



TRIUMPH SPORTS CAR CLUB

OF SOUTH AFRICA

JOHANNESBURG CENTRE

P.O.BOX 1102, SOUTHDALE, 2135



MARCH & APRIL 2013

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Please note that all contributions to the newsletter should be directed to Elaine – e-mail address elainecastlemaine@gmail.com

CHAIRMAN'S REPORT

Will someone advise me on how to attach this parachute onto time, to slow it all down? We are almost half-way into the year. Where has it all gone? Actually, if you too are wondering where it's all gone; the last twenty, thirty years, so has singer/songwriter Bob Seager. But he has managed to depict this big question in a song with a very touching video (motoring related too) and he asks, "20 years, where's it gone? Twenty years? I don't know." Look for it as a YouTube video by typing in Bob Seagar + Like a Rock + video. The words are at the bottom of this newsletter.

Back to reality! Preparations have begun for the Concours to be held in the **third week** of August at Brightwater Commons (ex-Randburg Waterfront). This venue, first proposed by John Dobbins is ideally suited because of the various facilities and importantly, exposure to the public. The venue management has kindly agreed, as part of their own draw card, to advertise in the local papers, have banners and leaflets printed and set aside centre stage for our club to showcase our lovely cars. May I appeal to all members, even if you don't intend to enter your cars, to support and have your cars on display? That includes you Vuyani, with your Triumph 2000 sedan. Exposure to the public, especially to endless new generations of children who have never heard of Triumph, is very important. In light of this, those of you who are appointed judges for under carriages, remember to wear your under-jocks; we don't want to scare the children. This venue will allow those who are interested, to browse the wide variety of shops, a flea-market, numerous restaurants and lovely gardens. If you recall Donald's Lap of Botswana presentation, the start point of the tour was at the same premises and the participants all had breakfast before departure at Scrooge's Diner. You may also recall that Donald mentioned Terence Tracey and Geoff Biermann, the Mad Men who recently drove their Hillman Imp across Africa to the 50th Anniversary Indaba in the UK? Well, Terence owns Scrooges Diner. So there you go, I'm sure he will be delighted to see you. Alan Grant will be hosting a judging workshop in June. The idea behind this is to bring knowledge, procedure and above all, uniformity to this valued event. I would highly recommend that everyone attend, even if you may not be available on the big day.

On behalf of all our members who attended your LAP OF BOTSWANA TOUR presentation and the visit to your home to see the Chevrolet restoration project, Donald, may I thank you for your hospitality and sharing your bold experiences on such a fascinating tour. I'm sure you have inspired many individuals, myself included, to do a similar trip. Whilst on the subject of grand

journeys, I'm hoping to arrange another photographic tour, this time by an MG fanatic, who drove his MGA through the heart of Africa: Cape to Cairo with Michael Brett, a good friend of mine. He doesn't know it yet so I'm going to forward this newsletter to him as an invitation!

I've had a word with George Shipway about Angela's Picnic, held on the 7th April. He tells me how delighted he was with a record turnout, excellent weather and a donation total of R30 280. All going to the Witwatersrand Hospice with our blessing. Thanks to Andrew Ferenczy and his team at SAMCA for their behind-the-scenes hard work. You guys ROCK!

I must mention and thank Harry, Eddie, Eric and Gary and all the co-drivers for going to the trouble of parking your cars for display, for five days at the Rand Easter Show. Their compatriots in Pretoria did us proud too with a great showing of Triumphs; again showing our cars to the public.

Photos below don't do the event justice, because they were taken before carpeting, picket fences and flowers were erected. Organisers Stuart Johnston and Hendrick Verwoerd most grateful to you guys.



