



WHALE TALES

THE CAPE TOWN TRIUMPH NEWSLETTER

Editor Jamie Hart

Jamie.hart@kingsley.co.za 084 220 0082

JUNE 2021

CHAIRMAN'S CHAT

I am very excited about the renovations made to the Multi Motor Secretariat clubhouse during the last 2 months. Being one of the founder members of this venue and chapter, all the effort that our members made to exhibit our cars at the various car shows during the past 20 years to raise funds paid off and I am of the opinion that we will really enjoy getting together for noggins, functions and social gatherings. We moved all our club "belongings" from our steel cabinet to a new proper build in cabinet last Saturday and are looking forward to the new beginnings.

I can still remember most of the great times we had at the old clubhouse. From our Wednesday meetings in summer where we had bring and braai's during summer and even soup and sherry evenings to great presentations by racing legends such as Kosie Swanepoel, Mike Napoli and the late Neil Cameron, to technical presentations by Nic Paxinos, Ken Boss and Peter Du Sautoy, Roger Robeck and Des Rupolph on how to prepare your car for concours. Those were the days and I can still remember the Saturday technical noggins where members brought their cars into the clubhouse to show and tell. We also had quite a number of great parties, year-end functions and dances in the hall. We also had great presentations by our members such as Andre Bredenkamp on his mountain climbing adventures and charity trips with Kingsley Holgate

The new clubhouse is surely something to be proud of and to enjoy this great venue and it is something that we can cherish and make the most of our membership and offering to our members and also potential new members.

I am appealing to you to assist your committee with the management and running of our club and it is after all your club and the success of it is mostly in your hands. We are all volunteers managing the club and are not getting paid for the efforts we put in for the love of the marque and the members. Please reach out to the committee members and assist us to make this great Cape Town chapter of the Triumph Sports Car Club classic cars even better as we are still one of the greatest classic car clubs in the country. Please also send Jamie content for the newsletter and also let us know what you would like to see from a newsletter perspective. The past year has been very difficult for us, with the restrictions we had due to the Covid pandemic caused limited events and gatherings, but through it all we came out stronger and are ready to "Rock and Roll".

We will most probably have the opening of the new clubhouse on 5 June, but we will send a Whatsapp and SMS with confirmation.

Please keep safe and spend time with your families and loved ones.

Triumphant Regards

Gerhard Vorster

THE EDITOR'S DESK

I have to admit that every now and then the creative juices seem to fail me and this month's edition is proving that. Fortunately for all of you readers we are slowly getting some feedback from members so that makes life much better and you are not subject to as much "what Jamie thinks" as normal!!

It would appear that the clubhouse upgrade has been completed on time and on budget so perhaps our illustrious rulers will take note, it can be done! By all accounts the place is looking very good and well done to all those concerned.

Talking to many members, it would seem that we need plenty of events to make up for the lack of activity early in the year. Although Cyril put us on phase 2 on Sunday night, as we don't have massive numbers for our meeting and we are generally tucked up by 11pm, I am not sure it really affects us! So let us use the noggin at the end of the month to get some feedback as to what members want and make sure we end the year in a better space than we entered it. Please remember it is no use giving committee members a hard time if you are not prepared to roll up your sleeves and contribute to getting the club up and running again!

On a different note, a friend of mine has just come back from the Free State and used the road that runs along the Maluti Mountains through the eastern part of the Free State. He reports it in very poor condition which is going to potentially give us some headaches for getting to Golden Gate for the national gathering. Let us put our thinking caps on and decide what to do, potentially we could talk about it at the noggin.

FORTHCOMING EVENTS

BREAKFAST RUN TO MONKEY VALLEY, NOORDHOEK, SUNDAY 13TH JUNE

Eddie and Paul are planning a breakfast run to this resort. The meal is very attractively priced at R80 for breakfast and the quality is top class.

Meet at Constantia Village for a 9.30 departure via a yet to be decided route to Noordhoek. Please message Eddie on 082 555 0256 to book your place

NOGGINS AT THE CLUBHOUSE

SATURDAY 5TH JUNE AT 12 NOON, RE OPENING OF CLUBHOUSE

All members are invited to the official re opening of the clubrooms after their recent refurbishment. The official ceremony will be at 1 o'clock followed by soup and snacks for all participants.

