



The Globe

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

*Articles by Eddie, John Parker, John Ryall and Barrie with contributions from Jamie and Dennis.
Website address - capetriumph.za.org*



Chairman's Chat

Spring is always a wonderful time for me. When driving down to Rhodes Drive on the way to the city I watch the stately old oaks, planes and other European trees as they emerge from the cold of winter; the green shoots and leaves heralding the news that warmer days are on the way. There is something about this time of the year that lifts the soul. Although we had a cold winter, most of your Club runs took place on good days- those wonderful, wind free days that make our winter bearable, but you now have many months ahead to enjoy motoring in our beautiful city and environs so we hope to see more of you; particularly those who we don't see as often as we would like.

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Last Sunday's run from Klapmuts to the Old Bridge Tavern was a surprise with a great turn out- see Eddie's write up. 23 members in 12

cars for a short run and lunch at a congenial venue. Is this a recipe for the Committee to follow? We really would appreciate feedback from those who seldom join in activities as to what they would like for next year. The Sunbeam Club have some runs that end up at a park where some make pooitjies for all to enjoy, which makes it an inexpensive and gregarious outing.

*Barrie tells me that some of the Club's ladies are planning a picnic outing, which would be novel and enjoyable, so we will fit that into the warmer part of the year. Should we be exploring such options? Write and let us know or **post your thoughts on the website forum.***

Some of the ladies are planning a picnic for a warmer time of the year! Sounds good!

Spring, they say, is the time when a young man's thoughts turn to thoughts of love. Well, I can no longer be thought of as a young man when the pain of a lost love was easily assuaged in the arms of

another, but I had been suffering pangs after selling my TR6 that I had owned for some 20 years. I have found a new love, however, in a 1976 Stag! I have never owned a Stag, but this is the best car that Triumph ever built. The quality of the car compared to other Triumphs is amazing. OK, mine has the Rover V8 and an auto box, but what a lovely companion for an old man ☺ It is a bit tatty, but its glamour will be restored during the next few months.

James Hibbs who will unveil his awesome, newly restored TR3 when he can get the licence sorted out, kindly donated 4 widened TR3 rims to the club; rims which I immediately matched to a buyer who donated R600 to the club. Thanks James, now let's see that TR3. What I still have to do is persuade the buyer to join our Club.

But this is the best car that Triumph ever built?
Which car do you think is the best?



Finally, the Century Classic car run to be held on 15 November is catching the imagination of the motoring fraternity and the number of entrants is growing by the day. The best part is that a number of entrants do not even belong to motoring clubs. Crossley and Webb, who truly have changed the face of classic car re-sales in Cape Town, have come on board as sponsors of the event and will also generously be giving a commemorative cap to every entrant. Come on those who have not yet entered - we want to see a Triumph Roadster out there; a TR4 and as many more Triumphs as possible.

Cheers Dennis



Editorial

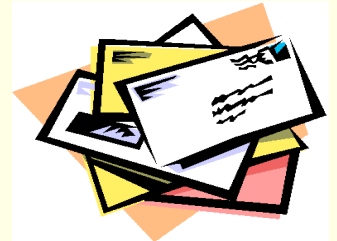
- ✚ The technical section does not always get articles with your car experiences, so in the absence of your inputs I am going to find information which may be of interest to you. However, don't be put off send me your notes on tech. issues. Geoff what about a story of your MGA rebuild?
- ✚ This month and the next 2 months will contain articles about the Laycock De Normanville overdrive, some interesting stuff and lots of comments about which oil to use.



✚ Roll on the warmer 'drier' summer months. I have been caught out twice now with the weather. Leaving home on the last 2 occasions for our Sunday outing it was raining, only for it to change to a magnificent day from about 10:30 onwards. It is not that I don't want my car to get wet, but I want top down motoring. Bring it on!!!

✚ Letters to the Editor:

What happened? After a flurry last month, this month only 1, but thanks for that Mom.



