



TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA
JOHANNESBURG CENTRE
NEWSLETTER



PO Box 1102,
Southdale 2135
www.triumphclub-joburg.co.za

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From the picture archive

Teak Place, Muldersdrift, May 2009

Committee members				
Chairman	Norman Bull	+27 11-849-1113	+27 83-469-6833	normanb0147@gmail.com
Vice Chairman	Mike Gilchrist	+27 11-792-0367	+27 72-798-6976	mikegilchristhome@gmail.com
Treasure	Ed Grondel		+27 82-492-2755	edgrondel@iafrica.com
Regalia	Mark Hirst		+27 82-459-2124	markhi@lenovo.com
Victor ludorum points	Eddie Steele	+27 11-680-8421	+27 72-270-9557	ew.steele@telkomsa.net
Membership secretary				
Events co-ordinator	Rob Mcleod	+27 11-704-1786	+27 82-358-7733	buccleuchss@telkomsa.net
Newsletter	John Dobbins		+27 82 508 0910	dobbins@iafrica.com
Editor	John Crowther		+27 83-950-1934	johncr@hotmail.co.za
Distribution				
Spares administrator	Rene de Villiers	+27 11-680-3124	+27 83-317-4339	triumphclubspares@telkomsa.net
Samca representative				
Door prizes	Dave Sawyer	+27 11-314-2666	+27 82-779-1606	fourways@cashconverters.co.za
	John Craig	+27 11-314-1400	+27 82-901-1504	john@wreckerscivils.co.za
Marketing	Gary Booyens	+27 11-896-3192	+27 82-445-5111	gcb@netactive.co.za

Please note that all contributions to the newsletter should be directed to John Dobbins, e-mail dobbins@iafrica.com by 25th of each month

Events Calendar for 2016

November

Thursday 3th

Inter Marque quiz

Tuesday 15th

AGM

Sunday 27th

Run

December

Sunday 4th

Christmas Lunch – Kloofzicht Lodge

Editorial

This newsletter has a very good article from Paul Williams on Castrol Classic oils which are now available in SA so please read it carefully.

By all accounts last month's run was a great success with a good turnout of cars so thanks to Norman for organising it.

This month is the postponed AGM so please make an effort to attend also we as a Club have been invited to the VVC yearend function on the 27 November.

I attended last year and it was very good so make a note of the date.

Hope you all enjoy this newsletter.

Safe motoring

John Dobbins

Chairman's Chat

The Sunday run to Kitty Hawk was welcomed with open sunny skies, tops down. A total of 14 Triumphs, an Austin Healey, MG and an E type (well done Gerald...a beautiful restored Jag.). An enjoyable time was had by all, except for the slow service for those who ordered something different.

The Inter Marque quiz takes place at Old Eds on Thursday 3rd November. As only one team per marque is permitted this year, we will join forces with Pretoria....I am sure we will have a formidable team to beat.

The end of the year function is once again upon us, and we have been fortunate to get some space at the Kloofzicht Lodge in Muldersdrift...for our Christmas Lunch .Please diarise this for the 04 December - where we will enjoy a delicious meal and mingle with Triumph friends.

Finally, our AGM has been rescheduled for the 15th November, at the VVC club.

Members, please make every effort to attend and support the Triumph movement.

Norman

ANNUAL GENERAL MEETING

Held at the VVC Clubhouse

AT 8.00^{pm} Tuesday 15th November, 2016

AGENDA

1. Welcome, Apologies and registration.
 2. Approval of previous minutes.
 3. Matters arising from previous minutes.
 4. Secretary/Membership report.
 5. Treasurer's report.
 6. Regalia report.
 7. Chairman's report.
 8. General.
 9. Election of Office Bearers
 10. Meeting Closure
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Run to Kitty Hawk Airfield on Sunday 23rd October

John Crowther

This turned out to be a resounding success with members leaving from Pretoria, Randburg and Benoni and arriving early for breakfast.

It was a lengthy journey, upwards of 78kms and gave our cars every opportunity to stretch their legs and flush some engine soot!

