

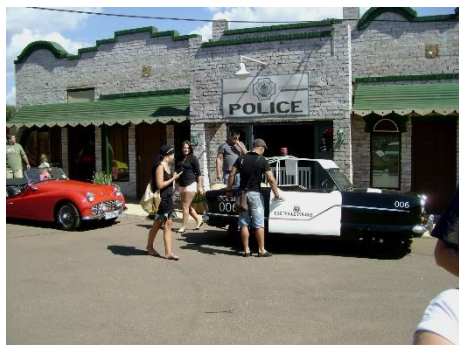


TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA
JOHANNESBURG CENTRE
NEWSLETTER



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

ISSUE NO. 04/18



From the pictures archive
French Toast Koffie Kafee, Pretville, Hartebeestpoort - April 2015

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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

Events Calendar

Month	Day/Date	Event	Host	Status
January	Tue 16 th	Noggin		
	Sun 21 st	Glenburn Lodge	Joburg	official
February	Sun 18 th	Post Valentine - Bosveld Lounge	Pta	official
	Tue 20 th	Noggin		
March	Sun 18 th	Piston Ring Swop Meeting		optional
	Tue 20 th	Noggin		
April	Sun 1 st	Angela's Picnic	SAMCA	official
	Tue 17 th	Noggin		
	Fri 27 th -Mon 30 th	TSCC National Gathering -Maselspoort	Pta	official
May	Tue 1 st	Dambusters	Sunbeam Club	optional
	Tue 15 th	Noggin		
	Sat 19 th	Inter club Quiz....braai	Joburg	official
	Sat 26 th	Just Wheels, Brakpan	Muriel Brandt	optional
	Sun 27 th	Cars in Park-Pietermaritzburg		optional
	Sun 27 th	Cars on the Roof	Pta/POMC	optional
June	Sat 2 nd	Mampoer Rally	POMC	optional
	Tue 19 th	Noggin		
	Sun 23 th	Hartebeespoort - Rotary event		optional
July	Tue 17 th	Noggin		
	Sun 15 th	Scottburgh Classic Car Show		optional
	Sun 29 th	Event to be announced		official
August	Sun 5 th	Cars in Park-Zwartkops	POMC	optional
	Tue 21 st	Noggin		
	Sun 26 th	TBA		official
September	Sun 2 nd	Wheels at the Vaal		optional
	Sun 2 nd	National Classic Car Concourse - Mall of Africa	SAMCA	optional
	Sun 9 th	4 th Ave - Parkhurst Show	VVC	optional
	Sun 16 th	Piston Ring Swop Meeting		
	Tue 18 th	Noggin		
	Sun 30 th	Chequered Flag, Benoni??		
October	Tue 16 th	Noggin/AGM		official
	Sun 22 nd or 28 th	Jacaranda Run	MG club	optional
November	Tue 20 th	Noggin		
	Sun 25 th	TBA		
December	Sun 2 nd	Year-end Function	Joburg	official

Dates and events subject to change

April 2019 Fri 5th - Mon 8th Stars of Sandstone - Ficksburg

Editorial

I guess you have all heard what has happened in the recent cricket test match and it is great to see that if you cheat you eventually get caught and have to face the consequences and the same applies to motoring competitions whether on the track, rallies or other competitive events but I am sure it does not happen in the Triumph Club! Sometimes at an inter club quiz the boundaries can be distorted; what do you think?

I hope you all had a good Easter and found the Easter eggs the bunny hid! Angela's Picnic is in the middle of the Easter weekend and I am sure that as usual it will be great and raise plenty of money for Hospice, so please donate generously.

At the end of the month we have the Nationals in Bloem and I am looking forward to having a few cold ones with members from all around SA. Those of you that are going drive safely.

Safe Motoring.

Regards,

John Dobbins

Chairman's Chat

An enjoyable braai was had at the Pretoria Clubhouse on the Wednesday 21 March (public holiday).

