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## NEWSLETTER – June 2014

### Chairman's Chat

Greetings to all you members.

Already we have passed the halfway mark this year and there are still so many things to do before we realize that time has run out once again.

We as the committee have over the past month been quietly getting our ducks in line with a promising and entertaining programme that should find favour by all so keep reading it will be worth it. As with all winters we all want to hibernate in A WARM LOUNGE OR PLAYROOM but believe me the winter is as beautiful as all the other seasons we have even if it is all in one day.

Having braved the increment weather some of us diehards were fortunate to see Basil Wesson's fantastic collection of cars, so much so that we have been invited to return there again in October. (more of this later)

From the national committee comes the request that all members are to sign new indemnity forms which will be sent to you or you can get them at the next noggin. Please make certain that you do this to safeguard yourselves and your favourite club

I am afraid that I have not heard any interesting news from somewhere other than our good man ASHLEY ELLIS having come third in class at the hill climb in Kynsna. Congratulations Ashley, well done, pity it was not your TR6.

Regards to all till next time, Frank

### Editor's desk

It would seem that the national gathering went well and our (still) National Chairman Gerhard's report is to be found in this newsletter. It would seem that we have been awarded the next Nationals in 2016 so that is going to mean a lot of work for the current and future committees.

There is also a very thought provoking article that Dennis Cook has written on the value of our cars, in particular this is important as with the rapid drop in the rand / pound rate many of our better cars may well end up overseas. Many have gone already so it is important we value our cars properly, one other factor is the agreed value for insurance purposes as the insurance company will not be paying out over the odds for the car and it may cost an additional R100 000 or so to replace the car with something in similar condition!

On a different note, I still have a few articles that I have not published yet but please (this may seem very churlish) if it is at all possible send them in word format not pdf. Pdf means that it is protected and in

order to get it into the newsletter properly I have to totally retype the entire article, my typing skills are pretty bad so I try to avoid it!!

## Upcoming events

### Noggin at clubhouse 28<sup>th</sup> June 10.30 am

This will take the form of a double header with Wayne from Pro Auto Rubber talking on the range of rubber products they supply to the local market and someone from GUD filters to talk on updates and what filter to use where.

## Report Backs

### Knysna Car Show by Tom and Anne Dougan

The classic show in Knysna which precedes the Jaguar Simola Hill Climb was held on Sunday 11<sup>th</sup> May. Set on the school grounds adjacent to the waterfront, and organised by the Garden Route Motor Club this show leans towards quality of entries rather than quantity and it is a heady mixture. Knysna has become an epicentre for classics in recent years and it shows. There were some highlights in three 50 year celebrations: Sunbeam Tiger, Ford Mustang and Mini Cooper's Monte Carlo win. Sadly, only four Triumphs were on display, TR2 TR3, TR6 and a Stag.



**ASHLEY'S XJ6**

**YOU KNOW TOM HAS BEEN THERE!**



Some of the Cape Town members made their way to this event. John and Bridgitte Parker, Geoff and Norma Bowers, Nick and Denise Joubert plus Anne and I who were returning from a trip to the Berg. And that was just the spectators. Ashlie Ellis had driven his Jaguar race car the 500k's to take part in the hill climb but was unable to take passengers as he had removed all the seating to save weight. His car and the Healey of Fred Philips were on display with some others to whet the appetite for the hill climb. And so congratulations not only to the organisers but also, wait for it, to the MG Club who were having their International Indaba at the same time. Consequently there was a stunning display of some 160 MG's as part of the event. The imaginative display had the MGA's on a bank above the main field and boy, did they look good! All this and a section displaying some excellent motorcycles and another for Harleys.

House of Classic & Sports Cars ran a silent auction of around a dozen vehicles (no Triumphs) but I am not sure how it went. Well it was silent! Proceeds of the auction along with revenue from the show will be making their way to local children's and animal charities.

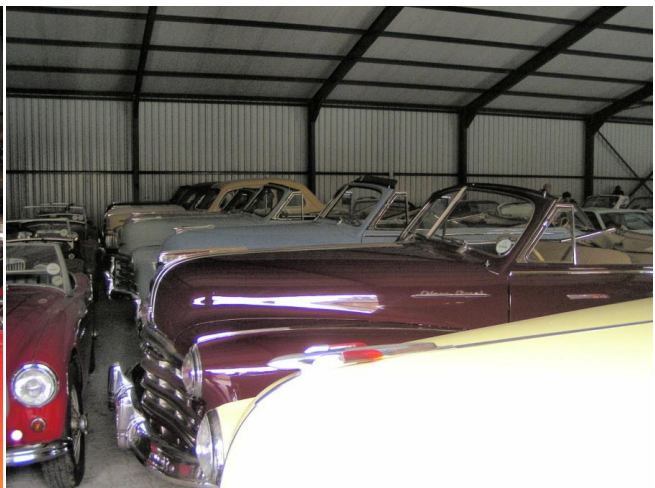
In short, this show is a bit different with a successful formula and is well worth a visit in future.