Although this event on the 1st May, organised by the Sunbeam Sports Car Club was not an official point scoring run for us, it nevertheless attracted twelve members from our club. This is the second year they have organised The Dam Busters Tour; well run and a chance to drive out into the scenic parts of Magaliesberg Range, Olifantsnek and Hartebeespoort Dams. It involved a bit of route finding and solving clues without tight time keeping. There was a nice picnic lunch break at Buffelspoort Dam and we all converged for prize giving at Jerry & Jimmy Golf Driving Range/Café. It is an event worth putting on our calendar although I suspect it may become too big and the organisers might have to limit entries in the future. Some very interesting cars took part. Besides two Stags, there were Jaguars, 2 x 1935 Talbots, a 1936 Auburn 852, Rolls-Royces, Rene and Linda's Ferrari, Cortina GT, Bristol, Porsche 356, a Cobra, Morris Minor and numerous Sunbeams. The event was marred unfortunately by a bad accident involving a Sunbeam Alpine and a Cobra. Seat belts and a roll bar played a big part in saving the Cobra driver's life as the car landed wheels-up on one side of the road, the Sunbeam on the other, having mowed down several bushes and wrapping itself in fence/razor wire.

Forthcoming events:

Thursday evening 6th June: Inter-Car Club Quiz, Organised by Triumph and MG Clubs. This event is too big for our premises and will be held instead at the MG Club House at Old Eds, Houghton.

7.30pm. Teams:

2 x Triumph: Jhb and Pretoria Centres

1 x Austin Healey

1 x Jaguar

2 x MG: Jhb and Pretoria Centres

1 x MX-5

1 x Sunbeam

I will advise closer to the time, maps etc., for those who would like to support our crack team.

20th June: Noggin. Local Inter-Club Quiz hosted by our Centre this year.

23rd June: Alan Grant will be hosting the morning at his home with a judging workshop.

28th July Is open for the time being.

18th August: Concours. Brightwater Commons, Randburg.

22nd September: Hartebeespoort Dam Aerial Cableway for lunch.

Details forthcoming.

**Regalia:**

Mark is currently adding stock to our portfolio. Jackets are on order. Original type metal Grille and Bumper Badges are currently being sourced and key rings available right now.

I've invited Jon Lewis to partner me in a half-marathon next month! That's how good his recovery has been since his hip operation. Way to go, Jon!!! We wish Cape Town's Dennis Cook a speedy recovery since his fall off a roof. Also a speedy recovery for Beyers Vermaak in P.E. after an op on both eyes and we can all breathe a sigh of relief after the recovery of Neil Cameron's stolen TR5. What a lovely car?

Ciao for Now,
Mike

Johannesburg Club Noggins are held on the **3rd Thursday** of every month and Club runs take place every **4th Sunday** of the month. **Dinner is also available.**

Pretoria Club Noggins are held on the **3rd Wednesday** of each month at the MG/Triumph Club House.

Directions for JHB noggins: From the M1 take the Allandale off-ramp and head east on M39. First set of traffic lights turn left onto Old Pretoria Main Road R101, now heading north. Turn left at the first set of traffic lights into Le Roux Ave. Turn right into first office park called Capitol Hill as shown in first picture. Once through the security booms, take first right and follow the road past the rear section of Classic Car Centre. Travel 150 metres further and turn right at guard hut/boom entrance, as shown in second picture. Follow road, watch out for speed bumps and look out for No. 6.

BIRTHDAY GREETINGS:

We are sure that you will join us in congratulating the following members who, during March, April, May & June 2013 have/will have celebrated their birthdays we trust that you had a ball, and those of you who have not yet had your celebration let your hair down and enjoy.

March

03 John Craig
05 David Blair
07 Margarita Coppens
23 Andrew Shackleton
28 Lisa-Jane Dobbins
30 David Ball

April

05 Coral Turnbull
10 Harry Fairley
15 Italo Moranduzzo
16 Neil Harty
21 Mark Hirst
28 Rodney Peter Keyzer

May

15 Stewart MacGregor

June

01 Phillip Lategan
02 Keith Kelly
06 Eddie Steele
17 Cecil Castles
25 Vernon Roeder
26 John Dobbins
30 Cliff Knoll

DOOR PRIZES WON AT NOGGINS

The door prizes for March and April 2013 were won by:

March???

