



TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA  
JOHANNESBURG CENTRE  
**NEWSLETTER**



PO Box 1102,  
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**From the picture archive  
Concours in Pretoria – August 2011**

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**Please note that all contributions to the newsletter should be directed to John Dobbins, e-mail [dobbins@iafrica.com](mailto:dobbins@iafrica.com) by 25<sup>th</sup> of each month**

## Editorial

Angela's Picnic on 2<sup>nd</sup> April once again proved to be a very successful classic car event and raised money from entrants' donations for the Hospice in memory of Angela Heinz who died of cancer many years ago and came up with the idea of a picnic in the park with no vendors and totally non-commercial. We must once again thank SAMCA and the City of Johannesburg for making it possible. In my view it continues to be the best show of classic cars in Gauteng and possibly in South Africa.

Thanks must go to all the club members from Johannesburg and Pretoria who made the effort to be there as I counted 18 Triumphs in our allotted area.

So, well done to Pretoria members Nols Pienaar (TR7), Andre and Liz Greyling (TR7), Marius Labuschagne (TR8), Willie and Adre van Niekerk (Spitfire), Mike Bilson (Spittie), Albert de Vos (TR3), Guy du Sautouy (TR5), Bill Sales (GT6), Bill Flynn (Stag) and Clive and Jackie Robinson for escaping the Boeriewors Curtain for a day in the sun!

Johannesburg was also well represented and thanks to Gerald and Jeanne Habig (TR5), Gavin Drummond (Stag), Rob McLoed (TR3A), Steve Cathey (Spittie), John Craig (TR3), John Austin-Williams (2000 MK1), Alastair Stalker (TR6) for being present in their Triumphs. Also seen at the event in non-Triumphs were Lisa and Hansie Terblanche (Capri), Rene de Villiers (Porsche), John Crowther (Healey), Arthur Wassenaar & Amanda (Lancia Delta Intergrale) and John Lewis (on two wheels). If I have missed anyone I apologise. Yours truly was there in the TR6 which is going well again and appreciated the outing.

I didn't go on the Dam Busters run and have had no feedback so cannot report on it.

Hope you all enjoy April's public holidays.

Safe Motoring.

*John Dobbins*

## Chairman's Chat

A cold morning start to the Dambusters quiz run, organised by the Sunbeam club, on the Mayday Monday 1st May. The day progressed to a typical autumn day on the Highveld with "top down" driving. An enjoyable drive around the hills of Hekpoort and Magaliesburg, with a teatime stop at Mount Grace Hotel to enjoy fresh delicious scones with strawberry jam and cream - and then the drive to the finish at Moon and Sixpence for lunch and prize giving. Unfortunately only two Triumphs attended this outing!!!!

Our website is now operational, thanks to the efforts of Mike Gilchrist and John Austin-Williams (re-joined old member). The committee will welcome your feedback and comments.

Visit our website on [www.triumphclub-joburg.co.za](http://www.triumphclub-joburg.co.za)

*Norman*

## Events Calendar

Month	Day/Date	Event	Host	Status
February	Sun 19	Post Valentine ---Ludwig Roses	Jhbg	official
	Tue 21	Noggin		
March	Sat 18-21	Nelspruit Weekend	Jhbg	official
	Sun 19	Piston Ring Swop Meeting		
	Tue 21	Noggin		
April	Sun 2	Angela's Picnic	SAMCA	official
	Tue 18	Noggin		
May	Sun 01	Dam Busters	Sunbeam Club	official
	Tue 16	Noggin		
	Sun 21	Cars in Park-Scottburgh		optional
	Sun 28	Spitfire Run	Pta	official
June	Sat 3	Mampoer Rally	POMC	optional
	Tue 20	Noggin		
	Sun 25	Uncle Tim's Market - Benoni???		official
July	Tue 18	Noggin		
	Sun 16	Scottburgh Classic Car Show		optional
	Sun 30			
August	Sun 6	Cars in Park-Zwartkops	POMC	optional
	Sun 13	4th Ave-Parkhurst Car Show	VVC	optional
	Tue 15	Noggin		
	Sun 27	Concourse/show day		official
September	Sun 03	Wheels at the Vaal		optional
	Sat 03	CANSA RUN		optional
	Sun 17	Piston Ring Swop Meeting		
	Tue 19	Noggin		
	Sat 23-25	Battlefields-KZN???		
October	Sun 15-22	Jacaranda Run	MG club	optional
	Tue 17	Noggin/AGM		
	Sun 22			
November	Tue 21	Noggin		
	Sun 26	Parys Festival???		
December	Sun 3	Year-end Function		



## 1981 Triumph TR 7 Convertible

Stewart MacGregor, Atlasville, Boksburg

I purchased the car in 1991 as a divorce present to myself and joined the Triumph club shortly thereafter. After a few years of general weekend driving I became involved in classic car rallying and racing.