Unfortunately not many Johannesburg members made it to this event. Gary and Joan's day-end run back home ended with the Spitfire not making it home under its own "steam"

Many members are hard at work preparing their Triumphs for the Nationals at Maselspoort at the end of this month.....we wish them a trouble free and safe journey and success at the Concourse.

The Pretoria dedicated team are busy putting the final touches to this event...in place....many hours of burning the midnight oil.

For those members not attending the Nationals, the Sunbeam club will be holding the Dambusters run on the Tuesday 1st May....this is a very enjoyable run and Triumph members are welcome to enter this event.

Angela's Picnic was held on Sunday 1st April, under cloudy skies and a threat of rain. Fortunately the rain stayed away and a good array of quality classics was on display, although the turnout of Classics was less than previous events...attributable to the event being held over the Easter long weekend. A really excellent Invicta was on display.....a rare find....picture enclosed.

An amendment to our Events Calendar.

The SAMCA Concourse event scheduled for September this year has been cancelled due to too many other car events planned for this period. Thank you to Terry Murphy from Pretoria for representing the Triumph club at these meetings.

Looking forward to the Triumph Nationals.

Cheers,

Norman



The Craft / VVC's Red **CAR**nival in Parkhurst *Sunday 22 April (09h00-14h00)*

Diarise the date.....

Dress in RED..... Drive in RED

On 22nd **April** 2018, it's the 3rd CRAFT / VVC Charity **RED CARnival** spectacle in Parkhurst. The **RED** Routemaster Bus will be coming out of the museum again to take everyone for rides.

This year, once again, we are supporting the **Smile Foundation** which provides funds for surgery for people with facial deformities.

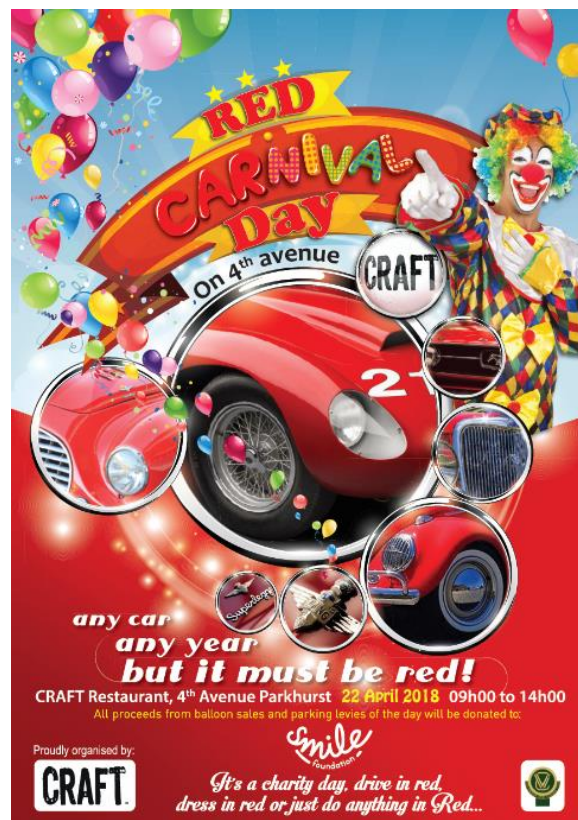
The event is growing in popularity and we expect an extremely large turnout once again.

Even if you don't have a **RED** vehicle, dress in **RED** and come and see the spectacle of streets full of **RED** Cars and **RED** Bikes.

Old or brand new, it does not make a difference just so long as it's **RED**.

If you want to come in another colour car, **RED** spray paint will be provided on the day!!!

Paul Koski
THE VINTAGE AND VETERAN CLUB



How to Replace Your Triumph's Thermal Voltage Stabilizer

triumphclub.co.nz/

Originally published in BritishV8 Magazine and on the <http://www.britishv8.org> website.

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Text by: Curtis Jacobson, photos by: Jim Miller both of BritishV8 magazine.