National Gathering

241 DAYS TO GO

Monday 2nd May to Saturday 7th May



as soon as we have the rates and information.

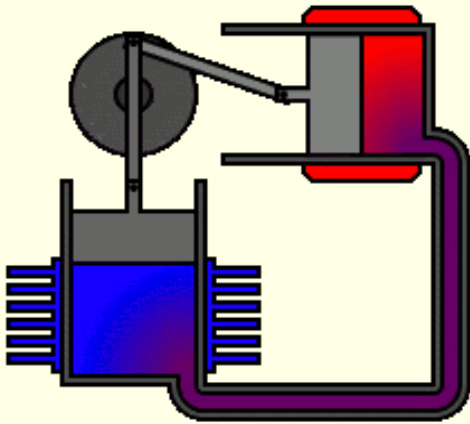
The sponsorship for the National Gathering has taken a boost with Crossley and Webb being our principle sponsor for the Century Classic Car Run, please don't forget to enter soonest contact Tom. Sadly our Triumph Club National body has declined our request for financial support.

What are they going to do with all that money they are collecting from the members????

Booking for accommodation in Hartenbos will be opening at the end of September, but we will inform all our members and centre Chairmen directly

Regards: The Cape Town team.

Technical Info



Is It A Sensitive 'A' Type Overdrive?

I recently changed the oil in my TR6 overdrive gearbox and used a multigrade GL4 80W/90, thinking that this is as close to the required 90 grade as was stated in the manual. (I did not try too hard to find the required oil)

Now after a minor service it was time to take the car out for a drive. Flying down the highway I flicked it into overdrive as before, only to find it did not work. Now "what the heck has happened" you hear me say, yeah right!

So back to the garage and proceed with a fault finding system of checks, relay, solenoid etc. and setting adjustments. I am not resourced well enough to check pressure at the operating valve, so relied on the more simpler basic stuff.

With ignition on and in 4th gear I flicked the switch to engage overdrive and all the right sounds and clicks from the solenoid, so I now take it for another drive. Guess what, still nothing.

Back to the garage and remove the operating valve to check that there are no blockages, all clear. Now all I have done is change the oil so I start to look for overdrive articles on internet and related stories about the correct oil to use on a Laycock De Normanville 'A' type overdrive and you will not believe what you can find. Here are just 2.

Over the last 20 years or so, I have rebuilt hundreds of British gearboxes and Laycock overdrive units. Some have been for customers that install them in cars undergoing restoration/repair in their own garages, but most have been in shop rebuilds that I have had the opportunity to watch, sometimes for many years, after the rebuild procedure. I am amazed at the amount of misinformation on the Inter Googles that have confused the car owner as to the correct

oil to utilize in their gearboxes, as well as the differences in recommendations of the various car manufacturers during the production span of Laycock overdrives. Triumph and Jaguar for instance, recommended 90 weight hypoid in all their applications. MG and Austin Healey on the other hand, prescribed 30 motor oil in the gearbox/overdrive units, the same as the engine oil. Volvo utilized ATF (auto trans fluid), in their cars that were fitted with Laycock "D" and "J" type units. Speaking of Intergoogle misinformation, I have read on-line testimony from apparent credible sources, that the use of 90 weight hypoid oil in Laycock "A" type units will result in rapid build-up of internal operating pressure that will cause the explosion (implosion?) of the overdrive unit, and that 30 weight non-