Initial reports are that it has been a really good upgrade of the club facilities so please make every effort to attend.

MONTHLY NOGIN SATURDAY 26TH JUNE AT 10 AM

At long last, we can actually meet and have a good natter!

The format will be started by a return to bacon butties prepared by yours truly, then we will have a presentation of concours prizes from last year and then presentation of the various awards again from last year. Eddie Hughes has been hard at work getting all the various trophies cleaned and engraved, so please make sure you are there to collect one!

We will also be handing out the newly printed name tags so there will be no excuses for not knowing who is who!

Gold Medal % Level	95	
Silver Medal % Level	87	
Bronze Medal % Level	80	
Score Order		
1	98.18	Eddie Hughes
2	96.82	Danie Barkhuizen
3	95.00	Frank Dreyer
4	94.36	Alan Harris

5	93.82	Gawie du Toit
6	89.00	Tim Kent

REPORT BACKS

RUN TO OLIVE BISTRO, DURBANVILLE SUNDAY 2ND MAY

The weather turned out beautifully for this run. People met at the N1 Engen and then went on a very scenic run down on the Klipheuwel road before taking the back road to Durbanville and ending up at the Olive Bistro for a really tasty lunch.



A WHALE OF A TALE PART 18 BY TIM KENT

Picture the scene, for a moment, if you will (and especially if you can't remember where the last chapter ended,) I have a derelict Victorian mansion set in an acre of lush and prolific weeds and other fynbos, somewhere in a pretty little town in the province of Mpumalanga, South Africa. The province is reputed to have the biggest coal deposits in Africa, which is why all the coal powered power stations are found in Mpumalanga. Does that make sense? Let the 'drone' in your mind soar over the "Manse" and swoop onto and into the also derelict garage.

In it you will find four vehicles: a Nissan Hi-Rider bakkie, recently re-bodied and a possible winner of the Pebble Beach Concours d'elegance , a Volvo S40, which could have won first prize for the Concours d'etat (had it been entered, but it wasn't 'because Pebble Beach is in California, which is not in Mpumalanga), a Triumph TR7 which had recently spent weeks with "a dairy farmer" because it had carburettor problems, (I told you this is Mpumalanga !) and a 1960 something Triumph TR4 in all sorts of trouble. The body, of indeterminate parentage and a chassis which could be easily converted into a hay cart and probably should have been.

Quo Vadis ? which is Latin and means "Wither go'est thou"? which in modern English means "Where are you going?" and in South African it translates into "WTF"

And at this point I really didn't know where I was going, nor, for that matter where I had come from. But hey ho, "more is nog'n dag" which is not Latin, but it means "tomorrow is another day" Now Nurse and her sister, (if a brother in-law, in Afrikaans is "swaar" then Nurse's sister was my "swaarina" or "swaarette" get it? Tsar, Tsarina in Russia) Their power of influence would win the day and so we embarked on a 3 year restoration of the grand old Victorian Manse and that is not part of this story, it's another and I crave your indulgence if I should be permitted to record it.

Every day I had to go into the garage for DIY requisites and the sight of the TR4 brought a lump to my throat. I conjured up images of a mass murderer on death row for twenty years wondering if tomorrow would be his last. Sometimes I was tempted to hug it and say "vas byt, min dae" (hold on, not many more days), and having admitted that you now know that I am mad but wtf. Now swaarina's husband, Wynaand, has a reputation for excellence in spray painting motor cars, so I decided to put him to the test. Well, if spray painting a car is an art then Wynaand is the Van Gogh or Rembrandt or Monet or all of them in his ability. His demand for perfection drove me nuts as I was his 'appy'. He handed me a 300 grit sandpaper, told me to remove the rings on my fingers and don't stop until I tell you. My fingers were raw at the end of every day, but still it wasn't good enough. I could have wept and in private I did. Where is the Kleenex? We used 300, 400 600 700 grit sand paper, spray filler and then started all over again. When it came to spraying the first coat of primer I asked if I could have a go, but the look on his face spoke volumes which said "go put the coffee on"

The result, which took a month of Sundays is exemplary and I would experience the same expertise years later when re-building the engine and gearbox. But that as they say is another story.

Till the next time, remember

"You only get one shot at life, make it a Triumph"

Alles van die beste, (best wishes)

Tim.