## [Month end run to Ceres by Dennis Cook](#)

Geoff Bouwers organised a most enjoyable run to Ceres to view what is probably the largest private collection of classic cars in the country after Johann Rupert. It is seldom open for viewing and Geoff is to be commended for his tenacity over several months in setting up our date.



**ROADSTERS**



**RAGTOPS**



**BISTRO**



**LUNCH**

Most of the 150 licensed and running cars are original and unrestored, it is a varied and eclectic collection with much emphasis on American ragtops from the 20's to the 70's. His American convertible collection is world class.

Lunch after the visit was enjoyed in the historic Toll House restaurant on the scenic Mitchell's pass.

Regrettably only 7 cars joined the run to one of the most beautiful parts of the Western Cape. The drive there was through the mist but those who returned via the spectacular Bain's Kloof pass enjoyed a superlative drive in lovely sunny weather.

## [Leisure Bay National Gathering feedback by Gerhard Vorster.](#)

The national gathering in Port Edward hosted by the Kwazulu Natal TSCC Centre was a huge success and everyone that did not attend missed out on a momentous occasion. We also celebrated the 40<sup>th</sup> anniversary of the club in South Africa.

We decided to fly to Durban as we did not have a car on the road and did not have enough time to make the trip as well. Upon arriving at the Cape Town airport we realised that Suzette left her vanity case with all her make-up and paraphernalia at home and between the two of us and Bernadette who dropped us off at the airport totally missed it. Nevertheless, we made the flight and were collected at the King Shaka Airport by Peter Roostee who is a member of the Durban Centre. Peter and Kathy stays in Balito and Suzette and Kathy went on a quick shopping spree to replace what was left at home. We left the Roostee's house in their white TR7 at about 10h30 and met the rest of the Natal team on route.

Leisure Bay is about 2 1/2 hour's drive from Balito. The resort is situated next to the beach with conference centre, restaurant, shop and a huge hall where we had all our functions. A swimming pool, amphitheatre and landscaped gardens completed the picture in very lushes' green typical south coast vegetation. Although the accommodation is basic it was clean and catered for our needs. The host team invited us for a bring and braai on the first evening. We had lots of fun round a fire and lots of ideas were exchanged until late that night.

Registering was an absolute breeze the next day as the team were well prepared. Every couple received a goody bag with caps, t-shirts, and various other niceties. At the welcome function that evening many first time attendees, overseas visitors and friends were welcomed. I was taken apart for the lack of support from the Cape Town centre as we were only three members, Danie, Suzette & yours truly and Urbin who came as a visitor with Danie. The catering at the whole event was superb as there was plenty of food and it was always warm and very tasty.



The Sunday was a rest day for some and car cleaning for the rest. On Monday morning we left for Ramsgate Beachfront at 07h30 for the concours and show day. The whole parking area was reserved for about 65 Triumphs. The public absolutely enjoyed our beautiful cars on display and the whole time



There was an exciting buzz was in the air. There were a number of restaurants bordering the parking area where there were lots to eat and drink and spectacular views over the cars.



**DANIE BARKHUISEN'S TR3 WITH ALAN GRANT**

That evening we celebrated the 40<sup>th</sup> anniversary of the TSCC in SA. We were entertained by a 10min video including photos of the past 40 years of the club. That was great fun. Dave Blair also entertained us with his bagpipes before we tucked into bunny chows which were a first for a lot of us. The evening was enjoyed by one and all.

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**THE VORSTER TR7**



**DEON DE KOCK'S TR4**

The BGM was held early on the Tuesday morning to give enough time for the quiz drive and the driving competition later the afternoon. That evening the Capetonians and our friends from PE got together for a braai and a party till the late hours of the night.



The next day was a free day with nothing planned. The dinner dance and prize giving took place in the evening. The theme was James Bond 007. The members all looked spectacular and it was great fun but sad to say goodbye and close the event. We would also like to thank Peter and Kathy Roostee for their support and assistance, know that we really appreciate it and made new wonderful friends.

All in all it was a great event and we thoroughly enjoyed catching up with old friends, making new ones and inspired by all the wonderful cars we saw. We would love to see you at our next national gathering which will be hosted by our centre.

