



TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA
JOHANNESBURG CENTRE
NEWSLETTER



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**From the picture archive
Gilroy's Brewery January 2009**

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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

Firstly I am sure all you members will join me and saying to Mike many THANKS for all the effort he has put into running the Centre these last years it is much appreciated!

We all look forward to Norman's term(s) as our leader and I am sure he will be well supported.

So far this year I have received no contributions or opinions from members for publication and would like to know do you REALLY want a monthly newsletter?

I hope all of you that went to the Nationals had a good time with minimal drama and look forward to getting an article or two from you.

Regards,
John Dobbins

Chairman's Chat

Behind the scenes, it's been a busy month of April. A good deal of correspondence has been required to deal with numerous enquiries from interested parties using our website, signing up new members and juggling dates for a committee meeting.

Angela's Picnic proved to be, yet again, a record breaker in terms of overall clubs and numbers. Our parking area had to be expanded to accommodate more cars. We had thirty five members in total including Rodney Keyser and his wife who had driven all the way from Nelspruit in the TR2. For variety, I invited a few friends with Triumph bikes and so there was a new 800cc Tiger, a 900cc Thruxton, 2300cc Rocket and a 650cc Thunderbird from the late 50's. A new member arrived, Steve Cathey presented his newly acquired Spitfire Mk4. It was his first outing, having bought the car two days before. Some serious wheels passed our convenient viewing position at the park, just to name a few: Aston Martin DB9, a DB4, a new McLaren, an Alfa C4, an orange Nobel M400 – (60mph 3.2 seconds) and a '70s BMW M1. At the other end of the motoring spectrum, a little East German two-stroke Trabant came putt-putting along, resplendent in a painted coat of grey, the body of which, for those of you eco-minded fanatics, is made out of a recycled material. Don't laugh, they're going up in value, averaging £2000 in the UK.

A few days before the noggin, we finally had our first committee meeting of the year. One of the outcomes from this, I'm happy to report, was that Norman Bull has kindly agreed to take over Chairmanship of your club, with yours truly assisting as Vice Chairman.

So, the club is in very good hands and with very able committee members supporting Norman, the club will go from strength to strength with renewed vigour.

At this point, may I thank the guys on the committee for terrific support and enthusiasm for the last four years.

Lastly, the most recent noggin was a cosy affair inside whilst we had falling temperatures and drizzle outside. We welcomed new members, Steve Cathey and David Harwood to the club.

Steve has recently bought the Spitfire I mentioned earlier, and a very nice one too. It's interesting to note that he is the second owner from new. The previous owner imported the car all those years ago and yet the car has never appeared on our SA register. The car comes with all the purchase receipts and importation papers! David recently bought a beautiful TR2, acquired from Neil Harty. He is new to the classic motoring and he will be pleasantly surprised and bewildered as to just how many events there are taking place in Gauteng. Welcome guys.

Well, Norman will be writing the next report. It has been a great pleasure to serve on the committee and I thank you for your support.

Cheers,

Mike

P.S. our hearty congratulations go to Alan Grant, John Roets, Gerald Habig, Eddie Steele and Norman Bull for all attaining gold medals at the Nationals.

The Glorious Return of Mike's TR7

After prolonged surgery Mike's beloved 7 is back on the road and he reports that he's delighted to be back behind the wheel.

The only remaining issue is getting used to controlling the Lexus' V8 power and torque!



Events Calendar for 2016

May

Mon 2nd to Sat 7th National Gathering
Tuesday 17th Noggin
Sunday 22nd Run
Saturday 28th Just Wheels Show at Muriel Brand School

June

Tuesday 21st Noggin
Sunday 26th Run

July

Sunday 17th Scottburgh Classic Car Show, Scottburgh High School
Tuesday 19th Noggin
Sunday 24th Run
Sunday 31st POMC Cars in the Park – Zwartkops Raceway

August

Tuesday 16th Noggin
Wednesday 17th Quiz in Pretoria
Sunday 28th Run

September

Sunday 18th Swop Meeting, Piston Ring
Tuesday 20th Noggin
Sunday 25th Run

October

Tuesday 18th AGM
Sunday 23rd Run

November

Tuesday 15th Noggin
Sunday 27th Run

December

Christmas Lunch

AC Ace and Aceca

The Ace roadster and companion Aceca were AC's first proper cars. Although tiny AC of Thames Ditton (near London) had built up a fine reputation by the early Fifties, it had developed a very staid image. Reason: its products were hopelessly behind the times. For example, its existing 2.0-liter car retained old-fashioned beam-axle front suspension, and the firm's light-alloy six-cylinder engine dated back to 1919. AC owners Charles and Derek Hurlock were desperately looking for inspiration and a new model. Fortunately for us, they found both in the AC Ace and Aceca.