TECHNICAL TALK

This article was written by Johannesburg guru John Dobbins and appeared in the Port Elizabeth newsletter edited by Janet Rademan, so I am thanking both of them for giving me permission to publish it here! There are many TR7's around so I thought the information would be appropriate for our members

Maintaining a Triumph TR7 Acknowledgement: John Dobbins.

Having owned quite a number of TR7's over the years and worked on many more as a result of my present day time activity I thought some pointers on maintaining a TR7 could be helpful to you DIY types.

The TR7 has a number of inherent weaknesses which if attention is not paid to can have expensive or just inconvenient consequences so I shall start with these:

1. The engine has a cast iron block and aluminium cylinder head which with a copper cored radiator sets up a perfect condition for galvanic corrosion to take place with the aluminium head corroding. It is therefore imperative to ensure your coolant has an antifreeze added with a suitable inhibitor. A 50:50 mixture of water and antifreeze is recommended. Whilst on the cooling system it is interesting to note that the water pump is situated in the block and if either of the seals fail tell tale signs of coolant or oil will be seen coming out of the rectangular hole on the side of the block under the carburettors. Plugging the hole with silicone is not the solution and the pump has to be removed and replaced with either a new one (very expensive at about R3000) or have yours reconditioned at a cost of about R500 if the impeller is not too badly corroded. The thermostat is not the same as is used in other Triumphs as it has an additional valve on the bottom of it to block off / reduce coolant flow from the head to the pump when the engine is at operating temperature. I have found that a high proportion of TR7's have the wrong thermostat which is strange as it is readily available as it is used in the early VW Golfs (part no 1240).
2. The timing chain on the engine is of the simplex type and stretches very easily and like the cambelt on modern cars should be renewed at about 80 000 km. These engines do bend valves which is an expensive repair so pay attention to this.
3. The front brake pads on the TR7 are very small (same as a Mini GTS) and so brake fade is common. The resultant heat build up also results in the life of the front wheel bearings being limited. Once again these are readily available and inexpensive. Upgrading the front brakes on a TR7 is recommended to avoid the brake fade situation and you can do it by either importing a kit from the UK or the cheaper option of replacing the callipers which those off a Chicane (you have to drill out the mounting holes to take the metric bolts and chain to get the centre line correct) or rear wheel drive Fords such as the Escort and Cortinas. New seals and pistons should be fitted to second hand callipers (Mark at BBS can supply). Fitting a 25 mm front anti dive block between the front anti-roll bar and the sub frame and SD Rover rear wheel cylinders also improve braking.

4. The five speed gearbox has a small oil pump in the 5th gear housing which delivers oil down the main shaft to the input shaft bearing. Lack of lubrication to this bearing results in its failure which in turn allows the main shaft to drop onto the lay gears and destroy the gears. Normal EP90 gearbox oil especially when cold is too viscous for the pump to supply oil to the bearing so a less viscous oil is required. ATF seems to be a popular alternative which works well except for increased oil seepage past the "O" ring on the selector shaft. Incidentally the oil pump is driven by the lay gears which do not turn when the car is in neutral which is why you should never tow the car long distances with the prop shaft connected as the main shaft is turning while the input shaft is not and the bearing is getting no oil!
5. Regular oil changes are essential as firstly the oil filter is very small (once again Mini size) and lack of oil feed to the cylinder head can result in wear to the "buckets" between the camshaft and the valves as well as possible bearing failure. Changing the oil and filter every 5000 Km or once a year is a good policy. The Mini oil filter looks the same but I am not sure it is suitable so rather import the correct one or convert to a "spin-on" type as filters are locally available plus filter changing much easier. Oil leaks are not usually a major problem on a TR7, assuming gaskets and seals are in good order but a mysterious one which eluded me for some time is on the right hand side of the engine in the region of the oil pump. The oil pump which is external to the engine seals against the block by means of a large "O" ring plus there is an "O" ring on the cap of the pressure release valve in the oil pump. 'o' rings harden over time and as a result no longer affectively act as seals, so if you notice oil on the garage floor in the vicinity of the clutch slave cylinder remove the oil pump and replace both "O" rings, especially the one on the pressure release valve.
7. The electrics on a TR7 can be somewhat of a night mare especially if an immobiliser has been fitted or an auto electrician unaware of the system has worked on the car. In general the most common problem is the raising and lowering of the head lights and the non-operation of the park lights. Component failure such as the 5 pin relays that activate the headlight motors can be cause of the problem but mostly I have found it to be poor electrical contact in items like the fuse holders, switches, multi plug connectors and globe holders, so first and foremost make sure all the electrical connectors are in good order. Bulb holders, fuse holders, multi plugs and the light switch itself are in good starting off points to make sure good electrical contact is being made. A small piece of 200 grit water paper and switch gear cleaner as used by electricians are needed to clean oxidise surfaces. The hazard and light switches can be disassembled by careful use of a small flat screw driver and on a surface where you can catch the small springs and contact pieces that have a habit of jumping out and vanishing!
8. Wipers have a habit of not switching off automatically or parking in the correct place. If you have used the intermittent wiper you first have to go to the "on" position and then to the "off" position to cancel it, which is how the system works. The wiper motor circuit has two power sources, one from the switch itself and a continuous one that is interrupted by the "parking" switch in mechanical part of the motor assembly. The position of this switch is adjusted by means of two small

