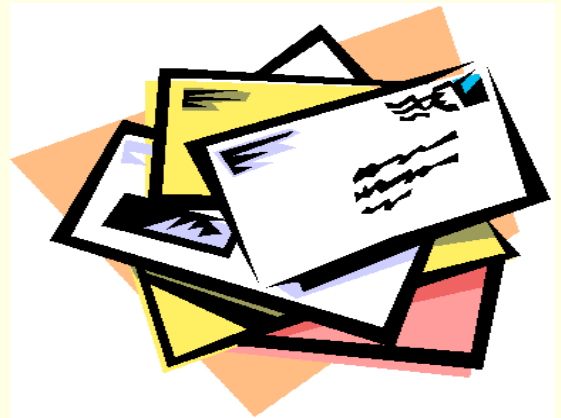
*Cheers, Graham*

## *Editorial*

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

✚ *I hope you have made plans to prepare your car for the 15<sup>th</sup> October. This is the date of the Killarney annual car show AND the Triumph club concours. I also hope you realise that officially if you don't enter the regional concours you can't enter the concours at the National Gathering next year 2018. See you all soon.*



✚ ***A long and proud history***  
***By Dennis Cook***

*The Cape Town centre of the Triumph Sports car club has a long history and it would be a shame if the club became defunct due to lack of support.*

*The Cape Town Triumph Sports Car Club was founded in 1972; the year that I first joined. It was the first Triumph Club in the country, predating the current National Club, and is one of the oldest single Marque clubs in South Africa. You might want to read about the history on the Club website : <http://www.capetriumph.za.org/index.php/welcome/history>.*



*In 2012 the Club celebrated it's 40 th anniversary in grand style at the Protea Technopark hotel in Stellenbosch, where we fell marginally short of having 40 Triumph cars, but many current members and their wives, as well as a number of old friends from the 70's and 80's, showed up to join the celebration. That was 5 years ago and, in just 5 another years your Club will be able to celebrate its half centenary- if, that is, there will still be a Club.*

*As a past Chairman, and a long-standing Committee member, I know how much work goes into making a club successful and, especially, to organise events and noggins that are interesting enough to entice members to bring their Triumphs out and network with others. The Cape Town club has long offered a series of talks, presentations and events for the Saturday noggins, to attract members where most motoring clubs simply have a noggin where members can chat and have a drink. This takes some effort and the organisers cannot, but be discouraged when there is a poor turnout.*


*Similarly our monthly runs are slated for Sundays, when it is difficult to get any reservation from a restaurant or other venue as they are all busy throughout the year on a Sunday. Perhaps, if you attend only occasionally, you may not know how difficult it is for the organisers to secure a venue when they are given no indication of how many will or even may attend.*

*Your Club, like all motoring clubs, faces declining attendance and participation as the members become older, sell their cars, pass on or move away. A Club can only remain successful if its members participate and support its activities; am I belabouring the point if I say that without its members there will be no Club?*

*The Club's AGM will be coming up soon and the current Committee has a few good years of service under the belt, but a new Chairman. Some may decide to stand down, having done their bit and, if this happens, and no new members join the Committee to help, your Club is in serious danger of folding. What a shame this will be. If you do not want to see this happen please attend the AGM; offer your suggestions and comments on what the Club should do to encourage members to participate; even more, give a bit of your time and offer to serve on the Committee.*


*Most of our members are now retired- put that extra time to good use for your Club. I look forward to celebrating with you in 2022.*

**From the editor:**

 You may remember the feedback I gave about the conversation with Tim Kent about our current projects at Simonstown and the following in last month's edition:-

*'This then made us both realise that we should have a monitor of ongoing current projects as members, we are working on. The idea then would be to share any valuable knowledge. ie similar car issues, suppliers available, workshop specialists available, spares required etc. etc. So please send me the information on your project and I will include this and your contact details in the Globe.'*

*Clearly nobody is working on any car project currently, not even a brake system overhaul, OR improved lighting installation, OR anything, because I received absolutely ZERO feedback. So Tim it is just you and I who are working on our cars, let's keep in contact.*

 Now you have read the Chairmans chat and will note that I have decided to stand down from the committee and from being editor of the Globe.

