



WHALE TALES

THE CAPE TOWN TRIUMPH NEWSLETTER

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CHAIRMAN'S CHAT

I am quite amazed as to how much more reliant we have become on technology, especially during this latest pandemic. We are still having meetings on Zoom and Google in real time and can communicate with each other albeit over a telephone or computer screen, even on your Smart TV.

As you may know, we started a whatsapp chat group during the last month and I am encouraging you to ask your questions, technical, parts requirements, service providers. etc. and let's use this channel for every member's benefit. I know that you will find value in this communication medium.

We are really looking forward to the rest of this year, with hopefully more relaxed rules governing us and more time to get together and spend together with our fellow TRIUMPH friends. The weather has also been kind to us and although we are not out of winter yet, things are improving. Look at even the rainfall we had during this winter, with some of our dams close to 100% of capacity. '

We have a lot to be thankful for in the Western Cape and look forward to some TRIUMPH gatherings and scenic drives through the most beautiful part of our country.

Please use the time to keep your TRIUMPH in good condition and let's be ready for the last couple of months for this year.

Triumphant regards,

Gerhard

THE EDITOR'S DESK

I am really hoping that life will slowly start to return to the new normal, whatever that may be, and that we can get on with enjoying ourselves and our cars at long last! It seems very depressing that one of the main topics of conversation is whether or not one has been vaccinated, fortunately we have had our second jab and hopefully will have the "unclean" status removed, particularly with regard to travel! I have had the misfortune to talk to a few vaccine denialists who reaction has been alarming to say the least but hopefully most of our members are now fully vaccinated and able to enjoy some club activities.

I am enclosing a further article by Eric Fletcher on global warming. I know that a car magazine is probably not the medium for this but what the hell. I don't agree with all of Eric's views but I can understand where he is coming from and I thought I would allow him to air his ideas. On the subject of club magazines, could I have feedback on whether this newsletter is worth continuing please? We have a whatsapp group for communications about forthcoming events, we have a whatsapp technical group as well so what does the newsletter actually do? When we put details of outings, what is happening generally and I get people phoning me up to find information and they admit they don't bother to read the newsletter, what actually is the point of it?? Answers on a postage stamp please!

I must thank those people that do make the effort, particularly Tim Kent, but even his series is coming to a natural close so I am really wondering whether the effort of finding content is really worth it and it would be better to run the information via electronic means rather than the written word.

FORTHCOMING EVENTS

BREAKFAST RUN TO SIMON'S TOWN, 15TH AUGUST

We have organised a run through the southern peninsula to end up with a breakfast at the Pier 23 restaurant at the False Bay Yacht Club in Simon's Town. Because of various timing constraints we have decided to alter the meeting point and departure times to give us both a good run to clean out the cobwebs from our brains and cars to see the lovely scenery, and to be able to have a more leisurely breakfast at the club before it becomes too busy.

The meeting point is therefore the Total garage where the Glencairn Expressway joins the coast road at Glencairn and the starting time will be **9.15am**, there is a good coffee takeaway at the garage and plenty of parking.

The cost will be R100 per head for breakfast, coffee and a glass of orange including a tip for the staff. Please phone your booking to Eddie Hughes, 082 555 0256, by Thursday 12th August so we can let the restaurant know in advance.

NOGGINS AT THE CLUBHOUSE

MONTHLY NOGIN SATURDAY 28th AUGUST AT 10 AM

I am hoping that I have got my facts right on this one and that the clubhouse will be open for a noggin. Not sure what the subject will be, if any, but coffee, bacon rolls and good chinwags will be the order of the day!

REPORT BACKS

None that I know off but too lazy to remove the heading!

A WHALE OF A TALE PART 19 BY TIM KENT

This is the penultimate chapter in the story of my affairs with the TR range of sports cars. It began in 1966 and has not ended.

There's an old saying which goes:

“A man who never made a mistake, never made anything”

What anachronistic rubbish. It is used by those who have failed, in an attempt to justify their own failure.

I think a better saying would be:

“If at first you don't succeed, try, try and try again.”

The rationale behind these thoughts is that no one makes a mistake, knowingly and willingly. A course of action only becomes a mistake when the result doesn't work. I was not conscious of making a mistake when I took the TR4 engine to a well-reputed engine builder, who claimed to know all about the Vaal Jaapie Tractor engines even citing his apprenticeship on Standard Vanguard engines. I was filled with confidence. But, the result was catastrophic. When the newly built engine was connected to the gearbox and an attempt was made to start it there were so many strange clonks and clatters with almost zero oil pressure that the only way of finding out what was making all the noises was to strip it and start again. We found that it had taken 3 minutes to destroy a big end bearing and that standard big end bearings had been put on journals which had been machined to 10 thou under size. Forty years of muck filled the oil and water galleries and the figure of 8 gaskets under the wet liners were missing. There was so much crank “float” that the thrust washers might just as well not have been used. The underside of the rocker shaft had at some stage been machined to the extent that the push rods were sticking so far out that adjusting the valve clearances was not possible. I won't bore you with the other horrors we found. Did I make a mistake by taking the engine to this company? I don't think so, but of course I will never go back.