April

1 st Prize	"Bar Set"	Norman Bull
2 nd Prize	Biltong (courtesy John Dobbins)	John Crowther
3 rd Prize	Pack of Cosmetics	Antoinette Sawyer

MEMBERS' NEWS**THIS IS THE WAY TO HAVE A HIP OPERATION**

- 1> You are driven to Lyons River Midlands for an over-night stay
- 2> You are driven to Chaka's Rock for a 6 day holiday
- 3> You are driven home to Johannesburg
- 4> You go to hospital
- 5> You are operated on
- 6> You wake up smiley and strong
- 7> You walk to the door and back first day out of the bed.
- 8> You have your physio all happy and saying that is enough for now
- 9> You have all your pipes out and off
- 10> You are now ready to start the recovery process.

Thank you to all who have phoned, sms'd and given support to us we appreciate your friendships and care.

Jon & Wendy

Points schedule**Points**

Attendance at a Noggin (irrespective of whether you are in a Triumph or not)	10
Attendance at any advertised event in a Triumph	20
Attendance at any advertised event in a non-Triumph	10
For attending a non-TR event (whether in a TR or a plastic)	10
For any articles submitted for use in the Sabrina or our bi-monthly newsletters	20
For organising runs	20

NOTE: You will find the Johannesburg calendar of events in the Chairman's report above.

PISTON RING CALENDAR OF EVENTS

Piston Ring meetings are held on the **3rd Sunday of every month.**

DATE	EVENT
APR 21 ST	CLUB MEET – FORD DAY
MAY 19 TH	VETERAN VINTAGE AND COMMERCIALS
JUN 16 TH	MOTOR CYCLES AND AMERICAN CARS
JUL 21 ST	CLUB MEET AND TOYOTA SHOW IN MAIN ARENA – ALL OTHER VEHICLES WELCOME
AUG 18 TH	AGM – HOT RODS IN ARENA
SEP 15 TH	NATIONAL SWOP MEETING
OCT 20 TH	"MOTORING MEMORIES SHOW"
NOV 17 TH	CLUB MEET – CONTINENTAL CARS
DEC 15 TH	OPEN DAY

EVENTS ATTENDED DURING MARCH & APRIL 2013***SUNDAY 24TH MARCH 2013 – VISIT TO HOME OF DONALD MCDONALD and BREAKFAST AT KENJARA LODGE***

Courtesy: Cliff Turnbull

The March outing took a slightly different format in as much as we had the privilege of visiting the home of a long time member and seeing what he has been up to in plying his skills of restoration.

Man to see what Donald has done to bring to life a 1933 Chevrolet Roadster is truly humbling. His attention to detail is mind blowing!



What impressed me the most is how he managed to bend the wood for the roof frame (see picture below) and the amount of work that must have gone into the construction of the radiator surround. The man is a master craftsman and a true enthusiast.

It was great to see the number of club members arriving at Donald's home and appreciating what he has put into this labour of love. He has a fascinating workshop where the blue Chevy with yellow spoked wheels is prominently positioned. The surrounding walls are adorned with photos and memorabilia of cars he has owned and trips he has undertaken in years gone by – a real man cave!

Every item on the wall has its own story and Donald's eyes light up when he is asked questions on any one of them. He is such an interesting person with a wealth of experience which I have found he is always willing to share.



Have a look at the picture on the left and see our friend in full swing explaining, if I remember correctly, that the picture above him was of a car similar to that which brought him back from the nursing home when he was born!

After a thoroughly interesting time in the workshop, where his Austin A105 was on a jack having a bit of panel beating done after an encounter with a deer on his run around Botswana, and his

Triumph TR6 was proudly displayed, we were refreshed with Champagne and orange juice in his manicured back garden.



We then set off in convoy along Beyers Naude Drive and out of the city to meet up with others that had gone straight to Kenjara Lodge. This venue had been organised by Keith Kelly and we had a sumptuous breakfast under trees and umbrellas in the lovely surroundings.



Thanks to all those involved in the organisation, Mike for arranging the visit and the supply of liquid refreshment, Donald for allowing us to come to his home, and Keith for selecting a great venue with good food. Of course the day would not have been complete without all those that came out to support the organisers – so thumbs up to you all!