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detergent is the only answer. Total nonsense. Your pressure gauge is busted. If this was the case, one must ask why the Triumph and Jaguar factories, both fairly competent in the production of automobiles, utilized nothing but 90 weight hypoid in all their applications, overdrive or not, from post-WW2 to 1976 without a single service bulletin warning of excessive pressure build-up caused by the use of 90 weight hypoid. I am of the opinion, as a result of many years watching the running in of in-house rebuilds, that most any lubricant, be it motor oil, hypoid or ATF, is suitable for any vintage British gearbox and/or Laycock overdrive unit, provided it is clean and changed regularly. The exception is the use of hypoid oils carrying the GL5 designation, which contain additives corrosive to brass over the long term, for limited slip differentials. Your gearbox probably has brass syncro rings and bushings, although you will not live long enough to suffer the maladies of GL-5 useage. The vast majority of gearbox/overdrive failures are owner-induced, usually caused by ignoring maintenance procedures and changing of fluids on a regular basis. A good percentage of the overdrives I disassemble in the normal course of rebuilding have an alarming amount of sludge build-up in the unit, particularly in the accumulator bore. For in-house rebuilds, I use 85w90 GL-4 hypoid exclusively, in all applications, and have never had an issue. Whatever fluid you choose to use, make sure it is changed at factory recommended intervals, at least seasonally, the adjustments tended to and filters cleaned, and you should have no running issues.

As the late John Muir, mechanic, philosopher, author and VW guru stated, "Be kind to your ass, for it bears you".

Quantum Mechanics Ltd.

Topic of the month for June 2005 – Overdrive oil recommendation

Gang – I apologize for not writing an article for some time, but between the rough Winter and everything else going on, it was impossible! I want to express our experience and opinion on the topic of the proper oil for use in the Laycock de Normanville overdrive units. We constantly get into discussions (and sometimes heated debates!) with British car owners on this subject. This month's discussion will invariably get some interesting responses as it seems to be a rather emotional (and not necessarily logical) discussion item for British car overdrive owners.

Let's start out with history. Historically even the recommendations from various car manufacturers are confusing. Some say to use multi grade oil (MG manuals), some hypoid oil (Triumph manuals), some non detergent oil and some even recommend automatic transmission fluid! No wonder everyone is so confused!

Many years ago (in a land far, far away (OK it wasn't that far away or even that long ago)) we ran an experiment on overdrive oil. We rebuilt an A type overdrive unit and initially ran it with 30 weight non detergent motor oil. When spun up on our test bench at 1,000 RPM, it reached a normal pressure of 400 PPSI. When shifting the pressure dropped to 300 PPSI and quickly recovered to 400 PPSI. All was right in the world of overdrives.

We then drained the oil and replaced it with 10W30 multi grade oil. When spun on the test bench, initially it tested fine. However, after a few minutes of running, the oil pressure dropped to 300 and when shifting, to 200. Upon observation of the internals of the operating overdrive we found bubbles developing in the oil pump body and oil pump output passage. We surmised that the detergents in the oil were causing the oil pump to cavitate, and develop air bubbles as it pumped.

We then drained the oil again and replaced it with 90 weight hypoid oil. This time the oil pressure jumped to 600 PPSI! When shifted, the pressure dropped to 450 PPSI, which made the shift immediate and harsh. After a few minutes of running the oil pressure actually began to climb even higher. (Which made no sense since we thought the oil would thin out and the pressure would drop). We finally shut it off at 750 PPSI as we did not want to damage the unit. Even though the overdrive unit was now in the non overdrive position (solenoid disengaged), the



overdrive was now stuck in overdrive and would not come out. The higher pressure had driven the sliding clutch member so hard into the brake ring that the clutch return springs could not return it to the non overdrive position. A tap on the brake ring with a hammer (the universal overdrive release tool), shifted it back into the direct drive position.

After running a number of these test with the same result we found what was happening. The oil holes in the accumulator sleeve are very small. The 90 weight oil was so heavy it could not escape from the accumulator chamber as fast as the oil pump could pump new oil into it. So even though the accumulator piston had passed the oil hole relief position, the pressure continued to build up because the oil could not leave the system as fast as it was being pumped in. The accumulator piston actually bottomed out in the sleeve (similar to coil bind on valve springs). When removed we found the accumulator spring had been compressed and was no longer useable.

After replacing the spring, we then tried automatic transmission fluid. We saw the same results as we did when we used the 30 weight non detergent oil.

We then tried synthetic oil and the unit also worked OK although it began to leak from all sorts of places it had not leaked from before.