The weather was splendid; sunny, with clear blue skies but not too hot and there was plentiful entertainment provided by aerial activities from light aircraft, helicopters and even an autogyro.

The place was packed with visitors, some in classics, some in plastic and not a few on bikes.

Unfortunately, because of the numbers, the most cheerful and obliging staff were under enormous pressure to deliver food orders timeously. But this failure did nothing to dampen the pleasure of sitting on the stoep chatting and enjoying ourselves and the fare was excellent.



CASTROL CLASSIC NOW AVAILABLE IN SOUTH AFRICA.



Updated by Paul Williams Oct 2016

Castrol revived the Castrol range of oils for the growing demand of correct oils for older Classic, Veteran and Vintage cars and motorcycles.

The range is differentiated by the naming of the range "Castrol Classic" and available in the original tin cans with the Wakefield logo.

Engine oils for modern engines are 'Fully Synthetic' while the classic range is 'Mineral' and the racing Castrol R 'vegetable' based.

With the introduction of low viscosity engine oils and changes to anti-wear additives in modern oils in recent years' owners were asking whether modern oils are suitable for these older engines.

Most motorists know the value of a top-quality brew, but changes to the makeup of engine lubricants have slipped under the radar-meaning that you could be killing your classic with kindness and not knowing it. This is one of the reasons why classic oil sales are on a roll. Enthusiasts, bewildered by the sheer magnitude of the market and lack of proper advice, are switching over to dedicated tried and proven brands of classic lubes for peace of mind and this goes for vintage and veteran cars as well. You cannot have it both ways, it's either a cheap oil or a correct oil.

Choosing the correct lubricant for your veteran, classic or vintage vehicle is essential to ensure peak running and maximum wear protection. The average classic car owner is becoming increasingly discerning, especially pre-war owners. The technology for older engines is very different from today's modern cars, so to assist owners, Castrol reintroduced their older brands in the early 1990's. These Classic oils are produced to original viscosities and very importantly retained the necessary levels of additives including the super anti-wear additive ZDDP (zinc di-alkyl-di-thio-phosphate) appropriate for the technology of the engines they are designed for and provide overall protection. The ZDDP levels are appropriate for engines that are in use or running – in, including those fitted with new or reconditioned components, where care should always be taken to follow the manufacturers' recommendations when breaking in new components such as vulnerable camshafts, hydraulic tappets and other scuff-prone areas. One train of thought from an expert in the industry was that he claimed it is probably safer to use Diesel engine oil in a typical classic as they are not as hindered like a petrol biased lubricant. Diesel oil contains the wonderful and super protection of ZDDP! The ZDDP super anti wear additive provides a high level of wear protection, but its phosphorus content is harmful to modern catalytic converters and other emission equipment fitted to many modern vehicles. It has therefore been reduced or even deleted in the latest specification oils, designed for engines using the latest surface hardening technology and meeting the latest emission requirements for modern vehicles.

These requirements also necessitate the use of other new emission equipment friendly additives not designed for use in veteran, vintage and classic engines.

Oil formulations required for today's modern engines are very different from the formulations needed for older vehicles, having thinner viscosity and alternative technology as stated earlier, making them generally unsuitable for use in older engines. This has been done in conjunction with new vehicle manufacturers who have increased the surface hardening of engine components to receive maximum protection from the new additives.

Oils for modern engines comply with the latest API ratings and are designed for modern engine technology with tight tolerances and compatibility with catalytic convertors. An engine of old design has very different characteristics, with cork, graphite or rope seals, low pressure cog driven oil pumps, wider oil-ways with greater dependence on 'splash' and 'cling' lubrication, lower revving with lesser machine tolerances compared to the modern engine.

Such widely different lubricants of thicker viscosity, with appropriate additives are specially included for the work they have to do. Oils even of the same viscosity, supplied by different oil companies can have significantly different performance characteristics.

Oil classifications are designated 'S' for spark ignition petrol engines and 'C' for compression (Diesel) engines. Oil classifications for older petrol engines range from SA for vehicles from the turn of the century to 'SH', to the late 1980's and early '90s.