SUNDAY 7TH APRIL 2013 – ANGELA'S PICNIC AT DELTA PARK

All too soon Angela's picnic was upon us! As always it was well supported by the Triumphs. And thanks to Eddie for cordoning off our usual spot which as we say is one of the best situated at Delta Park where we are able to watch the traffic flow of fine classic cars arriving at the gate – maybe next year we need to think about more space as we don't only have Triumphs in the club we also have Healeys, a Porche, a Ferrari, an Alfa and a Pannnard. The amount collected at the gate was a wonderful R30 280 - all going to Witwatersrand Hospice.



***WANTED and FOR SALE CORNER***

This message was sent to Jon Lewis

Hi Jon,

Very pleased to hear about your "new" hip, but not as much as you are!!!!

Been doing some cleaning out and I have a few - probably 2years' "worth" - for years around 1999-2000 of TRaction. Would they interest you or anyone in the club?

Also my "old" BRG TR4A is up **for sale** - do you know anyone looking for one?

Kind regards,

Tony, - 082- 488 0209

FOR SALE - 1.5 Triumph/MG Midget motor for sale – BLAKE rebuilt an MG Midget but was unable to find a 1.5 motor (either the original or 2nd hand) and eventually sold the vehicle via Solheim Motors in Edenvale with a 1.4 Nissan motor and 5 speed gearbox fitted to the vehicle. The new owner declined to take the original motor, which he had finally tracked down to an open lot in Alberton where it had been fitted to a 1.5 Triumph sedan (engine mounted transversely). The vehicle was owned by a motor mech from the transport company which owned the lot.

Blake is now trying to sell this engine (no gearbox) to anyone who will offer him something reasonable. Any cash offer will be considered. He has the affidavit from the person who sold him the motor and he is quite happy to provide an affidavit.

He is going overseas for an extended period shortly and needs to clean out his premises.

Kind regards, Blake Wilkins - (011) 465 2293 083-418-6015

MALCOLM BLACK is selling many useful TR2 & TR3 spares.

Phone him at 082 404 7790 for more information.

He lives at Winchester Hills.

ALAN KENNEY an ex TR member is disposing of the following parts; he can be contacted by phone on the following numbers 016-366-0907, 083-309-4827 (Eddie Steele).

TR4 Spitfire Steering wheel with steel spokes

Spitfire Distributor with pedestal

TR2 Distributor and pedestal

4 Chrome wheel trims, early TR not hub caps

1 x C39 and 1 x C40 Generators

TR2 TR3 Original workshop manual Blue

TR2 to TR4A Workshop manual

Std Vanguard Instruction book

Heynes Spitfire Mk1 to 5 Workshop manual

GT6 manual

WANTED

This message was sent to Mike Gilchrist

FW: 69 Triumph Spitfire MK3 - parts needed –

Hi Thys

Hoop dit gaan goed by julle.

Ek is opsoek na n chassis en n LH en RH deure vir n 1969 Triumph Spitfire Mk3.

Kan jy glo die kar was by n panelbeater gestrip vir respray en nou is die chassis weg en deure lyk asof hulle oor gery is. Die klient het my nou genader om te sien of ek hom kan help. Sal dit waardeer as julle dalk n oor teen die grond kan hou.

Dankie, Gerbrand "Gee" Prinsloo, CADIT cc, P.O.Box 22111, Windhoek, Namibia

geep@mweb.com.na

[+264\(0\)811297376](tel:+264(0)811297376)

Sunday 19th May 2013
STAR90 Event - Heritage Motor Centre Gaydon - Entry £7.00 per person



Saturday 15 - Monday 17 June 2013
Dads, it's your turn for a treat at Lakeside Mall!

Lakeside Mall and Conty Car Club are joining forces to bring you the event of the year!
Every type of car, bike, racing car, and racing bike will be on show throughout the weekend.
Classics, Circuit Race Cars, Legends Racing SA, Drag Cars, Historics, V8 Sprint Cars, Speedway Bikes and so much more!

Plus a big screen television showing the Le Mans 24 Hour Endurance Sports Car Race in the Entertainment Court.

Saturday and Sunday join us for a car display of a difference: car clubs and demonstrations.