Based on these tests we have since and continue to recommend the 30 weight non detergent motor oil as the best oil to use in the overdrives. Some other experiences with customer overdrives over the years have reinforced this choice. For example, we found a Jaguar compact overdrive with a broken accumulator piston and bent spring when it had been used with 90 weight oil by the owner. When the piston and spring were replaced and the unit filled with 30 weight non detergent oil, it functioned normally. A customer LH overdrive unit that was filled with 90

weight oil "pulsed" between direct drive and overdrive without even being switched on electrically. When the oil was flushed and replaced with 30 weight non detergent oil the unit worked normally.

Other noted problems with overdrives filled with 90 weight are excessive wear on the oil pump plunger wheel and the eccentric cam, probably due to the higher pressures developed. Also the clutch lining seems to be more deteriorated in units with 90 weight oil than those with 30 weight oil. The use of non detergent 30 weight oil does not seem to affect the transmission parts or function. Bearings, synchros, gears and hubs do not seem to function any less effectively with the non detergent 30 weight oil as with 90 weight gear oil.

So there it is gang, our scientifically based rationale for using and recommending 30 weight non detergent oil in Laycock overdrives. I welcome further discussion and feedback on this topic by anyone interested. As always, thanks for reading this article!

So after reading this lot and chatting to Frank, I decided to use the oil referenced in the manual namely 90 grade GL4 gear oil and found EP90 at a Midas store. I refilled the gearbox with this oil and took the car for a drive.

And, you guessed it, the overdrive functioned correctly.

Conclusion???????

Next month's article on the L De N overdrive will have some technical information about pressure regulation.

Welcome to New Members



John and Yvonne Constable who live in Plumstead. John has a Herald convertible 1964 model, but we don't have any further information about the car, or John, but look forward to seeing them both with the car at our club events.

Year Calendar - Events, Noggins, and Outings 2015

		<p>18th Classic Car and Bike show – Timour Hall – Tom Dougan</p>	<p>31st Prize giving awards and braai MMC - committee</p>
	<p>8th Lunch run to Plaaskombuis Hermanus – Jamie Hart</p>	<p>13th-15th George Motor Show – weekend – Dennis Cooke</p>	<p>25th Noggin - optimizing your ignition system – Frank Dreher</p>
		<p>22nd Lunch run - British sports car tour – John Parker</p>	<p>28th Noggin - Westcliffe school charity event – Dannie Barkhuizen</p>
	<p>19th Breakfast run to finish at Jakes Tokai – Ashley and Maggie</p>		<p>25th Noggin - Auto jumble and regalia sale at the MMC – Eddie and Dennis</p>
	<p>3rd Run to Riebeeck Valley olive festival - Eddie Hughes</p>	<p>8th-10th Knysna Classic Car Show and Regional Gathering– Dennis</p>	<p>30th Noggin - visit Metallica Montague Gardens – Peter Inskip</p>
		<p>21st Breakfast run – with Crankhandle club to Farmhouse restaurant</p>	<p>27th Garage noggin – gearbox rebuild – Frank Dreher</p>
	<p>19th Run - Christmas in July lunch, Spice Route– Dennis Cooke</p>		<p>25th Noggin – presentation, Scchlumph collection – Tom Dougan</p>

		<p>16th Run - to finish at Old Bridge West - Eddie Hughes</p>	<p>29th Noggin - Gearbox rebuild - Frank Dreher</p>
	<p>20th Run - combined Clubs run and lunch - MM Club</p>	<p>25th Noggin - SAB brewery tour - Barrie Downes</p>	
	<p>18th Run - brunch at Dam Huis Melkbosstrand - Dennis Cooke</p>	<p>31st Noggin - Annual Club Concours - committee</p>	
	<p>15th THE CENTURY RUN! GUYS IF YOU DON'T ENTER NOW YOU ARE TOO LATE - Tom Dougan</p>		<p>28th AGM and Annual Prize giving - committee</p>

Whilst every attempt has been made to retain the planned RUNS on 3rd Sunday of each month and the NOGGINS on the last Saturday of each month, we may not have always got it right. See you there anyway.