## Noggins and Runs for 2014

I am not too sure what the run schedule is at present and am waiting for confirmation as to where and when. I am sure there will be an SMS when all is revealed!

Saturday 28 <sup>th</sup> June	Noggin	Pro Auto rubber / GUD filters	Frank
Saturday 26 <sup>th</sup> July	Noggin	Specialised Mouldings	Frank
Saturday 30 <sup>th</sup> August	Noggin	Metallica Chroming	Frank
Saturday 27 <sup>th</sup> Sept	Noggin	Eisbein evening	Frank

## Committee and portfolio holders for 2014

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Committee Member	Jamie Hart	084 220 0082	jamie.hart @kingsley.co.za

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Spares Manager	Peter Inskip	082 651 9581	peterinskip@iburst.co.za

## More on the Lucas fuel injection system by Ken Boss

This is the second part of Ken's wonderful missive on the Lucas system. Last month I did promise a diagram of the system but my efforts have been in vain, I have found lots of diagrams but they don't seem to scan at all well. There is a good diagram at [www.lucasinjection.com/Triumph](http://www.lucasinjection.com/Triumph) that I would recommend as they also cover several of the other cars the system was fitted to (Ed).

### **TR5 PI**

After purchase, the TR5 barely made its way home under its own steam - quite a lot of steam. The car was also burdened with lots of luggage from the previous two owners, and this included a criminal charge of assault and battery, fleeing the country, a divorce, drugs and rock 'n roll, and a substantial

amount of abuse against the TR5. During the rebuild, the fuel injection systems were all overhauled to the 18th degree by me. I went a step further than the items covered under the 2.5 PI section.

I established exactly where the exact TDC was on the crankshaft pulley, the pointer and markings can be up to a few degrees out due to tolerances, mass production, changing of the timing chain cover, etc. The engine timing and fuel injection need this reference point. Who says the timing chain cover was the original one fitted to the TR5? Maybe it came from a Triumph 2000 during one of the 5's episodes during its rocky history. That established and the ignition timing adjusted, I could set about calibrating the metering unit.

There are springs in the calibration unit, and these differ for the 2.5PI the TR5 and the TR6.

The engine power outputs are different, the maximum torque is developed at different revs, and the engine compression (influences manifold vacuum) differs. The springs are distinguished by colour coding, yellow slashes, green, etc. There are also quite a variety of "after-market" springs around. You need to establish which springs are the correct ones for your car, and use them. They differ in stiffness and length.

Now I put together a calibration unit with a correct set of springs, and adjusted it, keeping in mind that each of the adjustment screws covered part of the engine range. When the car could go around the block quite well, I was ready for final testing. I worked out a route of nearly 100km, and filled up with petrol to the maximum. I drove at a constant speed, keeping a stopwatch running. Along the stretch of road there was a long level section with defined start and end points. I timed my maximum speed (accelerating from my constant speed) with foot flat on the accelerator and using a second stopwatch. I recorded the time taken. Nearer the end of the circuit, the road went over a railway line. I stopped at the road sign on the approach of the bridge, started from a standstill, and accelerated as hard as I could until reaching the opposing road sign on the other side of the bridge. I recorded the time taken. On arrival home, I topped up the petrol, carefully recording the amount used. I listed all this information in a table, and thought about the trip. What could be improved? Then I adjusted just one of the screws, and did the whole trip over again. I spent most of a Saturday afternoon and a Sunday doing this. I made a note of each setting, so I could go back to a previous setting if need be. Do not adjust more than one screw at a time!

I then had information giving me an idea of fuel consumption, acceleration, top speed, throttle response, smoothness of idle, etc. Using my table, I could home in on the best settings. I then set about fine-tuning the ignition timing, and found advancing it about 2 degrees more than the book said, made a big difference to acceleration and economy. On the way to a Triumph Club weekend at Tulbach, I proved that a fuel-injected, new BMW 320i had no chance at all of keeping up with the TR5 (the driver/owner of said BMW is available for comment - I think the answer would carry an 18 age restriction!).

I took the car to the Golden Valley, Waterkloof, Gariep, National gatherings, as well as on holiday trips to Port Elizabeth, Knysna, etc. and used it as my going to work car for about 5 years. The only problems experienced with the car after the rebuild, was the clutch. On the way home from work one day, I was driving hell-bent towards a 90 degree right-hand turn (as usual), dropped into 2nd and put foot flat to accelerate around the corner. The problem was that the engine just revved, but there was no power to the wheels. After dropping the gearbox, I found that the centre part of the clutch plate had ripped away from the centre boss. The fuel injection system gave no problems at all after the rebuild. Always started easily, even in the sub-zero temperatures in the early morning at Golden Valley. I used to take it for a thrashing on the back roads in the Malmesbury area every second Sunday afternoon or so. The engine ran very smoothly, despite the cam profile. The second problem was that the engine running became a little uneven, and I noticed that the whining of the fuel pump changed tone in unison. It was a "sticking" pressure relief valve. Removed the valve, beat it up a bit for messing with me, cleaned it, adjusted it on my "fuel injection test bench", and the problem was gone forever. Connecting up my pressure gauge had confirmed my diagnosis, because the meter needle "vibrated" even though the meter was damped. The TR5 fuel pump did have the cooling coil. I always carried a spare fuel pump in my Triumph fuel-injected cars, but never needed to use one.