If you own a classic car and would like to join please call Lee-Anne on 011 427-1801 or e-mail: marketinglakesidemall@growthpoint.co.za.
Display and compare your vehicles with others. Spot prizes through out the event to cars on display

First 100 cars to join us on Sunday 16th will receive a goodie bag.

The cars and bikes will be on display throughout Lakeside Mall. Events take place on the grassed area next to Tom Jones Road. Enter through Game Entrance.

Sunday 16 June
10h00 - 14h00
Saturday 15 June
10h00 - 15h00

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This notice was sent to Rene via SAMCA

Dear Club Enthusiast

Attached is a notification of an Auction to be held at the Sylviavale Heritage Museum in Vanderbijlpark on 29 June 2013. Please be so kind as to circulate this notification to your club members. It will be much appreciated.

Thank you.

Siggi Düvel

Museum Director

Member of Vaal Old Wheels

sylviavale@heritagemuseum.co.za

Tel (016) 932-2495 - Cell 082 492 5214

AUCTION AT SYLVI VALE HERITAGE MUSEUM

It's not often that a museum sells its assets, but this June, the Sylviavale Heritage Museum based in Vanderbiljpark is planning an exciting auction of vintage, classic and collectable vehicles as well as automotive memorabilia set to take place on 29 June 2013 at the Museum's premises. According to museum curator Siggie Düvel, "We have a number of significant projects that we know the museum do not have the ability to restore, and in keeping with our desire to have exciting vintage vehicles on the road rather than sitting in storage, we want to give the public the ability to take on these projects and at the same time raise funds to continue to grow the museum.

There are an incredible variety of vehicles that we will be disposing of, from convertibles to trucks, all in different states of repair, from barn find to show cars, but most importantly, every vehicle has a fantastic story to tell. Some of the notable passenger vehicles in running condition include a 1923 Ford Model T Tourer, a 1930 Chevrolet Sports Roadster, a 1948 International KB12 Woody, a 1957 Hillman Minx convertible, and a 1958 Wolsley 1500. Future classics include a 1989 Ford Bronco Eddie Bauer edition, and a 1991 Mercedes Benz 560 SEC.

Sylviavale is not just a collector of passenger cars, but also, of trucks and tractors. For this reason, they have some hard-to-find commercial vehicles in good condition included in the auction. Buyers will be offered a number of trucks such as a 1937 International Panelvan, a 1949 GMC Truck, a 1957 Commer Pick-up, a 1958 International Dreyer drill rig and a 1970 International 1300 Pick-up truck. Tractors in good condition include 1951 Farmall Cub Model B, 1954 Farmall BM, 1954 Farmall M Rowcrop, 1957 John Deere 70, 1957 Deutz 40S.

Various vehicles suitable for restoration or parts include a 1934 Ford Phaeton, a highly desirable right hand drive 1962 Ford Galaxie convertible, a 1926 Dodge Brothers Tourer, a 1948 Buick Sedanette, a 1948 Fleetmaster, a 1960 Sunbeam Series 1. Commercial vehicles include a 1937 Ford Pick-up, a 1938 Oldsmobile truck, a 1938 Diamond T truck, a 1942 Chevrolet fuel bowser, a 1942 Warde la France wrecker, a 1946 Ford tipper, a 1951 Ford Pick-up, a 1955 Albion tipper, a 1957 Mercedes Benz 917 truck, a 1965 AEC 8-wheeler, a 1976 Tatra 6x6. Tractors include a 1936 Oliver 80, a 1942 Ford 2N, a 1950 Hanomag 45, a 1951 John Deere Model B, a 1952 Allis Chalmers WC35, a 1952 Deutz 514, and a 1952 Allgaier R20.

Other unique lots on auction will include a restored ox wagon, old plant, workshop machinery, antique implements, tools, and signage.

According to Shannon Winterstein, of WH Auctioneers, "It's infrequent to see such an exciting and eclectic mix of vehicles and in such a variety of condition. We know this is going to be a great day." Watch the Press for further details or contact Siggie: Cell 082 492 5214, Tel (016) 932-2495, email: sylviavale@heritagemuseum.co.za.

