



TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA
JOHANNESBURG CENTRE
NEWSLETTER



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From the picture archive

Pretoria Ramble – October 2011

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

Editorial

Well here we are in July already and the shortest day of the year is passed and if you had been in the UK you could be at Stonehenge for the Summer solstice with the Druids. Cliff, did you go?

The next Nationals in Bloemfontein are just around the corner so I hope all your car preparations are going well. Remember, Moss do not always have the parts in stock at the time you order so contact Rene (083 317 4339, triumphclubspares@telkomsa.net) well in advance - even he could not get the rubber grommets for the fan on his TR3!

Talking about the Nationals, accommodation at Masselspoort is fully booked so if anyone has spare accommodation they are willing to share please let us know as there are people still wanting to go and stay with the rest (Liz and me included!)

All your insurance is due now so don't forget.

Safe Motoring,

John Dobbins

Chairman's Chat

Our June Sunday run was an enjoyable event to Uncle Tim's in Benoni. Not too chilly in the early morning, but warming up later to a pleasant winter's day.

A good breakfast was enjoyed by all, after which the ladies paid a visit to the surrounding exquisite shops.

No event is as yet planned for our July 30th run....any suggestions would be welcomed.

Our 15 August Noggin will also be our quiz evening with our members from the North. Time to brush up on your automobile and general knowledge so that we can wrestle the trophy back to its rightful place.

Cheers for now,

Norman

Welcome to Joe's Garage - 1

He can fix anything on your car 4 an inexpensive price!



Note the wooden wheel



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		

News from Member Rhys Collins

e-mail to: rhyscollins1967@gmail.com

Hi,

I just thought I'd drop you a quick line from the UK.

We attended our second ever Stag Owners Club National gathering at the Bicester Flywheel Festival at Bicester Heritage on the 25th June 2017.

The location was a convenient 20 minute drive from our house near Buckingham. Bicester Heritage is a must-see venue for historic motoring enthusiasts in the area: <http://bicesterheritage.co.uk/>

The sky looks grey but it was a lovely day out in temperatures of 25°C with all the historic aircraft and cars, not to mention over 200 Triumph Stags. The first National Gathering we attended was in 1995 when there were over 400 Stags in attendance!

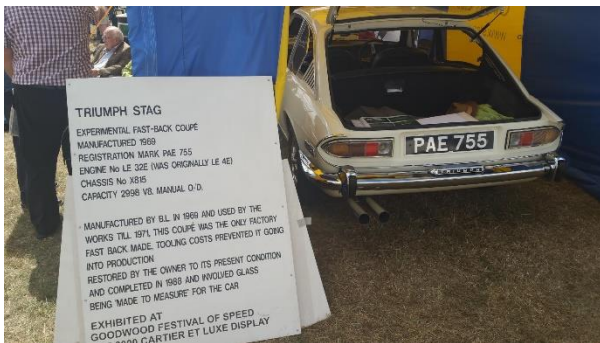
One special Stag in attendance was the one and only fastback Stag - photo attached.

Hope all is well with the club down there in South Africa.

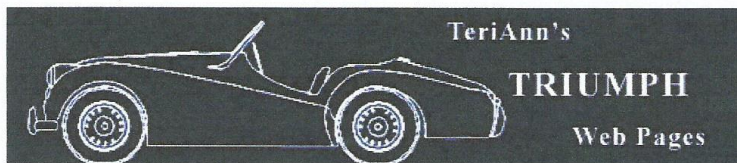
All the best.

Rhys

Great pictures, Rhys – keep 'em coming! Ed.



Cliff Turnbull pointed out this article on TR Hood sticks set up.
Haven't seen these measurements anywhere before.
He has just redone his hood stick straps and says they work well.



LINKS TO FEATURED PAGES:

- [Understanding the Weber DCOE](#)
- [Triumph Service Bulletins](#)
- [Net Nuggets](#)
- [TR3 optional radio](#)
- [Lucas wire colour code](#)

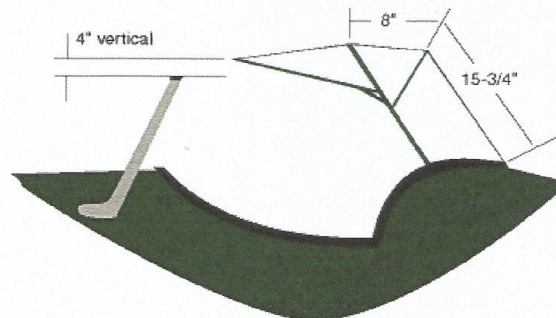


[TRIUMPH Contents page](#) > Fitting Triumph hood sticks

TR2 - 3B Hood Sticks

The British call the bow structure that holds up the soft top "hood sticks" and the soft top a "hood". But whatever you call it, they sometimes need refurbishing or may even be missing. The sticks are anchored at either side of the interior behind the doors with 1/4-28 thread flat head machine screws and are otherwise anchored in place by the web straps.