Your Club Activities and Events

Don't miss these events!!!!

Sunday 20th September - Combined Clubs Run organised by the Morris Minor Club.

"Amazing Race" Fun Run where anyone can win. Meet at the MMC clubhouse at 09.00 for a mystery destination.

Particulars of the route will be divulged at different points during the course of the run. A navigator is strongly recommended. 3 course buffet lunch at destination @ R180 per person.

This promises to be great fun. Great prizes to be won. Please contact Frikkie Muller at 082 267 3398 or 021 903 1591 if you are intending to participate. You need to book for lunch as numbers are required by the restaurant.

Cut-off date strictly MONDAY 7TH SEPTEMBER.

Wednesday 16th September Working party at the Clubhouse, 10 am.

We have been allocated new, improved display space for our regalia in the Clubhouse. Volunteers are required to move and hang our display cabinet and memorabilia.

Free Boerie rolls will be provided to those helping. For catering purposes please let Dennis know if you will be attending. 083 243 4881 or cook.dennis@gmail.com



Friday 25th September Tour of SA Breweries.

This tour and beer tasting is offered 'free of charge' to club members, but please come in your Triumphs; thanks to Barrie Downes. We went there last year, but the most exciting part of the business, packaging, was not working that Saturday, **don't miss this one it will be an amazing experience.**

The tour will be followed by lunch at famous Forester's Arms pub at own expense. Please let Barrie know if you wish to attend, be quick numbers are limited : bdownes.inct@gmail.com



NOTE EARLY WARNING : Tuesday 13 October 2015, 9:30AM - 2:00PM.

Annual Concours will be held in the Hout Bay Harbour precinct. There are plenty of attractions for partners including the popular Bay Harbour market. Start cleaning your car !



Pleasant memories

OUTING TO THE OLD BRIDGE TAVERN IN SOMERSET WEST Sunday 16th August

After nervously watching the weather forecast for a week before the run the weather decided to be kind to us on the day. Lynne and I (TR7) met up with M and Barrie Downes (plastic) and Jo and Dennis Cook in his Stag (a new addition to his ' fleet of Triumphs') in Westlake. We then had an



enjoyable drive to the meeting point at the Pot Belly Pantry at Klapmuts for 10am. The Pot Belly is a popular restaurant, farm stall and butchery.

There we joined by Bridget and John Parker (TR6), Danie Barkhuizen (TR3), Sonia and Frank Dreher (plastic), Maggie and Ashley Ellis (TVR), Anne and Tom Dougan (TR6) and Norma and Geoff Bowers (Jag XK). The venue offered plenty of parking and while the men talked TRIUMPH the ladies browsed in the Deli and farm stall and some took the opportunity to stock up on meat and home produce. Lynne says that their boerewors is tops. We enjoyed some great coffees and stayed until 11am - longer than we usually do at a meeting point but there seemed plenty to discuss.



Tom - our Navigator and route master for the day - then explained to the drivers our route to the Old Bridge Tavern in Somerset West, and led the convoy to Stellenbosch and over Helshoogte pass. Fortunately the rain had stopped during the night and although the mountains were capped by white clouds the countryside was lovely. Our drive through the historic little town of Pniel , and the pass was most enjoyable., although would have been better if we could have gone tops down.

We arrived at the pub at 12 noon as planned and there met up with Peter Lloyd and Pamela (Spitfire), Suzette and Gerhard Vorster (Spitfire) and Denise and Nick Joubert (TR3). Although the Tavern's outdoor patio, which overlooks the river and a beautiful old stone bridge, is a great venue for outdoor eating we had decided to eat in the restaurant as the weather was a bit chilly! We enjoyed the wines and draught beers on offer while we waited (a little longer than normal!) for our food, but it was worth waiting for.

My thanks to Tom and Anne for preparing the route and helping me to organise the venue and to Lynne and Dennis for sorting out the communal bill and 'balancing the books' - and last but not least to the 23 people who participated in the outing and making the day an enjoyable one.