## TRIUMPH 2.5 AUTOMATIC

My parents purchased a new Triumph 2000 MkII automatic as soon as they were launched in South Africa. Eventually, after about 19 years it was passed on to me, and Liz used it to work from Durbanville to Sea Point every day. One day, she phoned to say the car had broken down. The top radiator hose had split, and the engine had seized. I happened to have a brand new 2.5 engine in my garage - it had apparently fallen off a truck or something. I decided to install it into the Triumph 2000, with the automatic gearbox, and with fuel injection. I had plenty of fuel injection components (6 complete sets and various extras). There was a bit of a challenge to couple the fuel injection to the gearbox kick-down, and the need to allow more power when selecting Drive or Reverse. That car ran well for a few years with no fuel injection problems, and was sold to Chris Schultz, who used it until somebody T-boned him in Pinelands. Chris even got the spare fuel pump, but I don't think he ever needed it. Neil Cameron bought the write-off from Chris, and converted it for motor racing. Initially Neil stayed with the fuel injection, but eventually changed to big fat carbs to go faster, frighten Mustangs and attract chicks. I know that Chris had no problems with the fuel injection, and I don't think Neil had a problem either. Neil could also comment on the TR5's fuel injection as he bought the car from the person I sold it to.

## CONCLUSION

I found no black art involved in the Lucas fuel injection system. It is actually quite simple, easy to work on (but seldom necessary), the maintenance is minimal. All those inlets and fuel pipes look great under the bonnet.

My final fuel injected Triumph was the TR7 Spider. The system used was a mixture of Bosch and Lucas. The previous owner sold me the car because after battling for 3 months to get it to run properly, he gave up! I found the problem within 5 to 10 minutes. From the symptoms, I suspected a problem on the vacuum side. Running my fingers along and around the various vacuum pipes found a small split on the underside of a rubber pipe of about 10mm id. Taping it up solved the problem and got the car to my home (about 400m away). Sadly, the next day, while taking my daughter for a spin, it dropped a valve not even 3km from home. Say no more. The result was a complete rebuild, and man, there were so many Heath-Robinson arrangements to chuck out! My daughter did own a TR7, it won Best overall Triumph at a National Gathering, and is now owned by Ronan. My TR7 Spider eventually went to John Rademan. The Spider's PI setup was far more complicated than the Lucas system.

## [Do you drive a bargain? By Dennis Cook](#)

A decade or so ago, classic cars such as our TR's were being sold in South Africa for similar prices to those being fetched in the UK, taking exchange rates into account. Over the past few years the situation has changed and classics are now being sold here at truly bargain prices by international standards. There are, of course, two major reasons for the discrepancy- the general poor state of the South African economy, with fewer buyers having disposable income for such luxuries, and the deterioration of the Rand against major currencies. It has until recently been conventional wisdom that the top price that a good TR 3/4/6 is around R200 000 with TR5's getting a bit more. We have even seen good TR's being sold recently by the reputable classic car brokers at R200-R220, which is around GBP 12,000. Sadly, there is another wave of export of classics from our shores as a result of these factors.

If you own a concours TR is it really worth only R200 000? Firstly, if a car is to be fully restored today, unless you can do almost of the work yourself, you are unlikely to run up a bill much under R150K. A cheque book full rebuild will cost the owner in the order of R250 000. Secondly, the scarcity factor has to be taken into account and, finally, what can you buy with the money that your cherished classic may bring?

A friend in the Club had recently considered selling his very good TR3, and was dismayed by the sort of numbers being mentioned, feeling that his car was worth much more going by prices advertised in the UK magazines. After some research he found a really useful UK Valuation website which he shared with



me : [www.hagertyinsurance.co.uk](http://www.hagertyinsurance.co.uk) – which will give you a valuation of your classic based upon its condition. Here is just one example:

1961 Triumph TR3A

**VALUES BY CONDITION:**

Fair

£9,800 (R176 000)

Good

£15,200 (R270 000)

Excellent

£23,500 (R423 000)

Concours

£33,000 (R590 000)

Condition 1: Concours

Condition #1 vehicles are the best in the world. .... The one word description for #1 cars is "concours."