I raced the car in *Marque Cars* for several years until that became too expensive. Since then the car has mainly been used for classic car rallying, both open and more recently sealed odometer as well. The car and I have competed in most of the Polana classic rallies, culminating in a first place overall in 2011. I have also rallied in Natal, The Free State and Eastern Cape.

Due to several rebuilds of the speedometer I have no idea of what mileage the car has done since I have owned it.

In 2011, I started on a restoration of the car. Since then the car has been completely resprayed, a new interior and a new hood fitted and the engine completely rebuilt.

The car is basically stock standard with only minor upgrades to the brakes electronic ignition and an electric cooling fan.

Membership of other clubs include: Classic Motorcycle Club and South African Historic Rally Association.

Other vehicles owned:-

- 1976 Mini GTS in early stages of rebuild,
- 1979 Moto Guzzi v50 in late stages of rebuild,
- 1981 Moto Guzzi Le Mans MK II.



dave hastie

## Letter to the Editor, Thoroughbred & Classic Cars, April 1995 *Mike Gilchrist*

A young reader wrote that he recognised the site where the photo-shoot took place (a lay-by near a river bridge somewhere in the UK).

But rather than having a swimsuit clad young lady beside a Triumph Herald Coupe, he had the misfortune of being beckoned into the very same lay-by, by a Woman Police Officer (WPO) and issued with his very first speeding fine.

He concluded his letter by saying "Still, one never forgets one's very first time".



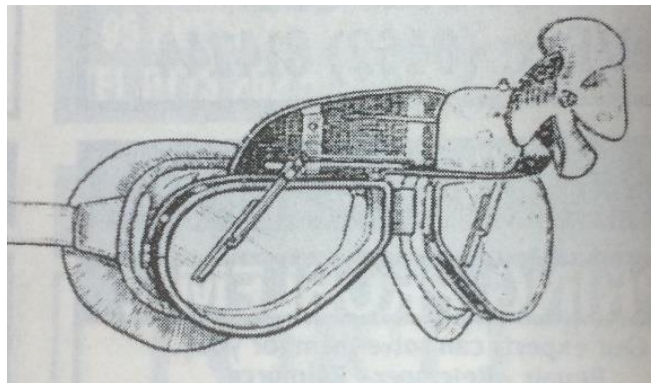
## Lewis Goggles!!!

*Mike Gilchrist*

You have to hand to our very own Jon Lewis for trying. He approached me recently to see if I would endorse these Lewis Goggles that he had invented and made.

The purpose was for TR3 and Austin Healey owners who insist on driving with their windscreens down and in the rain, to maintain a clear view of the road ahead. I can visualise Harry Fairly sitting up and taking notice.

Tiger Moth pilots and vintage bike riders (ed. take note Pierre Cronje) will definitely use them, he insisted. The little windmill, he explained, works a gear which operates two miniature windscreen wipers. The wind, of course drives the windmill.



Not suitable for my own split-glass goggles of course. Retailing at R300 he was very excited that it would sell like hotcakes globally.

I knew he was having me on, so I did a bit of research. He was bullshitting me; not his invention at all but they were called Lewis Goggles, on sale 75 years ago for 45/- (£2.25).

If you think that's a good idea and should bring one to market, too late mate. Someone has done it already, probably Chinese and battery powered.





## Overdrive overhaul

submitted by Gary Booyens

After completing transmission or overdrive work, it is good practice to test the unit before reinstalling in the vehicle. A very effective transmission test stand can be fabricated using an engine stand as the starting point. Simply add a horizontal arm to the upright about 18" below the mounting plate of the stand. Bolt it loosely through the upright so that it may pivot up and down freely. To the end of the arm, attach a ½ horsepower electric motor and small pulley. Bolt the transmission bellhousing to the mounting flange of the engine stand. At the output flange, attach a larger diameter pulley of the same section as the pulley on the motor. Larger pulleys may be purchased from industrial supply houses or scavenged from the junkyard. Most likely your pulley will need to be drilled to mate up with the transmission output flange. A well-equipped machine shop can do this for a nominal charge if you lack the tools to do this yourself at home. Powered in this way, the transmission will be operating as if in 'over-run.' This is an advantage, as any foreign material that may be present after repairs would lodge on the less critical non-load side of the gear teeth.

Test your motor to be sure that it is rotating *COUNTER-CLOCKWISE* when viewed from the output flange end of the transmission (*clockwise from the bellhousing end*). Loop an ordinary automotive belt between the pulleys. The weight of the motor on the end of the pivot arm serves to tension the belt. If the belt slips in operation, simply add some weight to the end of the arm. Note in the photo on the following page the stand is resting on blocks at one end. This is to level the transmission for proper oil distribution and to prevent the vibration from 'walking' the stand across the room!

Plug in the motor and allow the transmission to spin up to speed. You may hook up a speedometer to the unit if you wish, but is not necessary for evaluation purposes. Connect jumper leads and a battery to test the various top-cover inhibitor switches and back-up lamp switch. Engagement of the overdrive unit can also be ascertained by listening for a distinct change in pitch as the speed of the constant motion shaft changes.