"Triumphised" by Robert Proud



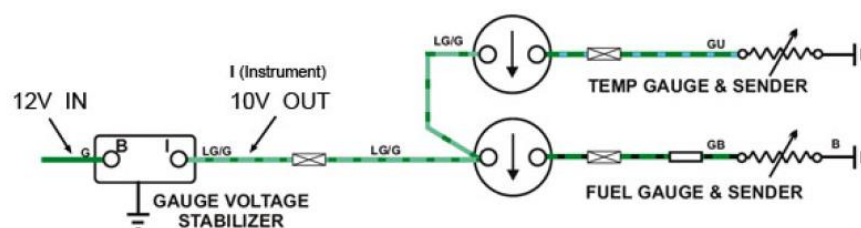
*Upper left: the resistance-wire wrapped bimetallic element of an old-fashioned thermal Voltage Stabilizer.
Lower right: a solid-state electronic voltage regulator that can be used to replace it.*

Are you using original fuel level and coolant temperature gauges on your Triumph? Unlike modern aftermarket gauges, these two old-fashioned gauges are thermal ("bimetallic") devices. Their indicator needle is connected to a short beam constructed of two dissimilar metals. The beam is wrapped in resistance wire, which warms-up proportionally to the amount of electrical current passing through it. The gauge needle's position is determined by flexion of the beam due to the differing thermal-expansion rates of the two metals.

To work properly, the Triumph fuel level and coolant temperature gauges need to be used with an external Voltage Stabilizer. (Note: not all Triumph gauges are 10 volt so check in your manual)

The schematic drawing below, "Standard Triumph Voltage Stabilizer Circuit" illustrates how the fuel and temperature gauges are wired. In summary, the gauges are designed to receive a constant supply voltage of 10 Volts and it's the job of the Voltage Stabilizer to provide it.

The fuel level and coolant temperature sensors, downstream of their respective gauges, are connected through their mountings to chassis/ground. The sensors act like variable resistors; their resistance changes with fuel level or coolant temperature respectively.



Standard Triumph Voltage Stabilizer Circuit

The Voltage Stabilizer itself is nominally provided 12 Volts. However, we know from experience that the "voltage in" isn't so stable or predictable! A number of factors affect the supply voltage available, including: the battery's state of charge, the output of the generator or alternator at any given moment (which may be affected by engine RPM), and whether various loads on the system are "on" or "off".

Regardless of how stable or predictable the 12 Volt supply is, the Voltage Stabilizer's purpose is to iron things out. As a generalization, you might say: "If the Voltage Stabilizer provides more than 10 Volts, both gauges will read high. If it provides less than 10 Volts, both gauges will read low." However, this generalization isn't strictly true – because the original Triumph Voltage Stabilizer doesn't actually regulate voltage at all! Instead, it cycles power "on" and "off" to achieve an average voltage (over time) of about 10 Volts.

If you take an old-fashioned Voltage Stabilizer apart, you'll find a bi-metallic element with a resistance wire wrapped around it (much like an automatic-reset circuit breaker, and not entirely unlike the gauges themselves.) Heat in the resistance wire causes the bimetallic element to bend. The bi-metallic element actually bends back and forth quite rapidly, and in turn it rapidly opens and closes a set of contact points. Thus, it switches between a nominal supply voltage of about 12 Volts and a disconnected state (i.e. zero volts!).

That suits old-fashioned, single coil Triumph gauges pretty well because they have a lot of mechanical dampening built into them. If your gauges are sufficiently damped you may not see that their needles constantly wiggling as the Voltage Stabilizer chatters on and off; you'll only perceive the "average" readings they're showing you. By modern standards, thermal Voltage Stabilizers are inaccurate and inconsistent.

Their output varies a lot between summertime and wintertime because their accuracy is affected by ambient temperature. Heat under the dashboard (e.g. when your windscreen defrosters are turned "on") can cause a significant shift in gauge readings. Output may also vary over the life of the Voltage Stabilizer as the bimetallic element fatigues, as internal contacts grow dirty, etc.