If your web straps are missing, you can spend a lot of time making trial fittings to get the sticks correctly positioned for the hood unless you know the proper dimensions. So, without farther adieu:



NOTE: Measurements are mounting screw hole to mounting screw hole

The rear strap section length may vary slightly due to the exact hood stick to body mounting location, the pattern that the hood (soft top) was cut from and individual differences in sewing.

The hood has seams corresponding to the hood stick location. The front stick is spaced by the mechanics of its attachment. The distance between the middle and rear sticks is 8 inches. You adjust the length of the rear strap to get all sticks lined up with the hood seams.

When you first mount the webbing and hood, do not cut off the excess webbing at the rear just yet. Keep the top erected for a few days to allow the tension to stretch everything. Remove and replace the hood. Check the alignment one last time then go ahead and cut off the excess at the back.

Hood Sticks

On nearly all cars the hood sticks and the screws that mount them to the body are painted the same colour as the car. Some very late TR3A & Bs have had their hood sticks painted either black or a buff (ivory white) colour.

Webbing

Consists of a pair of cotton woven straps, each about 38 inches long. A thin strip of glue applied along the cut edges will keep them from unweaving. The cotton straps will stretch a little when new. If you just attach a new roll of cotton webbing chances are you will need to take it in after it the top has been erected for while. One solution is to prestretch them by hanging them a couple days with a weight at the bottom.

TR2s and possibly early TR3s had web straps dyed the same colour as the hood. Some very late TR3A & Bs came with black webbing. All other TRs came with undyed webbing that were a tan like colour.

Webbing mounting plates & fixings

Zinc or cadmium plated. In some cases they were also painted body colour to match the bows (They were on mine - built May 1960).

Rolls-Royce 40/50hp Silver Ghost Engine rebuild

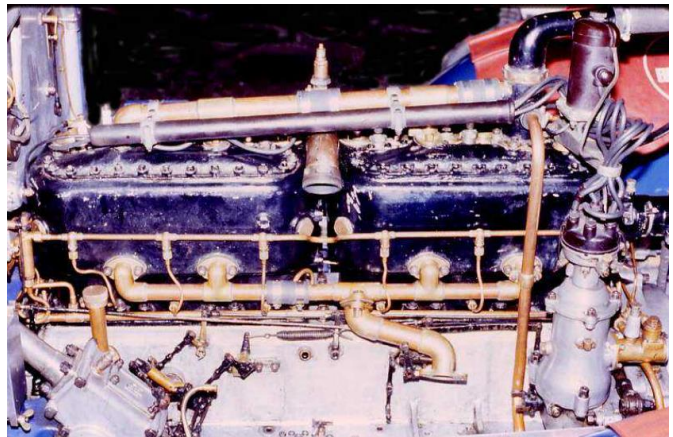


NC7251 in the Lake District of Northern England after a shake-down run to bed in the pistons and liners

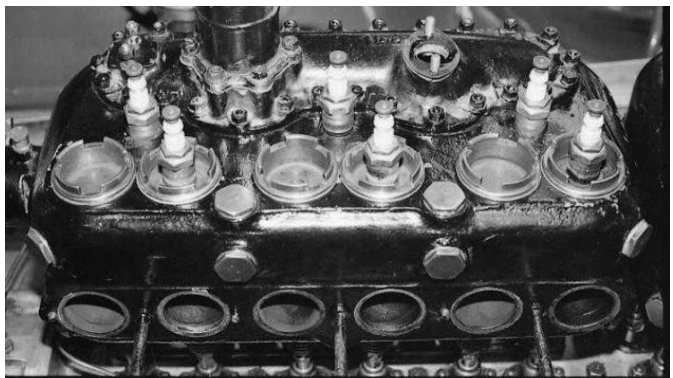
Whilst working for a company that operated a wide range of filming equipment (cameras, video, lighting, generators etc.) an additional job of looking after a beautiful 1922 Rolls-Royce Silver Ghost (or 40/50hp to use the correct name) occurred. The car was also driven on occasions and was a very enlightening experience! The car weighs about 2 tons and has brakes on the rear wheels only, which makes life interesting in wet conditions. After a few years it became obvious that the engine needed some attention, so the decision was made to bore out the cylinders and sleeve them back to standard bores and fit new pistons. The crankshaft was in pretty good condition so was left alone. The following pictures are a photographic record of that work.

The car was taken for a 300 mile drive up to the Lake District after the overhaul and after a bit of trouble with the constant vacuum carburettor it was taken overseas to Italy for the owner's holiday.