When the Club's expert engineer had gone home, I sat down on the stoep, with a stiff whisky, gave my Great Labra-Dane (ok she's a cross between a Great Dane and a Labrador) some artificially steak flavoured dog biscuits and wondered if I should abandon the whole project and sell it off for spares. My reverie was crudely awakened when I suddenly remembered that when I last drove the car (thirty years ago) it had a habit of jumping out of fourth gear, without any warning. When I mentioned this to the Club's expert engineer he strongly recommended (that means no discussion) that the gearbox needs to be opened and examined. What we found was another catastrophe. This was the report:

All syncros are beyond their 'best by date', most of the overdrive parts are missing, and all the bearings and bushes will never again perform the functions for which they were designed. Oh, and it wasn't jumping out of fourth gear it just wasn't going in properly, and first gear needs to be replaced. End of report.

I then realised why my late father –in-law had relegated the car to the pumpkin patch at the bottom of his garden, and from which I had rescued it twenty years ago. He had, obviously had problems with the overdrive, taken it apart, lost most of the bits and gave up. The moral of the story is, if you don't know what you're doing don't do it. I was disconsolate, the Great Labra-Dane buried her head in my crotch thinking that she might find some more artificially steak flavoured biscuits there but the look of disappointment and sadness in her eyes when she didn't matched my emotions perfectly. To make matters even more unpalatable the exchange rate of the Rand was pushing 21 to the British pound. So, go "on line" select the parts required, click on "check out" put in the "PayPal" password take a huge slug of the Johnny Walker, and a week later you have a FedEx van at your front gate. It feels like Christmas for an eight year old!

The position now is that the imported body shell is resplendent in navy blue, all the shiny bits have been re-chromed, the wire wheels have been powder coated, and new hubs and "spin ons" imported, all the steering components are new, ditto all the brakes, including new finned brake drums, the Club's expert engineer has rebuilt the gearbox and overdrive with mainly new parts and he has rebuilt the engine, properly, no, meticulously would be a better word, this time, with every moving part replaced with new ones. An African Rosewood dashboard will replace the original veneer on plywood one. All the clocks have been re-conditioned, the prop-shaft has been totally over-hauled and balanced, new clutch kit, slave cylinder, re-conditioned starter **motor, dynamo and a new water pump, fan and restored radiator. I could go on!**

The next Chapter will concentrate on the assembly of all these components and a glorious start up.! But this may take some weeks, even months, so don't expect another Chapter of "A Whale of a Tale "for some time. The Champagne will have been on ice for days, the photos will flash and there will be hugs and tears to melt the hardest hearts.

Perhaps, this is what it's all about, forget the mistakes, forget the cost in monetary terms, forget the heart-ache, forget the ridicule from friends and relatives, the end

product will say it all, and on that day the Great Labra-Dane can have the whole bloody tin of artificially steak flavoured biscuits.!

Am I certifiable? You be the judge, 'cos I don't really care what your verdict is, and to me that's a Triumph!

Till the next time, and remember "if at first you don't succeed TRy, TRy and TRy again,

GLOBAL WARMING, AN ALTERNATIVE VIEW BY ERIC FLETCHER

Some 10 years ago the late Professor Phillip Lloyd (Nuclear Physics – UCT) at an International conference showed that USA VP Al Gore's graphs showing that increase in CO₂ raised the Global temperature were flawed, since they did not have a common origin. Phillip plotted them from a common origin that resulted in the graph of increasing CO₂ crossed over that of temperature and thus negating Al Gore's hypothesis.

Thus began my search for other areas of conflict between fact and fiction. Why do the CO₂ arguers continually show photographs of Coal fired Power Stations with Cooling Towers and their emissions clearly at the forefront. This is steam not smoke!

Similarly they insist on using photographs of gigantic (up to maybe 800m deep) open pit mines to illustrate how Coal Mining is eco unfriendly. These are Copper or Iron Ore mines. Modern coal mines are essentially earth moving operations. First the top soil is removed and stored, then the overburden that also separately stored. Only then is the coal removed. All of these operations use drag line Buckets. The finished cut can be up to 80m deep. Having removed the available coal the overburden is replaced and then the top soil replaced, returning the land back to farming. At Duhva Colliery for example the maize yield per ha on the reclaimed land is higher than that prior to mining.