If the resistance wire breaks, the Voltage Stabilizer will simply pass-through electrical current at continuous and unregulated voltage, so the old-fashioned thermal gauges will read high. If your Voltage Stabilizer is old or broken, or if you just want to improve the accuracy and consistency of your fuel level and coolant temperature gauges, you may want to consider converting to a modern solid-state electronic voltage regulator.

IMPORTANT NOTE: if you replace your original Triumph gauges with aftermarket gauges, you should probably remove and NOT replace your old-fashioned thermal Voltage Stabilizer. (Jumper across the Voltage Stabilizer connections).

Modern dual-coil gauges provide accurate information regardless of supply voltage, but they may not be adequately damped to accommodate the abrupt on/off cycling of a thermal Voltage Stabilizer. Shopping List Solid state voltage regulators are inexpensive, but they may be difficult to find locally. The easiest places to purchase them are online. "Google" the part numbers to identify potential suppliers.

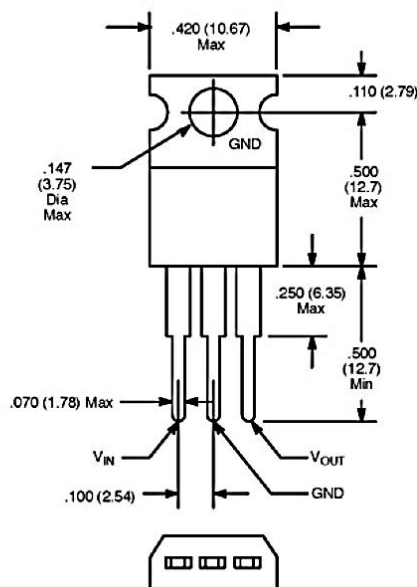
Note from Rob (I got mine from RS Electronics in NZ Cost \$2.77) Jaycar might be another good local source.

National Semiconductor's "LM2940T-10.0" and NTE Electronics' "NTE1953" are low dropout (LDO) solid-state voltage regulators. If you supply either of them with a DC voltage between 10.5V and about 30V, they will provide a constant output voltage of 10.0V. Similar to an old-fashioned bimetallic Voltage Stabilizer, they can't boost voltage: so if the supply voltage drops to below about 10.5V, these LDO's will "dropout" and simply pass through whatever supply voltage is available.

Note: there are other alternative voltage regulators that could also be used. One example is Texas Instruments' part number "UA7810CKCS" (a.k.a. "7810" or "LM7810") which frankly you're probably more likely to find at your local Radio Shack. The main advantage of the National Semiconductor or NTE Electronics devices is their somewhat lower dropout specification.

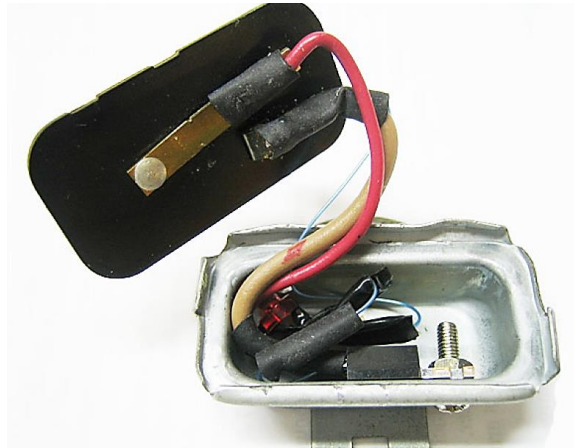
Also needed: just a few basics including a soldering iron, solder, about six inches of insulated wire, heat shrink tubing (or possibly electrical tape), etc.

Optional extras: a small LED lamp and a 1000 ohm resistor.



Solid State LDO Voltage Regulator Pin-Outs left-to-right: V_{IN}, "GND", V_{OUT}

Wiring in a Voltage Regulator



Make sure the solid state regulator is solidly earthed to the metal cover.