Regards, Eddie Hughes

Noggin at MMC Clubhouse, 29th August - Garage noggin at the Clubhouse.

Our workshop fundi Frank presented a great talk on stripping and examining the parts of a gearbox.

- 1. Always use the manufacturers recommended oil in this case EP 90.*
- 2. Always use reputable replacement bearings such as SKF. If local groove to be machined later.*
- 3. On the lay shaft if the needle rollers indicate wear, replace, if they have caused wear on the shaft rather replace than have it hard chromed. If you are going to have it hard chromed then Industrial Hard Chrome do a good job and Eagle Hard Chrome in Paarden Eiland can also be recommended - this was endorsed by Peter Inskip.*
- 4. The input shaft roller bearing should also be checked and replaced if necessary.*



5. Wear on the clutch actuation shaft bushes should also be measured in the bushes replaced if there is excessive movement.

6. The float in the lay shaft and main shaft should be measured and make sure that you have the correct thrust washers - clearance should be approximately 2 thou. (check manual)

7. Make certain that thrust washers between the gears are in the correct sequence the thicker one goes after third gear.

8. The phosphor bronze sleeves must be checked for wear.
9. Be careful that the balls and springs in the synchros do not pop out when you remove the selection ring. You can put a broad cable tie round the synchro to keep the balls and springs in.
10. Synchro rings should be factory items only - beware of cheap Chinese replacements. Richard at Inter Spares is very helpful in this matter. Check for wear on teeth (sides to be parallel)
11. Check that the preload shims on each end of the gearbox are the correct thickness.
12. Check that the gaskets used by the correct thickness - as per the manufacturer's specifications - can effect end float
13. On A Type overdrives check that you put the oil pump cam back on the right way round.
14. Overall kits are available from Remington's in the UK.
15. Check that the reverse idler gear lever is engaged when replacing the gear selection mechanism at the end of your overhaul.
16. John Parker will be drawing up a list of local suppliers and we will have a workshop later in the year to put all these onto a list.

Regards John Ryall

Interesting News and Club Feedback

You have seen the advertising in the Globe. We believe this is a positive step forward, for the benefit of the club and will allow the committee to use the revenue to offset costs for the National Gathering, bearing in mind we do not get any financial support from the National Body. Please support our sponsors.

Note from Jamie. Cape Town Club Registrar

Please would you fill out the register form which was sent out as soon as possible, OR just send your car details to me at Jamie.hart@kingsley.co.za Thanks, Jamie

Many thanks to everyone who has provided information about their cars so far, some of it seems a bit confusing and will need to be sorted out. This is particularly true for some of the older cars that have been rebuilt or re engine and where the commission plates have been altered or lost.

I think that the best way forward is I will contact some members directly where either I have no details at all or where the information seems confusing. The main point is, it is now in electronic format on an excel spread sheet so items can easily be updated. I am also going to mark the membership list so John Parker can also see who has registered or not and hopefully this information can be more readily shared.



Thanks once again to all those who have responded, Jamie

"WOW, THE CENTURY CLASSIC CAR RUN IS GAINING STAGGERING MOMENTUM, 2 MONTHS BEFORE THE DATE WE ALREADY HAVE 50 PAID ENTRANTS FOR A 100 MAXIMUM, BUT ONLY 6 TRIUMPHS!!!!!! SNOOZE YOU LOOSE."

Your Stories/Have Your Say

My TR6

John Parker.

In Jan. 2012 I was browsing on E Bay for a TR6 when one caught my eye, I was in the process of pricing the shipping, when I thought of contacting the TSCC in Cape Town. They put me in contact with a previous member, Geoff Davis, who was selling his 1974 TR6 and was within 2 Km from where I live.



I had recently sold my MGB, so I was feeling a bit uncertain whether I had done the right thing. Anyway I bought it!

When I drove home I noticed it had attitude, compared to the B, which is what I was looking for. I am the fourth owner of the car and have all the documents, including the flimsy invoice when the car was bought for 1643 pounds in 1974, London UK.