The right-hand side showing the lower water manifold which would run into the water pump, except that it was not on the engine when the picture was taken. The selection of bell-cranks and levers at the base of the steering box are the mixture, spark advance/retard (working on both the magneto and coil ignition) and hand throttle. The oil filler cap is just behind the steering box, the coil ignition distributor and pressure pump for the petrol tank are on the right of the shot. The threaded inlet manifold feeder to the carb is seen peeking under the HT lead distribution tube, the cylinder oil pipe is seen running across the blocks with individual connections to each bore near to the bottom flange.



View of the top of a single cylinder block, with the bronze covers above each valve, the magneto driven spark plugs above the inlet valves & the coil-driven plugs in the centre of the bore. The top water cover was a collector for all three cylinders in each block, and was different for the rear cylinder as the radiator feed was not present.



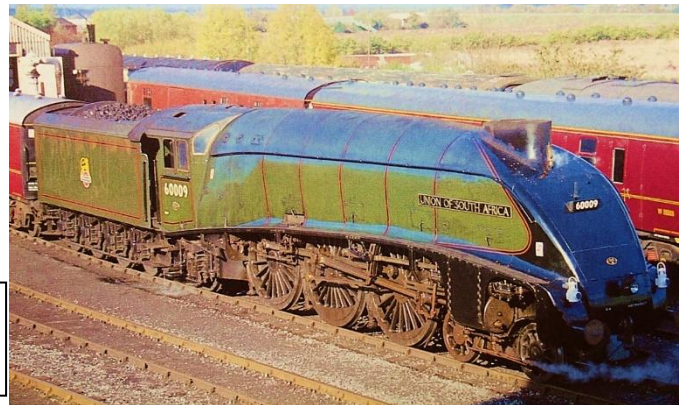
And now for something completely different!! (editorial indulgence)

By way of a change, see what you think of these beauties! It's such a pity that the sound is mute.

Bittern is sister loco to *Silver Link*, *Mallard*, *Union of South Africa*, *Sir Nigel Gresley* and others.



LNER no. 4464 Bittern



BR no.60009
(LNER no.4488)
Union of South Africa

Upon being impressed by the German streamlined locomotives in the 1930s, Nigel Gresley, chief mechanical engineer of the LNER, designed and built the first streamlined loco for the LNER, *Silver Link* no.2509 in September 1935 which hit a record speed 112.5mph. These locos were built for hauling mainly long distance high speed trains between London King's Cross and York, Newcastle and Edinburgh.

For very long journeys to Scotland the tenders had a narrow 18" wide corridor down their RH sides to enable relief crews to enter the locomotive without the train having to stop. These streamlined trains were named *Coronation*, *West Riding Limited* and *Flying Scotsman*.

The most famous loco of them all was *Mallard*, no.4468, which attained a top speed of 126mph on 3rd July 1938 on Stoke Bank, south of Grantham, Lincolnshire.

Specifications

Built: Doncaster, Yorkshire, 1935-1939. 35 built

Weight: loco 102tons 19cwt (102.95tons); tender 60tons 7cwt (60.35tons)

Driving wheel diameter: 6' 8" (2.03m)

Boiler pressure: 250psi (1723kPa)

Cylinders: (3) 18½" (47cms) diameter x 26" (stroke 66cms)

Valve gear: Walschaerts (piston valves), Gresley-Holcroft conjugated gear for the inside cylinder

Coal capacity: 9tons

Tractive effort: 35,455lbs (85% boiler pressure) (16,082kgs).

Cautionary tale

John Crowther

I had an interesting experience en route to Uncle Tim's Cabin on Sunday morning 25th June. I was leading our little convoy of three from the Total garage and got flagged down at a police road-side checkpoint at the on-ramp from Malibongwe Drive to the N1. It was 9:40am. These practices are very necessary and I welcome them.

As I drew to a stop I realised that I didn't have my licence or credit cards with me – they were in my card wallet on the floor behind the bedside unit!

A large female police person approached and I immediately apologised and explained that my valid licence was at home and if she would allow, could be back within 10 minutes. Not a chance!!

I would have to go with her to a *police station* (wow) to be charged (yeh, right). Having calmly accepted this after suggesting unsuccessfully that mitigating circumstances were in order she went to front of my car, checked the licence disk and then told me that "there is something wrong with your front number plate". I'd cleaned the car earlier that morning and knew that this was a blatant lie. She made no comment when I strongly refuted this.

Next came the demand for i.d. which of course I couldn't provide. Things got interesting after this: where was I born (????), where was I going and why, where did I live. I showed her the fact sheet which I keep in the car door panel for windscreen display purposes at shows. This has my name, phone number and e-mail address printed on it.