The Polar ice floes and Icebergs are melting causing sea levels to rise. Does no one remember Archimedes? Ice is the same bulk density as water and thus when melted does not increase water level. Half fill a glass with ice cubes and then add water until the glass is full to the brim. Leave overnight until all the ice melts and the glass will not have overflowed. Yes new icebergs from glaciers near the sea will add to the sea level without the need to melt. (I do have a problem with this as the rise in sea level is more to do with ice melting on land, mainly glaciers and polar ice, and adding to water into the sea Ed)

A recent BBC documentary showed their chief environmental reporter on a trip to an inland glacier on Antarctica. He claimed that it took him 5 weeks to get to the site where no one had been before and they were going to drill through the Glacier. The hole was drilled to a depth of over 600m until it reached the bedrock. Our intrepid reporter stated that the base of the glacier was 2C warmer than before! How can that be as no one had been there before! There was water because the glacier was melting, this is as a result of the glacier moving and the friction between them and the ground causes a temperature increase and the resulting melt water acts as a lubricant!

Much is made of the dying off of Australia's coral along the Great Barrier Reef and of course global warming is blamed, but how are other reef corals around the world affected? The Corals in the Gulf of Akaba (Akaba and Eilat) are thriving. Those of the Galapagos Islands are also in better health than the Australian reef, despite damage by overfishing and tourist divers. Now little is known of the coral reefs off the Kenyan, Tanzanian and Mozambique Coasts. Again they are in fair condition with damage from overfishing, tourist divers and fishing using explosives. Herein lies a possible clue to the Great Barrier Reef's problems.

Between 1946 and 1962, despite complaints from the Australian government, the USA detonated some 315 nuclear devices in the Pacific near the Marshall Islands. These were both ground and airburst bombs, some 4,500Km to the west of Australia and must have led to elevated Sea and air temperatures. The US dumped nuclear waste into a nuclear bomb crater on Eniwetok including 130t of similar waste from its test sites in Nevada and then during 1977 and 1980 built a 115m diameter concrete dome over it. Since the ground below it is porous, it is now contaminating the sea. Even today the USA tests its long range missiles in the Marshall Islands and also to an area in the Hawaii. It should also be noted that the UK used the Montebello area of Australia's west coast when testing 12 nuclear devices in 1952. France also conducted nuclear tests in the Pacific.

While not in the Pacific, both Russia and China have conducted nuclear tests.

All these Atomic explosions are not even mentioned when the causes of Global Warming or damage to Ecosystems are discussed. The high temperatures produced by nuclear explosions must have exacerbated the El Nino effect.

2 The Earth below us.

What is also not discussed are the significance of Earth itself on Global Warming.

Every Continent has areas subject to geothermal gradients. That is defined as the increase in temperature with depth below the earth's surface caused by heat from the earth's core. It is not a constant and varies within different areas within a region. Thus here in South Africa in the platinum area around Rustenberg at 2000m the virgin rock temperature can be 70+ C, whereas 105 Km away in the Carletonville area at 4,000m the VRT is only around 60+ C

I ask the question what happens if the gradient steepens and for example the VRT reaches 70C at only 1000m or 500m.

Every country on Earth has hot springs, we have 7 and Lesotho has about 13. They are the result of groundwater being heated by the earth's core magma coming near the surface or by the decay of radioactive minerals. They are defined as having temperatures of 100 C or more. When under pressure they become geysers as in New Zealand and the USA. So changes in the geothermal gradients must lead to elevated temperatures of these springs that in turn heat the air around them

It is a fact that the El Nino effect resulting from a warm zone of the Pacific off the West Coast of South America causes widespread weather anomalies around the

world. But it is not a new phenomenon caused by recent global warming, some pundits maintain it was present during the last Ice Age, some 10,000 years ago.

It was first recorded in the 1700's and although usually lasting for 2 to 4 years has been known to last up to 7 years. It causes prolonged drought in diverse areas as the USA, Europe, Africa and even Australia. Such a drought in Europe from 1789 to 1793 is said to have triggered the French Revolution. It is even blamed for causing the deaths of 13 million Chinese from plague (not defined) in the 1800s and is still seen, by them to be the cause of other plagues such as locusts.

In 1997, the localised sea temperature off the west coast of S America rose by almost 29 C affecting winds and Ocean currents. In 1977 hot water Fumaroles were discovered deep below the Pacific and some had temperatures of up to 350 C. These must surely have an effect on El Nino but again they only seem to interest biologists.

