



WHALE TALES

THE CAPE TOWN TRIUMPH NEWSLETTER

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CHAIRMAN'S CHAT

Seems that I going to wear both hats for a short while. Graham did his chairman's chat but thanks to the intricacies of the internet it didn't arrive and he has left for the Free State to partake in his other (and my) passion of steam engines, particularly narrow gauge), at the Stars of Sandstone event near Ficksburg.

He will publish his report as soon as he returns so I am jotting a few notes in his absence. All I would like to say is we have just had 2 really good events and with the upcoming British Sports Car tour a week on Sunday, we seem to be getting back to the club that Gerhard spoke about in his talk. I am really happy that we seem to be moving in the right direction again and must thank all members for their support in recent times.

THE EDITOR'S DESK

Well, there weren't too many complaints about the first edition of Whale Tales and quite a few compliments so all seems to be well. One of the comments from a previous chairman was that articles weren't always published so why write them? Well here in his

own inimitable style is his previously buried article. Having had similar problems with the same part with my TR4, I wish I had this sort of advice then as it would have saved me a lot of time and a great deal of money! Many thanks Mike for your input.

I really believe these sorts of articles are vital to keep our cars on the road. Not all owners have unlimited funds and are able to import spares at will. In many cases what is actually needed is to find the problem first rather than just replacing parts, to me that is where the club plays such an important role in finding the right person to speak to who has had experience in solving the particular problem. There are lots of local options to replace imported parts, what members need to know is who to ask and where the information can be found. In that respect the internet, which was its infancy just 20 years ago plays such a massive part in gaining information about alternatives for spares. I took a whole lot of technical manuals to the club cupboard on Saturday rather than recycling them, I hope someone sometime will find the information they are looking for.

[RUN TO JAKES AT NOORHOEK, SUNDAY 24th MARCH](#)

Wow, this has to be one of the best runs in recent years and a very big thank you to Ashley and Eddie for the organisation. A great turnout of cars and a great venue with excellent service, who could ask for more?



Unfortunately I was side lined due to lack of seats for my TR4, (load shedding??) so we went straight there rather than meet up in Constantia, but from our vantage point in the restaurant it was really inspiring to see how many cars turned up and the overall quality. Once every one was there and seated, the staff worked incredibly hard to get food and



supplies of coffee to all the participants. The food was really good and great value for money. Everyone that I spoke to seemed to be enjoying themselves and it was very pleasing to see some members that we do not often see turning up, let us keep up the good work!

This was certainly a great spot and one that I hope we are able to get back to in the near future.

[NOGGIN 30th MARCH. Talk by Gerhard Vorster on the club from 2000](#)

Gerhard's talk was on the club from 2000 to present. This was preceded by the serving of excellent boerie rolls prepared by Frank Dreher and his better half Sonja, a welcome return to traditions of old. Eddie Hughes had his regalia stall as well as a number of good second hand books and seemed to be doing well with sales.

There was a good turnout of members, before Gerhard's talk we had a request for our cars at the national street rod gathering at Durbanville Racecourse over the Easter holiday period, and there seemed to be a fair few takers.



Gerhard spoke about his first involvement with the club going back to early 2000 up to present. He has been club chairman as well as National chairman from 2006 up to 2016 so he is very well qualified to talk on that period. He recalled the camaraderie in the club during the early part of the new century with weekends away, garage noggins to help members and the Hermanus national gathering being the highlights of that period. I recall meeting Gerhard and Suzette at a breakfast run in Gordons Bay early in his membership and as we were living round the corner in Somerset West got to know both of them really well, there was always a call from one of us for some help holding some bit or other in place during our various restorations.

It was fascinating for me to recall some of the older characters in the club, Nic Paxinos, Chris Schutz and our own Mike Napoli to mention a few and they seemed to be very special times in a lively club. Many thanks for the talk, I really appreciated it!

UPCOMING EVENTS

BRITISH SPORTS CAR TOUR 14TH APRIL

The most important event for this month is the tour beginning at 10am from the N2 Engen and going via Clarens Drive to Kabel Joes in Kleinmond. If you haven't entered, do so now and contact Eddie Hughes on 082 555 0256 without delay.



EVENTS CALENDAR 2019

Date	Time	Event	Organiser	Contact No.
APRIL				
14th		British Sports Car Run		
28th		Knysna Motor Show		
MAY				
19th	TBA	Triumph Only Run. Details to follow but restricted to Triumph cars only.		
25th	10:00	Noggin André Bredenkamp talking on Jaguar Mk2		
JUNE				
29th		Saturday Run followed by braai at Clubhouse		
JULY				
14th		Christmas in July		
27th		Noggin. Maintaining your Triumph Interactive talk by Frank Dreher		
AUGUST				
31st	10:00	Noggin André Bredenkamp presenting old car videos		

SEPTEMBER				
22nd		Run : Historic tour of Wellington & Surrounds presented by Ronald Lloyd	Peter	
OCTOBER				
6th		Century Run	Comm	
26th		Noggin. Jamie Hart presenting his TR4		
27th		Killarney Motor Show	MMC	
NOVEMBER				
10th		Concours		
30th		Noggin		

TECHNICAL MATTERS

Incorrect temp/fuel gauge readings by Mike Napoli.

I had a bit of a head scratcher while doing a Spitfire rebuild recently.

After everything had been put together the first test drive revealed that after the first kilometer or two the temp gauge would be reading “off the clock”, yet the car was displaying no signs of overheating. I tried swapping both the temp sender unit (which as it turned out was faulty anyway) as well as the gauge itself, but with no improvement.