I told her we three were on a monthly classic car outing on our way to Benoni to meet other club members for breakfast.

She wrote down my name and phone number on a scrap of paper and then astonishingly asked me to take her home for breakfast (quite true, this) and when I declined, she then asked me buy her breakfast.

I'd had enough by now and told her straight in the eye that there was no way I was going to pay her a bribe and turned in my seat to look to my front and ignored her completely.

After a few seconds she gave up and told me to go!!

What a wonderful disgrace to the (once trustworthy and honest) police service.

I honestly didn't have the time or the inclination to demand her badge number, station or any other details which could have led to a reprimand (hah!) from her superiors.

As children we were taught to always be polite and co-operative when questioned by a policeman and to expect fair and honest treatment. This training is absolutely necessary – aggression solves nothing and in this case my polite attitude and general friendly co-operation seemed to catch her totally on the wrong foot I'm delighted to say.

Stand your ground. Refuse to be intimidated.

Super Quiz

Kindly submitted by a New Zealand enthusiast



WINTER WOOLLIES WANDER 2016

NAME:

SCORE:

CARS IN THE MOVIES

- | | | |
|-----|--|--|
| 86 | In "Spectre," James Bond in his Aston Martin DB10 was chased around Rome by the villain in what car ? | |
| 87 | In "Driving Miss Daisy" what was the black car which Miss Daisy crashed at her house? | |
| 88 | What was the burgundy car which replaced it ? | |
| 89 | What was the number on the bonnet & doors of Herbie the VW Beetle in "The Love Bug?" | |
| 90 | What was Max's car in the first of the Mad Max movies? | |
| 91 | What was the Bandit's car in "Smokey and the Bandit?" | |
| 92 | What was the murderous car "Christine?" | |
| 93 | What car did Magnum P.I. drive? | |
| 94 | What was the time-travelling car in "Back to the Future?" | |
| 95 | What car did the Ghostbusters use for their business? | |
| 96 | In what car did Thelma & Louise tour & then drive off the cliff? | |
| 97 | In "Risky Business" Joel's father's car got submerged when he was out of town: what was it? | |
| 98 | What car did Simon Templar drive in "The Saint" TV series? | |
| 99 | What was the sand-coloured convertible in which Tom Cruise and Dustin Hofman drove around in "Rain Man?" | |
| 100 | What car was Sonny Corleone driving when he was ambushed at a toll gate in "The Godfather ?" | |

Tail End Giggle

World History According to College Students

Highlights from the new book, "Non Campus Mentis: World History According to College Students". Enjoy!

"History, a record of things left behind by past generations, started in 1815. Thus we should try to view historical times as the behind of the present. This gives incite into the anals of the past."

"Civilization woozed out of the Nile about 300,000 years ago. The Nile was a river that had some water in it. Every year it would flood and irritate the land. This tended to make the people nervous."

"Judyism was the first monolithic religion. It had one big God named 'Yahoo'."

"Noah's ark came to it's end near Mt. Arafat."

"These pre-Socratics lived long before Plato and were not decisively influenced by his work."

"Plato invented reality. He was teacher to Harris Tottle, author of The Republicans."

"Socrates was accused of sophmorism and sentenced to die of hemroyds."

"Cesar inspired his men by stating, 'I came, I saw, I went'. When he was assassinated, he is reported to have said, 'Me too, Brutus!'"

"Eventually Christian started the new religion with sayings like, 'The mice shall inherit the earth'. Later Christians fortunately abandoned this idea."

"Romans persacuted Christians by lionizing them in public stadiums."

"Without the discovery of the flying buttock it would have been an impossible job to build the Gothic cathedral."

(Regarding the Black Plague): "Death rates exceeded 100% in some towns."

"This was a time of stunned growth. The plague also helped the emergence of English as the national language of England, France, and Italy."

"Renaissance merchants were beautiful and almost lifelike. They enriched themselves by planting wool and selling it for clothing. They increased these profets by paying interest to people who borrowed money from them. This produced even more grits for the mills of change."

"Hitler, who had become depressed for some reason, crawled under Berlin. Here he had his wife Evita put to sleep, and then shot himself in the bonker."

"The Allies landed near Italy's toe and gradually advanced up her leg, where they hoped to find Musalini."

"Stalin, Rosevelt, Churchill, and Truman were known as the 'big three'."

"Unfortunately the Second World War was not concluded until 1957. A whole generation had been wiped out in two world wars, and their forlorne families were left to pick up the peaces."

"The Civil Rights movement in the USA turned around the corner with Martin Luther Junior's famous 'If I Had a Hammer' speech."

"The East and West made mends with each other. The Berlin Mall was removed. Many Eastern Europeans experienced a new form of arousal at this time."

"It is now the age of now. This concept grinds our critical, seething minds to a halt."