Condition 2: Excellent .#2 cars could win a local or regional show.

You might also be interested to take a look at the US website <http://www.hagerty.com> which will not only give you a similar valuation method, but will give you a graphic representation of their market values over the past 5 years or so. They value the TR series at similar prices (in US\$) with top TR3's being valued at around R550 000. I will not belabour the point, but look also at European dealers ads on the Internet.

Our local prices certainly are not in line with international prices, and it is no wonder that rust free, beautifully restored, RSA classics are being sought overseas buyers. At the George motor show we spoke to a guy from the UK who was on a buying spree and has this year bought 10 classic cars for export- no doubt making Norman Frost (and others) a happy man.

I guess that there is not much that we can do in the short term to change the situation except not to give your car away at a ridiculous price if we must sell them. Take heart, there is a paradigm shift on the horizon- Crossley and Webb, local classic car brokers, have just sold a very pretty black TR3A to a local collector for R350 000. It was by no means a condition 1 car- it had no front bumper, had Minilite replica rims and assorted non original bling but, as far as I am aware, this is a new record price for a TR in South Africa.

You don't own just a classic sports car, but a piece of motoring history- it is better than money in the bank.

## [Regalia matters from Eddie Hughes](#)

This is the second month in a row that we haven't had a noggin so therefore we have had no sales.

Please have a look at our supplier's website [www.lazya.co.za](http://www.lazya.co.za) and view the comprehensive range of winter clothing. If you want a price just phone me on 082 555 0256 with the item code, size and colour, delivery generally takes about 3 weeks.

## [Heard around Town](#)

I spoke to Barrie Downes recently and his restoration of the ex-Cameron /Boss TR5 goes at great pace. The body is back from the spray painters and looks immaculate, work is now mainly on the chassis so all can be re-united shortly

Gerhard is back from Nationals and once his car accommodation is sorted out he promises me the TR3A will be on the road this year!

## Triads

### **Triumph Chicane / TR6 straight 6 cylinder 2.5 (2500) "Long" engine**

Loosely assembled, suitable for spares - most parts are common with TR6 –

(Block, crankshaft, pistons, cylinder head, rockers, flywheel, front cover, water pump housing.) No ancillaries such as inlet or exhaust manifold, carburettors or water pump. Asking price: R1950 ex works.

Engine is in the Eastern Cape on a wooden pallet – transport can be arranged at buyer's cost.

Contact Peter at Cell: 0835013081

### **Triumph Spitfire MK 3**

TRIUMPH SPITFIRE Mk 111, YEAR 1970. COLOUR RED. ALL ROUND GOOD CONDITION. FITTED METAL HARD TOP, AND NEW UNUSED SOFT TOP. TYRES AS NEW. CARBS BEEN REDONE. SAVVA DATED. ADDITIONAL ENGINE AND GEARBOX. PRICE R50k OR VERY NEAR OFFER•••PHONE 082 5382839 or EVENINGS 021 7821364

REGARDS •• ALBERT MASSYN

MY RECENT PURCHASE OF A MAZDA MX 5 HAS RENDERED THE SPITTY SUPERFULOUS!!!

### **Assorted spares for sale**

Low port cylinder head for TR2/3 R500

Chicane gearboxes with overdrive (x2) R750 each

Chicane cylinder head –high compression complete with valves etc and stainless steel valve inserts.

R500

#### **Spitfire Mk2 parts:**

Bonnet in good condition R2500

Windscreen frame R350

Boot lid R450

Doors (x2) no glass or winders R250 each

Chassis R1200

Diff R650

#### **GT6**

Top bonnet skin—**brand new** R3000

Space urgently required for new projects;

All items must go or will be scrapped—sorry, no freebies

All prices negotiable, photo's available on request.

**IF A PART IS NOT LISTED I DO NOT HAVE IT.**

Mike -0832260753 [nermic@iafrica.com](mailto:nermic@iafrica.com)

### **Wanted TR7 Main headlight switch**

I know this is a long shot, but do you have a spare TR7 dashboard Main headlight switch. My switch has completely disintegrated, I know it's a common problem as they are a bad Lucas design. I can get a spare in the UK next month but currently without lights (the TR7 is my main car). If not, do you know of any other club members who may have one?

Regards Adrian Morris 021 671 3443 or 083 453 1348

TRIUMPH CLUB POSTAL ADDRESS. PO Box 12197, N1 City, 7463

WEBSITE [www.capetriumph.za.org](http://www.capetriumph.za.org)