While re- testing the car it ran out of fuel despite the fuel gauge reading quarter full— then the penny dropped!!

Most British cars of the era (including most Triumphs) have an erroneously termed “voltage stabilizer” which allegedly stabilizes the voltage supply to the temp and fuel gauges at a constant 10 volts. What it is actually is an on/off bi-metallic switch which rapidly switches on and off as the bi-metallic strip heats and cools thereby interrupting

the constant 12v power supply and ultimately providing an average of 10 volts to the instruments. When these gadgets fail the switching component no longer interrupts the 12v power supply and a full 12v is channeled to the gauges causing them to over read. A



replacement part from the UK would cost in the region of R375.00.

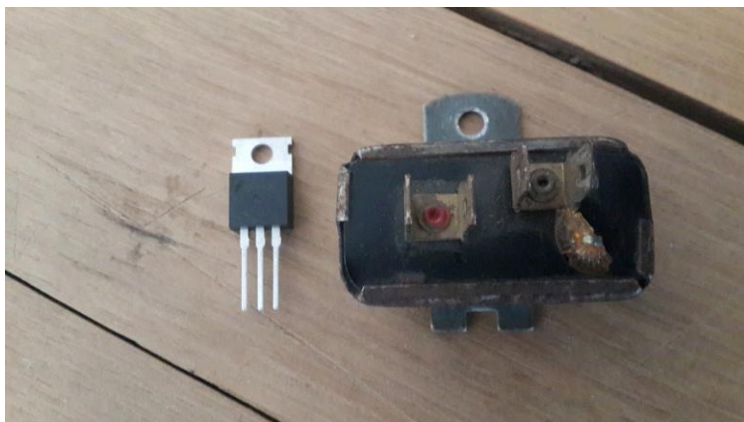
This unreliable instrument of torture is screwed into place on the back of the speedometer, thus ensuring that replacement of the dud part is a right royal PITA because on the Spitfire you first have to remove the “H” frame gearbox cover cradle, the gearbox cover (sorry for you if you still have the one piece moulded carpet) and the driver side glove box. Well-proportioned owners might find it worthwhile removing the steering wheel as well. Once this has been done you contort your body and crawl backwards under the dashboard to remove the speedometer and associated wiring.

A quick call to Ashley Ellis in the hope that he had a spare one laying around helped lead me down a different path that led to a Google search and a day later a rather aimless 90 minute drive around the Northern Suburbs trying to find the damn thing which was once readily available from most radio shops.

Said “thing” is a 10v solid state voltage stabilizer and to save anyone from hunting as I had to, forget the radio shops, go straight to **MANTEC** at 8 Techno Crescent Epping and ask for part number **KA7810ETU**—it’s worth the effort.

It replaces the antiquated contraption pictured above and compares to the original as illustrated below:

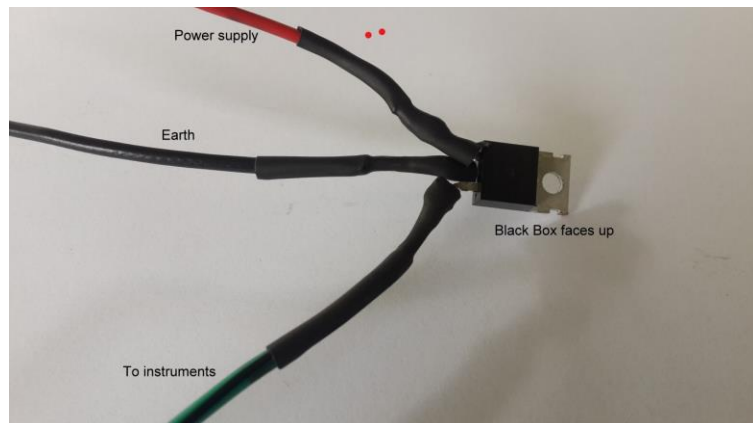
Fitting is a piece of cake but care must be taken to ensure that the “black box” is



uppermost when sorting out the wiring in order to prevent irreparable damage to the stabilizer. With the black box uppermost the left prong is connected to an “ignition on” power supply, the middle prong goes to earth and the right hand prong directs the 10v power supply to the 2 instruments. I soldered three wires in place and

then used heat shrink to prevent any possible shorting and to also help disguise my pretty awful soldering.

I then found a convenient and readily accessible but well hidden position under the dash,(don’t worry about Concourse—I have yet to see a judge asking for a speedo to be removed in order to check the originality of the stabilizer ☺), wired everything up and



voila, temp and fuel gauges gauge now provide constant and accurate readings.

Total cost? R6.40, a couple of hours “free” labour, and a bit of yoga.

TRIADS

FOR SALE 1966 SPITFIRE



This car looks in excellent condition and is being sold because the owner is moving overseas. It has a Nissan 1200 engine, recently overhauled brakes and brand new tyres. It also has a hard top plus a Bluetooth sound system so you can enjoy cruising on those magical cape days.

Contact Craig Campbell at craig.tennis.golf@gmail.com

The asking price is R75000 or nearest offer.

FOR SALE 1974 CHICANE

The car was first registered in Namibia (SW Africa) in 1974 and then registered in South Africa in 1988.

It is a manual with overdrive and looks in very good condition when I saw it at the last noggin. Please contact Frank Dreher on 083 261 5508 for more details



FREE TO GOOD HOME

I have a body stand that I used in the restoration of several cars. It can take a TR4 to 6 body and enables the body to be easily moved around the workshop and is a good height for working on. Please give me a ring on 084 220 0082 if you need it, I think I am unlikely to do another body off restoration so over to you!