Directions

1. Disconnect the car's battery and remove the original Voltage Stabilizer from the car. (On a GT6 it's on the back of the dashboard).
2. Open the voltage regulator by carefully prying back the tabs that clamp the metal cover to the plastic base.
3. Cut and remove the old bimetallic regulator mechanism, being careful to leave enough of the two terminals for soldering wires onto them later.
4. Prepare your solid-state voltage regulator by cutting off the centre of its three terminals. (This terminal is nominally a "ground" connection, and it would be redundant with the mounting tab in our installation. They're connected internally...)
5. Using a short length of wire, jumper between the solid-state voltage regulator's VIN (12V in) terminal to the "B" terminal on the plastic base. Carefully solder both connections.
6. Using a short length of wire, jumper between the solid-state voltage regulator's VOUT (10V out) terminal to the "I" terminal on the plastic base. Carefully solder both connections.
7. The LED indicator is optional. Its purpose is just to show that the system is powered and grounded, and that the voltage regulator is functioning. The LED is connected at one end to the voltage regulator's 10V "OUT" terminal, and at the other end it's connected to ground through a 1000 Ohm resistor.
8. To function properly, the solid-state regulator must be electrically well-grounded to the rest of the vehicle. Accomplish this by (first) connecting it to the voltage regulator's metal cover with a machine screw and nut. Note: the voltage regulator itself must in turn be grounded to the car by its mounting. If the fasteners are corroded or dirty, they should be cleaned at this time.

Voltage Stabilizer base and connections



Gently fold the edges of the metal cover back over the plastic base. LED lamp

An optional LED simply indicates that the voltage regulator is powered, earthed, and functioning, (a bit pointless on a GT6 as it's behind the dashboard)

Tail End Giggle

A student's essay stated: "The girl tumbled down the stairs and lay prostitute at the bottom." In the margin of the paper, the professor commented: "My dear sir, you must learn to distinguish between a fallen woman and one who has merely slipped."

Sepho Zwani, streetwise after years in Jo'burg, went home to Zululand to retire. First thing he did was buy a horse from his uncle for R400. His uncle agreed to deliver it next day. But when his uncle arrived they found the horse had died in the back of the truck, so Sepho asked for his money back.

His uncle said, "I'm sorry, I've already used it to pay a debt."

So Sepho said, "OK, just unload it."

His uncle said, "Hau! What will do with a dead ihhashi?"

Sepho said, "I shall raffle it."

The uncle said, "Who would want a dead horse?"

Sepho said, "I just won't tell anybody it's dead."

A month later, the uncle met up with Sepho in Mtubatuba and asked, "What happened with the ihhashi?"

Sepho said, "I sold 200 raffle tickets at R4 each and made a profit of R400."

Uncle said, "Hau! Didn't anyone complain?"

Sepho said, "Only the guy who won. So I gave him his R4 back."

The BBC makes some delightful boo-boos - but it's not alone:

"Street hockey is great for kids. It's energetic, competitive, and skilful. Best of all it keeps them off the street." – Newsbeat

"It was the fastest-ever swim over that distance on American soil." - Greg Phillips, Portsmouth News

"...fears that the balloon may be forced to ditch in the Pacific. Mr Branson, however, remains buoyant and hopes to reach America" - Radio 4 News

"Well, you could count them on the fingers of less than one hand" - Jack Elder, New Zealand Police Minister

"And Nakano tries to avoid being passed by his teammate Trulli, which should in fact be quite easy, because Trulli is going more slowly than his teammate Nakano" - Murray Walker, ITV

"A fascinating duel between three men" - David Coleman, Hammer Throw, World Athletics, BBC

"It's amazing how, in this part of the world, history has been part of its past." - David Duffy, Eurosport.

"So, this movie you star in, The Life Story of George Best, tell us what it's about." - George Gavin, Sky Sport.

"It has been the German Army's largest peacetime operation since World War II" – ITN

"Do Britain's drug laws need a shot in the arm?" - Radio 4.

"Ian Mackie is here to prove his back injury is behind him," - commentator at Spar Athletics

"Her legs are kept tightly together: she's giving nothing away." - Gymnastics commentator, BBC1

"I wouldn't be surprised if this game went all the way to the finish." - Ian St John