*I have thoroughly enjoyed the involvement and particularly playing with the newsletter. However, my original reason for getting involved was a response to a request and assist Dennis with the organising of Cape Town Centre National Gathering. It almost did not happen, but we said yes, let's take it on.*

*We had a great team and Dennis as our leader supplied the enthusiasm and commitment. Many others got involved in some way and with this spirit from our Centre we believe Cape Town delivered.*

*Next year we will be participants of a NG organised by an upcountry coalition, so let's support them and be part of the greater club.*

*All the best to the next group of committee members who can embrace the challenge and take the Cape Town Triumph Sports Car Club forward.*

*Cheers everybody, support the club and enjoy your cars. Barrie*



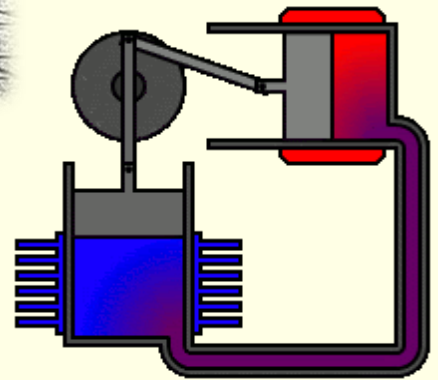
## *Technical Info*

The brain and mouth work together to allow us to speak an average of around 5000 words a day. Well that's if you're a woman, because studies suggest that men only speak 2000 words, yet both sexes utter 500-700 of real value (i.e. that get a job done, or provide useful information). Will the women out there have something to say about this suggestion?



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

*Will I eventually get a letter to the editor?*



### **ENSURE YOUR CLASSIC CAR'S BELTS ARE DEPENDABLE**

**By: Rob Siegel**

*As we near the end of our series on The Big Six things likely to cause a vintage car to die and leave you in the lurch (everyone say them together—ignition, fuel delivery, cooling, charging, belts, and ball joints), it's time to get belted.*

*Belts are very simple things. And the way that classic cars employ them is also, typically, very simple—there's usually just a single "fan belt," driven off the crankshaft pulley, running the alternator and water pump, and also spinning the mechanical cooling fan. So you'd think the advice would consist of:*

- Inspect the fan belt, make sure it's not cracked or missing chunks, and replace it if it is.*
- Make sure the fan belt is properly tightened, with about  $\frac{3}{4}$ " of deflection.*
- If the alternator light comes on while you're driving, stop the car! It may mean that the fan belt has broken. If that belt is no longer spinning your alternator, at some point your battery will run down, but far more important is the fact that, on most cars, the same belt should also be spinning your water pump (or, on an air-cooled car, the cooling fan), and if it's not, the car will overheat in very short order. The fact that this little piece of rope-reinforced rubber is the connective tissue of both the cooling system and the charging system is enough to give belts their own slot in The Big Six.*



*The classic arrangement of a single fan belt, driven off the crankshaft (center, bottom), running the water pump (left) and the alternator (hiding at the right)*

*These things are true, but there's more.*

*First, consistent belt tension depends on the crankshaft, water pump, and alternator pulleys being absolutely parallel with each other. On a vintage car, the alternator itself*

*functions as the belt tensioner. The tension is usually adjusted by loosening a bolt holding the alternator on an arc-shaped track, rotating the body of the alternator about a second pivot bolt, and then tightening it in place.*

*You'd be surprised how much can go wrong with belt tension in this simple system. There are often rubber vibration isolation bushings in three places—where the alternator pivots, where the alternator bolts onto the adjustment track, and where the track bolts to the engine. Deterioration in any of these bushings, or loosening of the bolts holding the track, or wear and widening of the holes for the pivot bolt, will cause the alternator to cock forward and pull out of parallel with the other pulleys as the belt is tightened. Initially this will manifest itself as a belt that won't stay tight, but it can eventually cause the belt to be thrown off the pulleys.*

*So, inspect those alternator bushings and any bracket attachment points. If any of the bushings are going bad, it's best to replace them all.*

*Additionally, on "experienced" vintage cars, it's not uncommon for the pulley on the crankshaft, water pump, or alternator to be bent and wobble on its shaft. Watch the belt as it runs on each pulley. If the belt appears jumpy, the pulley may be damaged. This may not be a big deal for around-town driving, but if you have a road trip planned, watch it, as it can cause premature belt wear.*

*Second, your car may have more than one belt. Power steering pumps and air conditioning compressors are typically driven off their own belts, so on many well-equipped vintage cars, there's*

*three right there. The fan belt is typically the one furthest back, requiring you to remove the others first to change it, so you might as well inspect them before you put them back on. And oddball mechanically fuel-injected cars like my beloved BMW 2002tiis have a belt-driven injection pump. If that belt snaps, as Bob Dylan said, you ain't goin' nowhere.*