After repairs, it is quite common for the cone clutch to 'stick' to the brake ring until it's had a chance to seat on its own. On the test stand, you can cycle the overdrive on and off to help eliminate the chances of sticking once the unit is reinstalled in the vehicle. Should the unit stick in the engaged position, simply tap on the brake ring with a small hammer. The shock is usually enough to free the cone clutch. You may also slip the transmission in and out of gear. As there is no load on the transmission, the synchro rings should be able to match the speeds of their respective gears without the need to stop the test motor. Bear in mind that the test motor is turning the output flange at the same speed regardless of your choice of gearing. In the lower gears, the constant pinion will be turning significantly faster than the output shaft. Be careful not to overheat the test motor or get clothing caught around the shaft.
















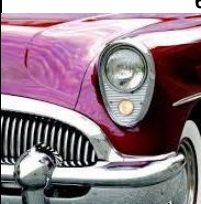















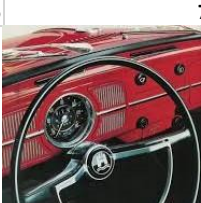


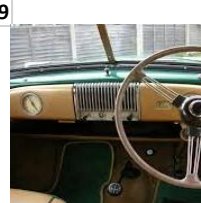


Completed gearbox and overdrive on the Brian Schlorff test stand.



# Super Quiz

Kindly submitted by a New Zealand enthusiast

IDENTIFY THE HEAD & REAR LIGHTS		WHEELS		GRILLES		WINDOWS		VENTS		DASHBOARD	
											
51	52	53	54	55							
											
56	57	58	59	60							
											
61	62	63	64	65							
											
66	67	68	69	70							
											
71	72	73	74	75							
											
76	77	78	79	80							
											
81	82	83	84	85							



## Tail End Giggle

### Children Say the Funniest Things

The future of "I give" is "I take."

The parts of speech are lungs and air.

The inhabitants of Moscow are called Mosquitoes.

A census taker is man who goes from house to house increasing the population.

Water is composed of two gins. Oxygen and hydrogen. Oxygen is pure gin. Hydrogen is gin and water.  
(Define H<sub>2</sub>O and CO<sub>2</sub>.) H<sub>2</sub>O is hot water and CO<sub>2</sub> is cold water.

A virgin forest is a forest where the hand of man has never set foot.

The general direction of the Alps is straight up.

A city purifies its water supply by filtering the water then forcing it through an aviator.

Most of the houses in France are made of plaster of Paris.

The people who followed the Lord were called the 12 opossums.

The spinal column is a long bunch of bones. The head sits on the top and you sit on the bottom.

We do not raise silk worms in the United States, because we get our silk from rayon. He is a larger worm and gives more silk.

One of the main causes of dust is janitors.

A scout obeys all to whom obedience is due and respects all duly constipated authorities.

One by-product of raising cattle is calves.

To prevent head colds, use an agonizer to spray into the nose until it drips into the throat.

The four seasons are salt, pepper, mustard, and vinegar.

The climate is hottest next to the Creator.

Oliver Cromwell had a large red nose, but under it were deeply religious feelings.

The word trousers is an uncommon noun because it is singular at the top and plural at the bottom.

Syntax is all the money collected at the church from sinners.

The blood circulates through the body by flowing down one leg and up the other.

In spring, the salmon swim upstream to spoon.

Iron was discovered because someone smelt it.

In the middle of the 18th Century, all the morons moved to Utah.

A person should take a bath once in the summer, not so often in the winter.

The law of gravity says no fair jumping up without coming back down.

A vibration is a motion that can't make up its mind which way it wants to go.

There are 26 vitamins in all, but some of the letters are yet to be discovered.

Vacuums are nothings. We only mention them to let them know we know they're there.

I'm not sure how clouds are formed, but clouds know how to do it, and that's the important part.

Water vapour gets together in a cloud. When it gets big enough to drop, it does.

Rain is saved up in cloud banks.

It is so hot in some places that people have to live in other places.

The Egyptians were all drowned in the dessert. Afterward, Moses went up on Mount Cyanide to get the ten amendments.

The first commandment was when Eve told Adam to eat the apple.

The seventh commandment is: "Thou shalt not admit adultery."

Moses died before he ever reached Canada.

Then Joshua led the Hebrews in the battle of Geritol.

David was a Hebrew king skilled at playing the liar.

He fought with the Finkelsteins, a race of people who lived in Biblical times.

Solomon, one of David's sons, had 300 wives and 700 porcupines.

Jesus enunciated the Golden Rule, which says to do one to others before they do one to you.

It was a miracle when Jesus rose from the dead and managed to get the tombstone off the entrance.

The epistles were the wives of the apostles.

St. Paul cavorted to Christianity. He preached holy acrimony, which is another name for marriage.

Most religions teach us to have only one spouse. This is called monotony.