Listed next are the essential additives for the older engines and the results if using a modern oil without them.

Inadequate anti wear additive (ZDDP) – without this, the oil film between moving parts breaks down prematurely, resulting in metal to metal contact damaging engine components including the camshaft. ZDDP is extremely effective for preventing wear in the piston rings and the valve train plus it is an effective cleaner of gum and tarnish deposits. It costs of course but for rare and expensive engines it is cheap insurance.

Inadequate detergent- will result in gum and lacquer clinging to hotter engine components.

Too much detergent- can cause build-up of metallic ash in combustion chambers causing pinking, and oil consumption. This ash has a harmful effect by blocking oil galleries and spray jets.

Inadequate anti-oxidant – and the oil will thicken at high temperature motoring. This causes a large amount of gum and varnish clogging filters and piston rings.

Inadequate corrosion inhibitors- will cause engine internals to be pitted and rust from acids and water formed during combustion.

Inadequate dispersing – results in soot, wear metals and the by-products of combustion form a thick sludge and can block filters and oil ways.

Inadequate pour point depressant- and the oil ceases to flow at low temperatures, with excessive strain on the pump and in certain cases oil starvation on start-up causing complete failure of the lubrication system.

For older vehicles use an oil of the correct viscosity as recommended by the vehicle manufacturer and shown in the handbook. Where your vehicle requires a specific viscosity such as 30, 40, 50 and 20w50, avoid using low viscosity engine lubricants designed for modern engines.

Castrol's vehicle lubrication records date back beyond the turn of the last century, detailing lubricant specifications for engine oils, gear oils and greases right through to today's classics, so to find the right oil for your vehicle refer to the hand book and select a grade from the Castrol Classic range.

In the past we were not really aware or needed to know of the ZDDP content as this was the additive within the oils we bought at the time.

It is only since modern engines developed so greatly and the oils needed to keep up with this modern technology as well as the emission requirements that changed the makeup of oil compared to that of which we were using in older engines.

As the report received from Jaguar in the UK refers – "Keep your classic Jaguar Classic to the Core"

The fuels in South Africa are not the best, this is widely known.

Soon leaded fuels will be unavailable.

Castrol have made available the very important Valvemaster LRP and the Valvemaster plus.

The Valvemaster adds lead to the fuel as required by the older engine and protects against valve seat recession

Valvemaster plus has the same lead benefits and includes octane boosters which can increase the octane rating to 97.

Each bottle will treat 250 litres.

As summarized so well in the *Business Day* article on the 15th September 2016 by their reporter-----

"While most companies are only focused on new technology, one is still catering for the classic and older car market".

-----This tells it all for the enthusiast who cares greatly for his older car or bike and wants to give it the best protection available for long life.

WHAT IS THE RIGHT OIL FOR YOU?

Tail End Giggle

There was a young boy, Jack Horner,
Who played with his plums in a corner;
Said his father: 'That's bad,
When I was a lad,
I preferred a massage down the sauna.'

When Daddy and Mum got quite plastered,
And their shame had been thoroughly mastered,
They told their boy, Harry:
'Son, we never *did* marry.
But don't tell the neighbours, you bastard.'

There was a young wench of Madras
Who had a magnificent ass;
Not round and pink,
As you probable think –
It was grey, had long ears and ate grass.

A girl who was touring Zambezi
Said: 'Attracting men is quite easy;
I don't wear any pants,
And, at every chance,
I stand where it's frightfully breezy.'

Said Queen Isabella of Spain,
'I like to, now and again;
But I wish to explain:
That by 'now and again'
I mean now, and AGAIN and AGAIN.'

Good mechanics are all of one mind
That a ball-race is rightly defined,
As the miserable plight
Of a tom-cat in flight
From a vet two paces behind.

Two middle-aged ladies from Fordham
Went out for a walk and it bored 'em;
As they made their way back,
A sex maniac
Leapt out from some trees and ignored 'em.

A mosquito was heard to complain
That a chemist had poisoned his brain;
The cause of his sorrow
Was Para di chloro-
Di phenyl tri chlorothane.