In the Yalpa region of Siberia there are many holes of varying diameters from a few metres up to 40 to 50m. They are undergoing continuous Russian investigation but the general accepted theory is that they are formed by hot high pressure gas virtually boring its way through the permafrost. Permafrost can be as much as 600m thick. This phenomena is also being seen along the coast in the sea bed. The gas when frozen forms Clathrate Hydrate that can store 170 times its natural volume. It is considered to be a new form of energy.

I find it extraordinary that one area of sea seems to excite the "Global Warmers" is the north Atlantic in the area of Iceland. They continuously take the temperature of the sea and tell us how it is increasing. They seem to knowingly overlook the fact that Iceland is an area of high geothermal gradients with volcanoes, lava flows and even its electricity is produced from hydrothermal energy.

It is estimated that there are at least 1,500 potentially active volcanoes and that 75% of them sit on the so called ring of fire. This is an arc that stretches 40,000 km from the tip of South America, along the West of the Americas and along the Bering Sea to Japan and New Zealand. In 2013 a new volcano emerged, Nishinoshima, in the ocean off Japan and is still growing. Currently, this year, there are 40 fiercely active ones around the world. Whenever one erupts we are told how high the ash cloud has risen but never is there a mention of the temperature of this cloud, only its CO₂ levels. Nor are the lava flows discussed other than being destructive and a tourist attraction. The fact that they can have a temperature of 2,000 C at inception and if near the coast can run several kms out to sea deserves no thought. They must increase the seas temperature! The recent eruption at St Vincent in the Caribbean is a prime example, as is the Fagradalsfjall in Iceland (last erupted 50 years ago). These must surely have raised sea temperature. Both areas are close to the Gulf Stream, the current that flows north and protects north east Europe from harsh winters.

What is alarming and probably a good point to end on is that the Fagradalsfjall magma is coming from deep in the earth's mantle and could presage the eruption of 5 more Icelandic volcanoes.

Sorry but they must be reading over my shoulder since on June 27th Mt Merapi on the Indonesian Island of Sumatra (Borneo) erupted more violently than any of its eruptions since 1930, it sent an ash cloud 6km into the air. The next day Mt Sinaberg, also in Indonesia erupted sending an ash cloud 5 Km into the air.

I hope that I have given you pause for thought and triggered your curiosity to question the media climate hype that we are subjected to.

TECHNICAL TALK

There was a fascinating series of talks on the TR Register website about the effect of alcohol on fuel performance. One of the more interesting parts was a study by Manchester University on the volatility of modern fuels against shall we say old fashioned petrol. The interesting thing was that no 2 refineries, in the UK, produced the same specification of fuel exactly but the thing that stood out was that the rate of vaporization of a modern fuel around 60°C was virtually double that of “old fashioned” petrol. So what you may ask, well the under bonnet temperature of our cars is in that temperature area so this goes to explain why many of our cars can be difficult to start after standing for a while in the sun! The other factor is that those of you with fuel injection cars should open the boot to allow the temperature of the fuel to drop and allow the pump to pump liquid rather than fuel vapour which it is not good at!

The other factor is that because the chemical composition of alcohol is different to the hydrocarbons in fuel, there is a tendency for the fuel air mix to be on the lean side so have a good look at the colour of your plugs after a good run and make adjustments where needed. Ethanol also picks up moisture very easily and so the degree of rusting of internal parts can be significantly greater than one would expect. The alcohol also reacts very badly with older rubber type components so hoses and items such as plastic float chambers need to be looked at very closely to avoid a breakdown on the road.

HEARD AROUND TOWN

Gerhard has just finished a major re spray on his TR7V8. It looked really good about a year ago but he found that after a while the paint started to crack and discolour so the only thing to do was to strip it back to metal and start again. I know the feeling!

I took my TR4 into the panel beaters the other day to sort out the damage to my front lower valance that I damaged when I towed the car back from Hermanus. I was also unhappy with some of the finish on various panels so I have found someone who comes highly recommended and will hopefully help me to have a concours winning car (only joking)! Hope to have it back by the run on the 15th.

Bob Windebank has gone and bought a MGB to keep his TR3A happy in is Simon's Town garage!

TAIL PIECE

I got this lovely photo from our treasurer, Andre Bredenkamp, with an interesting story.

His father had bought the green Triumph 2500TC in 1973. When Andre returned from the army in 1977 he was “cash” rich as he had elected to do border duty at a whole extra R5-10 a day. He needed wheels to go to university so he bought the green car from his dad who promptly went out and bought another Chicane with the added benefit of a black vinyl roof and better fuel consumption!