*Fan belt running alternator and water pump (top), power steering belt (right), and a/c compressor belt (left, bottom) on a 1987 BMW E30 325is*

*In the 1990s, many cars began using a single*

*"serpentine belt" that runs everything except the air conditioning. As their name implies, serpentine belts snake around the front of the engine. To do this, they typically have an idler pulley on a spring-loaded belt tensioner. There may also be a separate stationary idler pulley. If either of these wears to the point of failure, the belt won't maintain tension and will be thrown. Thus, a nice bit of prophylactic maintenance on a car with a serpentine belt is to relax the belt tension, pull the belt off, inspect it for cracks, and while it's off, grab both the idler pulley and the tensioner pulley, spin them, and check for play and noise. If they wobble, replace them immediately.*

*Serpentine belt in a 1999 BMW Z3. Belt tensioner is center, surrounded by (starting at lower left and moving clockwise) crankshaft, water pump, alternator, and power steering pump. A separate belt driving the a/c compressor is seen at right.*





A chicken farmer went to a local bar, sat next to a woman, and ordered a glass of champagne. The woman perks up and says, "How about that? I just ordered a glass of champagne, too!"

"What a coincidence," he said, "This is a special day for me, I'm celebrating."

"This is a special day for me, too, and I'm also celebrating" says the woman.

"What a coincidence," says the man. As they clinked glasses he asked, "What are you celebrating?"

"My husband and I have been trying to have a child, and today my gynecologist told me I'm pregnant!"

"What a coincidence," says the man. "I'm a chicken farmer and for years all my hens were infertile, but today they're finally laying fertilized eggs."

"That's great!" says the woman, "How did your chickens become fertile?"

"I switched cocks," he replied.

"What a coincidence!" she said.

*Then, there's the biggie—the timing belt. Back when the Earth was young, virtually every piston engine had its crankshaft connected to its camshaft via two gears and a timing chain, little different than the chain connecting the pedal sprocket and rear wheel on a single-speed bicycle. Then, in the 1970s, a flood of cars entered the U.S. market which had a toothed rubber timing belt instead of a chain. The belt-drive system was less expensive to manufacture, lighter, and quieter, but obviously a rubber belt is less reliable than a metal chain.*

*Toothed timing belt on a 1987 BMW E30 325is.*

*What happens when a timing belt breaks depends on whether you have an "interference" or a "non-interference" engine. If you have the latter, the valves in the head never extended into the part of the cylinders where the pistons go up and down, so if the belt breaks, the car simply coasts to a*



*stop, you call a tow truck, and have the belt replaced at a shop.*

*In contrast, on an interference engine, the valves and the pistons both poke in and out of the tops of the cylinders. As long as the timing belt or chain is in place, their motion is synchronized and they're not in each other's way. But if the timing belt on an interference engine breaks, the tops of the pistons crash into the valves. If this happens when you start the car, you may be fortunate and simply bend a few valves. But if the engine is running, valves break and damage the pistons, cylinder walls, and combustion chambers—basically a ruined engine.*

*The poster child for interference engines with timing belt issues is the BMW E30 3-Series sedan with the M20 motor sold in the US from 1985 through 1991. It was a stout, silky, reliable motor that was fine if you changed the timing belt every 60,000 miles. BMW owners, however, were used to chain-driven engines, the belt wasn't on many of their radars, and there were many stories of catastrophe. Enthusiast owners strongly recommend that if you buy an E30 and it doesn't come with a receipt showing that the timing belt was changed within 4 years or 50k miles, you should replace it immediately.*

*The timing belt isn't out in the open like the other belts; instead it's protected behind a cover in the front of the engine. Thus, some amount of disassembly is required to access it. You can inspect it, but the scheduled maintenance is the preferred approach. On a car with a timing belt and an*

*interference engine, replacing the belt is literally the most important scheduled maintenance on the car. You'll cry if you get this wrong. The belt tensioner and the water pump are typically done at the same time.*

*It's typically a good idea to travel with a spare fan belt, but it's better still to address any issues before you leave. Belt the belts before they belt you.*

*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!*



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

	<b>15<sup>th</sup></b> The annual Cape Classic Car Show at Killarney - & Club Concours - Committee	<b>28<sup>th</sup></b> Noggin - bring and braai	
	<b>19<sup>th</sup></b> The annual Century Classic Car Run - Tom		<b>25<sup>th</sup></b> AGM and Annual Prize giving - MMC - Committee