screws, which if incorrectly set or not connected to the lever on the wiper rack (which could be broken or incorrectly positioned) will result in non-parking.

Removal of the top cover of the motor assembly is necessary to assess if the lever is doing its job. If one or both of the wiper arms appears "lazy" in operation and not covering the whole windscreen check that the nuts on the wiper wheel boxes are tight and that the wiper rack tube is correctly located in the wheel boxes not just "floating". Also check that the nut connecting the wiper rack tube to the wiper motor assembly is connected.

As an addendum to this article I have included a list of locally available parts you might find useful. If you have any questions please feel free to contact me on 082 508 0910 (cell) or 011 708 1722 work. John Dobbins.

Locally available TR7 Spares.

With the ever increasing cost of importing spares due to the weakening of the Rand I thought a list of spares readily available locally would be of help to TR7 owners. Perhaps other members can add to this list:

1. Speedo cable, part number: Anropa 2351-133 use one from a Rover SD.
2. Front wheel bearings, part number: LM11749 or L 44649, use ones from a Venter Trailer.
3. Points part number: CS787 - no further comment.
4. Condenser part number: RR174 - no further comment.
5. Timing Chain, part number: RF06B, 1 m required
6. Master link, part number: RF06BCL, - no further comment.
7. Front oil seal, part number: MIS114, - no further comment.
8. Diff oil seal, part number: SM30477, - no further comment.
9. Clutch friction plate: part number: 6337, use Ford Cortina 1600 clutch friction plate.
10. Release bearing, part number: RB9545, same as Triumph Chicane.
11. Air Filter Fram, part number: CA3166, same as Jaguar XJ6.
12. Thermostat part number: Echlin 1240, same as Volkswagen Golf.
13. Rear Wheel bearings, part number: Kit 153 - 5 speed
14. Rear shocks Gabriel, part number: 45078, - no further comment.
15. Front brake pads, part number: D84 same as Mini GTS

HEARD AROUND TOWN

In a strange case of serendipity, the wonderful TR2 that Roger Robeck used to own has turned up in the UK and belongs to a member of the TR register. It was in last month's registrar's report so I have written to said gentleman to establish whether it is the same car and will keep you all posted!

After much beaurocratic toing and froing, Bob Windebank has finally got his TR3A registered and on the road. It would appear that the traffic department cannot get their heads around classic cars and their status. Fortunately the lady who assists in getting cars registered took one of the officials along to the Crankhandle club's oily rag run and seemingly the penny finally dropped that there are lots of classic cars out there!

TRIADS



5 x Original TR6 Wheels complete with Michelin XAS Tyres and Tubes.

Spare is older Michelin X type.

Includes spinners, hubs and attachment nuts.

Ideally could replace splined hubs but otherwise good.

Offers please

John Ryall 0832652036

TAIL PIECE

The lovely TR3 that Paul Mitchell saw on his travels which I asked about in the last newsletter in fact belongs to our new member, Sean Gossel. Except that it isn't a TR3 it is a very lovely TR2 and is shown here with Sean's son riding shotgun. We would love to see you soon on a run with this super car.