The owner shipped the car over on the Windsor Castle when he emigrated to SA, unfortunately the car was shipped out of the UK 1 day short of the 6 month ownership for free importation tax into SA.

That money was paid to the customs excise when the car arrived and left the owner without a deposit to buy a house.

A lot of work had been done to the car including a re-spray from the original French blue (which I still like) to Signal red.

One of the first job's I tackled was the brakes, which I overhauled to try and improve the braking, which was poor. I fitted a new master cylinder and booster which made absolutely no improvement. I figured that because modern cars have a larger diameter booster this could solve the problem and sought a booster which would fit in the space. I found a Toyota conquest booster at a scrapyard and fitted it with little difficulty. The car's brakes now perform more like a modern car.



I also took out the engine and fitted new liners and pistons, rings and bearings. The biggest headache was the injection system, which was not pumping the correct pressure, so I imported a new type of Bosch pump and diaphragm PRV, sent the MU to Gary Blake to have it set up and also fitted new injectors.

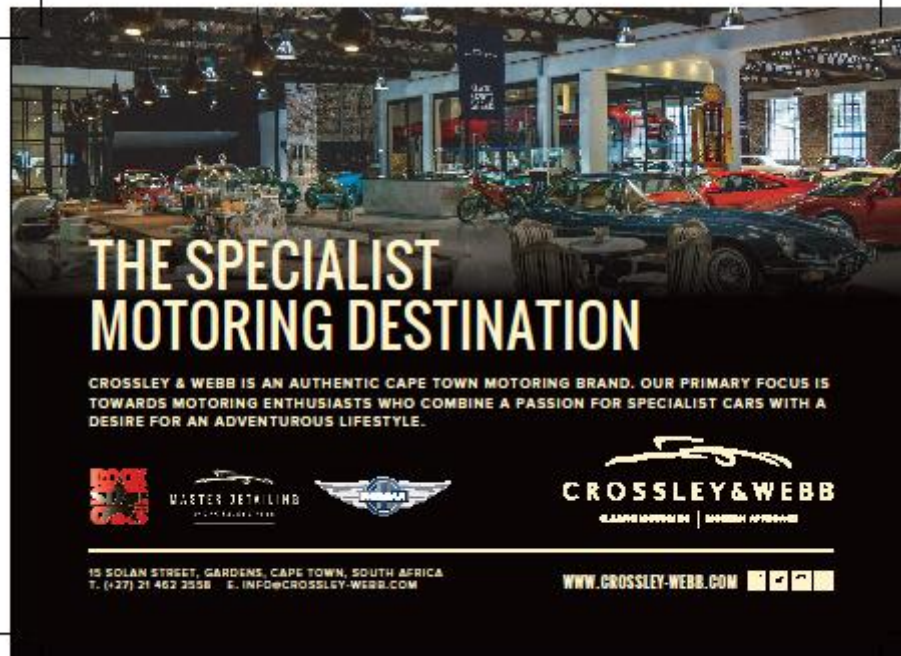
The car now runs sweet and gives approx. 28mpg. I have continued to upgrade the car with a refurbished dash in Burr Walnut and new seat covers.

With classic cars, there is always something to do and to keep you busy, don't you just love them.

Sales/Wanted

- *Spitfire Spares: 5 Steel Rims; pair Mk2 doors; bonnet with fram; pair seats; Mk1 Drivers door R5,000 the lot. Phone John Dobbins (Jhb) 0825080910*
- *GT6 1974 for sale, good condition, engine fully overhauled not yet run in, R85000 contact John Ryall 0832652036*

- *Triumph 2000 for sale in good, original condition; motor runs well. Asking price R20 000 ONCO. Contact Owen Davis 0739814648, Grassy Park.*



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CTTSCC - Cape Town Centre Committee

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Website address - capetriumph.za.org

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Account 078226929

CHEQUES should be mailed to the above address.



Other pics.