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

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

#### ***15<sup>th</sup> October – Killarney car Show and Club Comcours***

*Enter your car for the show and the club concours, contact Graham if you have not yet entered online. See you there.*

### ***Pleasant memories***



#### ***10<sup>th</sup> September Combined Clubs Run***

*This run was cancelled on our calendar because it would seem there was not a club prepared to organise it. Last year John Parker was our representative and kept us informed. This year no club took the role of organising this event.*

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

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

*Just a 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.*

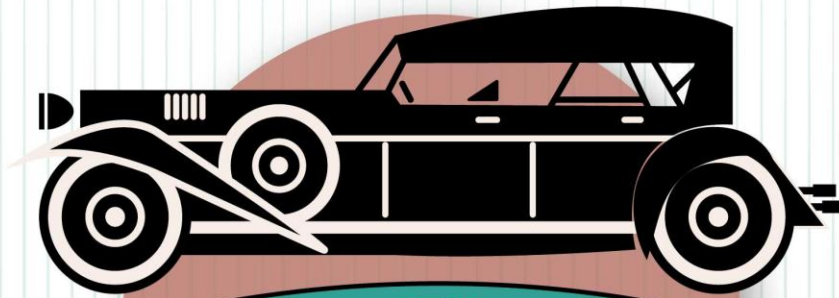
*A few cars have changed hands recently. One has gone back to its original owner in Pringle Bay so it is staying in the register, the other one I will try and find the new owner. Having had a surplus of TR6s, we seem to be back to Spitfires and TR7s being the new popular car in the club.*

*Bye for now*

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



- ✓ *Please note the changed bank details for the club. The account number remains the same but the bank location and bank code changes from Pinelands to Constantia.*



# 3RD Century Classic CAR RUN

**This informal gathering is a CHARITY EVENT in aid of the CHILDRENS HOSPITAL TRUST. The 100km ride will feature cars and drivers whose combined ages exceed 100 years.**

Cars will gather at Century Avenue E-Parking (at the Bosmansdam entrance to Century City, just past Porsche) and then depart on their journey through the Durbanville Winelands, ending off at the Killarney Raceway.

There will also be delicious breakfast rolls, coffees and teas on sale at the departure point.

**COST** R100 per car

**REGISTRATION** 8:30 am

**DEPARTURE TIME** 10:30 am

**VENUE** Century Avenue E-Parking

**DATE** Sunday, 19 November 2017

Get your **ENTRY FORM** from  
**3rdcenturyclassiccarrun@gmail.com**  
**by 10 NOVEMBER 2017**

**We encourage everyone to come along and either take part or see some of these exquisite cars in action.**

**ENTRY IS FREE TO SPECTATORS.**



## ***Sales/Wanted***

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### ***Sales***

🚗 *TR4/4A/5/6 parts available after a complete car rebuild project*

*TR5 Wing Trim LH & RH (excellent 2nd hand)*

*TR5 Door Trim LH & RH (excellent 2nd hand)*

*Outer door glass weather strip new x 2*

*Inner door glass weather strip new x 2*

*4TR Voltage Regulator 2nd hand but looks perfect*

*Handbrake cable new x 1*

*Aluminium B Post capping new x 2*

*Overdrive Badge on boot lid excellent 2nd hand*

*Small nylon top hat retainer for badges new x 3*

*Spire Nut retainer for badges new x 11*

*Chassis Brake & Fuel line clip retainers new x 7*

*Twin Pipe clip new x 4*

*dash Top chrome dome bolts x 3 rechromed*

*Wire Wheel Hub special studs new x 8*

*Repeater Lamp Red Lucas new x 2 (fits on rear wing sides)*

*Bumper Cup washers new x 10*

*Bumper Chrome dome bolts new x 2*

*Chrome Dome Bolts for securing Surrey top to front windscreen new x 2*

*Spacer Tube for above new x 2*

*Chrome Dome Bolts for securing rear of Surrey top new x 2*

*Seals for Fuel Metering Unit to Distributor new x 2*

*Dash Knobs Fan, Heater and 2 x choke new*

*Superpro Polyurethane Steering Rack Bushes new x 2*

*Superpro Polyurethane Accelerator Shaft Bushes new x 3*

*Superpro Polyurethane Bonnet Strut support new x 1*

*Superpro Polyurethane Rear Bush new x 4*

*Brake Light Switch new x 1 (fits on pedal)*

*Distributor Rotor new x 1*

*Top Hat type rubber for frame of vinyl top to fit front windscreen new x 2*

*Clutch Master Cyl Cap seal new x 1*

*Diff Carrier pins new x 4 ( these are welded to chassis)*

*Black Plastic Caps new x 2 (cover the bolt heads on H Frame inside car)*

*Revington Lamp Bar (for fitting instead of front bumper to mount spot lamps)*

*Assorted Grommets*

*Assorted Chrome Bezels for dash controls*

*Should anyone be interested I would prefer an offer for everything rather than sell individual items which would be time consuming to come up with a price.*