Story of the Car Radio

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear had served as a radio operator in the U.S. Navy during World War I) and

it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running. One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago.

There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work; half an hour after the installation, the banker's Packard caught fire. Needless to say, they didn't get the loan. Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked. He got enough orders to put the radio into production.

What's in a name?

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930 it took two men several days to put in a car radio. The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20% of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression! Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich Tyre Company to sell and install them in its chain of tyre stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.



VERTICAL STACK, PUSH-BUTTON
CAR RADIO



INNER WORKINGS OF THE SAME CAR
RADIO

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning; it also introduced the Motorola Police Cruiser, a standard car radio that was factory pre-set to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio -- The Walkie-Talkie for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed: World War II. In 1947 they came out with the first television to sell under \$200.



1952 Motorola (USA)
21"



In 1956 the company introduced the world's first pager. In 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone.



After having lost \$4.3 billion from 2007 to 2009, the company was divided into two independent public companies, Motorola Mobility and Motorola Solutions on January 4, 2011

On May 22, 2012, Google CEO Larry Page announced that Google closed on its deal to acquire Motorola Mobility.

Whatever happened to two men who installed the first radio in Paul Galvin's car?

Elmer Wavering and **William Lear** ended up taking very different paths in life **Wavering** stayed with Motorola and eventually became president, building up the company with an enviable reputation.



In the 1950's, and more importantly than developing car radios, he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats and eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system and in 1963 introduced his most famous object of desire of all, the Lear Jet, the world's first mass-produced, affordable business jet. Not bad for a guy who dropped out of school in the eighth grade.



SMILE AWHILE CORNER**Married 50 years - Priceless! -**

After being married for 50 years, I took a careful look at my wife one day and said, "Fifty years ago we had a cheap house, a junk car, slept on a sofa bed and watched a 10-inch black and white TV, but I got to sleep every night with a hot 23-year-old girl."

"Now ... We have an \$800,000 home, a \$65,000 car, a nice big bed and a large-screen TV, but I'm sleeping with a 73-year-old woman. It seems to me that you're not holding up your side of the bargain."

My wife is a very reasonable woman. She told me to go out and find a hot 23-year-old girl and she would make sure that I would once again be living in a cheap house, driving a junk car, sleeping on a sofa bed and watching a 10-inch black and white TV.

Aren't older women great? They really know how to solve an old guy's problems!

English stiff upper lip.

On a train from London to Manchester, an Australian was berating the Englishman sitting across from him in the compartment

"You English are too stuffy. You set yourselves apart too much. You think your stiff upper lip makes you above the rest of us.

Look at me... I'm ME! I have Italian blood, Greek blood, a little Irish blood, and some Aborigine blood.

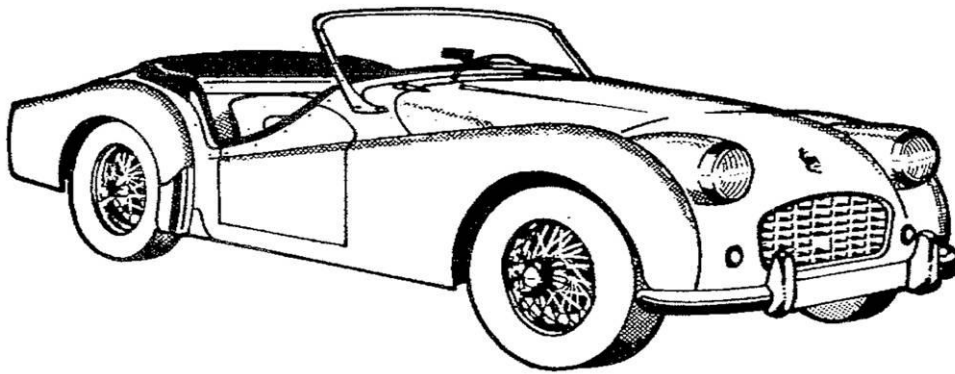
What do you say to that?"

The Englishman replied, "Awfully sporting of your mother, old chap!"



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