*I have a TR5 / 6 Refurbished (like new) Hood Frame for which I paid 421.00 GBP before shipping customs & vat, as well as buying a Biscuit Vinyl Soft Top, Hood Cover and Full Tonneau from John Skinner Manufacturing in England at a cost of 577.00 GBP as well as the complete list of every single rubber, fastener, channel, rivet etc, to fit the soft top, as well as the Capping Screen on top of the windscreen frame (294.00 GBP) I will scan the three pages of invoices for these separately. The total for these items is just on 1300.00 GBP*

*Please see if someone would be interested in taking the above for the Rand Pound rate only, i.e. no shipping no customs and no vat.  
Please contact Don Steenkamp 0823743934*

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

Chairman	Graham Goetze	0836583339	graham.goetze@telkomsa.net
Treasurer	John Parker	0795069450	johnparker739@gmail.com
Secretary			
Regalia	Eddie Hughes	0825550256	eddiehughes@telkomsa.net
Clubhouse Manager	Danie Barkhuizen	0828248551	daan.barkhuizen@gmail.com
Editor	Barrie Downes	0741651740	bdownes.inct@gmail.com

Registrar - Jamie Hart, 0842200082, email [Jamie.hart@kingsley.co.za](mailto:Jamie.hart@kingsley.co.za)

Webmaster - Brian McKirdy, email [brian.mckirdy@mac.com](mailto:brian.mckirdy@mac.com)

CTTSCC - Cape Town Centre, Website address - [www.capetriumph.za.org](http://www.capetriumph.za.org)

DIRECT DEPOSITS/EFT - should be made to the following account:

TSCC of SA

Standard Bank, Constantia

Bank Code 015001

Account 078226929

If making a cash Payment, please add R40 for bank charges

### **The Original Century Classic Car Run**



### **3<sup>rd</sup> Century Classic Car Run- Sunday 19 November**

The 3<sup>rd</sup> Century Classic Car Run is to be held on 19<sup>th</sup> November, 2017. The event, run by the Triumph Sports Car Club, supported by Century City and Western Province Motor Club is designed to have some motoring fun and also raise a donation to the Children's Hospital Trust. It is for cars where the minimum age of the vehicle must be 25 years and the total age of the car and driver must equal or exceed a century (100 years). From the meeting point at Century City, cars will travel route of 100 km, while veteran cars will be given a shorter route, and the number of participants in the event will be limited to 100 cars.

*There will be a donation required of R100 with each entry to cover administration, emergency rescue/backup, prizes and printing. Certificates will be awarded for the following categories:*

<i>100-124 years</i>	<i>Bronze Certificate</i>
<i>125-149 years</i>	<i>Silver Certificate</i>
<i>150-174 years</i>	<i>Gold Certificate</i>
<i>175-199 years</i>	<i>Platinum Certificate</i>
<i>200+</i>	<i>Methuselah Award</i>

*Participants should register with the organiser (see below) and registration on the day at Century City starts at 08:30. An indemnity form needs to be signed by all participants (including passengers). The first cars will be away at 10:30.*

*Entrants should register individually, requesting an entry form from Tom Dougan on [3rdcenturyclassiccarrun@gmail.com](mailto:3rdcenturyclassiccarrun@gmail.com) by 10<sup>th</sup> November, 2017.*

*Members of the public are welcome to come along and see an eclectic mixture of motoring heritage gathered at Century City E Parking (adjacent to Porsche). There is no charge to see the cars or even to take a selfie!)*

*From the meeting point at Century City, participants will travel a route of 100 km to the end point at Killarney racing circuit with the cars doing 2 parade laps of the circuit to finish. Refreshments and lunch will be available in the WPMC clubhouse which is where the prize giving and fundraising will take place. All proceeds from the event will be donated to the Red Cross Children's Hospital.*

***Don't delay; as we will only allow 100 cars on this event. Register today to avoid disappointment.***

***For more information contact : [3rdcenturyclassiccarrun@gmail.com](mailto:3rdcenturyclassiccarrun@gmail.com)***