The result was AC's sudden transformation into a successful sports-car builder, though it happened almost by chance. On a "friend of a friend" basis, the hand-built Tojeiro, a British racing sports car, was demonstrated to the Hurlocks, who promptly bought up the production rights and began making a road car of it. In fact, they tried two Tojeiros, one with a race-tuned Lea-Francis engine, the other with a 2.0-liter Bristol unit.>



The styling of the AC Ace roadster, especially the nose, drew heavily from Touring's early Ferrari Barchettas.

The basis of the Tojeiro design was a simple ladder-style chassis built up of large diameter tubes and with wishbone and transverse-leaf-spring independent suspension front and rear. The race cars were graced with sleek two-seat "barchetta" bodies unashamedly modelled on those of the most recent racing Ferraris. What attracted the Hurlocks to the Tojeiro design was that little investment would be needed to tool up for chassis production, while the body could easily be produced at AC's own coachbuilding facility.

By using an evolution of the ancient 2.0-liter six and a Moss gearbox, the Hurlocks were able to transform the racing Tojeiro into a relatively civilized road going sports car. The project came together with astonishing speed.

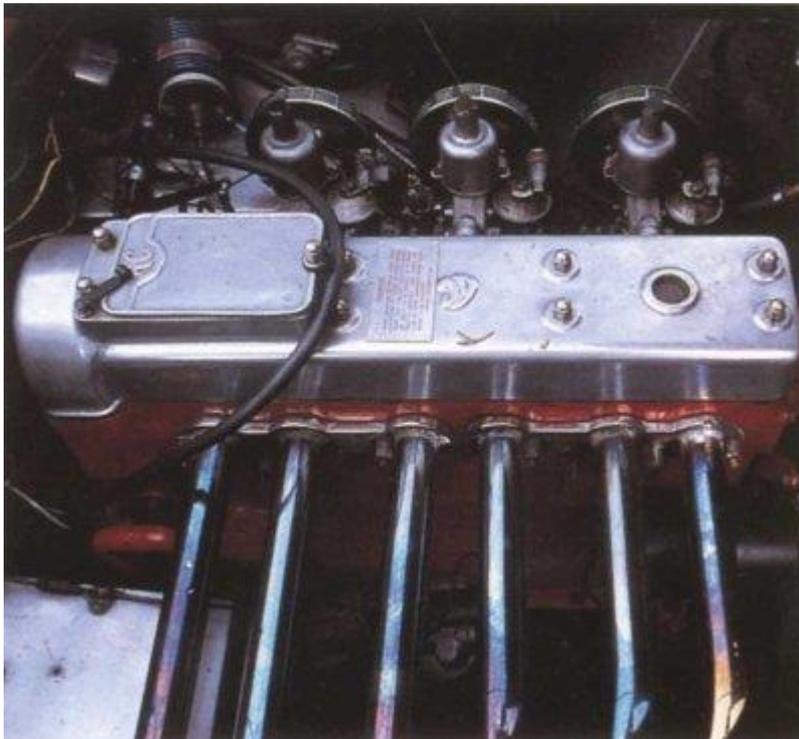
The deal wasn't hatched until the summer of 1953, yet the prototype, called AC Ace, was displayed at the London Motor Show in October and deliveries began the following year. The only real changes made in that frenzied development period were raising the original headlamp position (to meet international regulations for minimum height) and abandoning rack-and-pinion steering for a cam-gear system.

AC's light-alloy overhead-cam engine, which had a mere 40 horsepower at 3000 rpm when introduced, was persuaded to produce 85bhp at 4500 rpm for the AC Ace, enough to give the

graceful new car a top speed of 103 mph. In the next few years, this remarkable old soldier would be tuned even more, to 90bhp in 1955, and finally to 102bhp in 1958.

With the open two-seater in production (later to become even more famous as the basis of the Shelby Cobra), AC decided to produce a fastback coupe version. This was the AC Aceca, its name, like Ace, revived from a famous AC of the Thirties. Revealed in late 1954 and in production by mid-1955, the AC Aceca, naturally enough, looked rather like Ferrari's contemporary 166 and 212 models, a happy coincidence.

Once the AC Ace and AC Aceca were established, AC was up to building five cars a week. The chassis soon had such a good reputation that there were persistent demands for more power. With the AC engine near the end of its development life, alternative power had to be found, and AC eventually "bought in" the ex-BMW Bristol engine (see Ace- and Aceca-Bristol).



The AC Ace's 2.0-liter six gave it respectable go, and made it AC's first true sports car.

Nevertheless, and in spite of in-house competition from other derivatives, the AC-engined Ace and Aceca sold steadily until the autumn of 1963, by which time Thames Ditton was preoccupied with building engineless Cobras for Carroll Shelby in California.

Both models improved along the way. Front disc brakes were fitted from 1956-57, at which time an electrically actuated overdrive became optional. Later, the old Moss gearbox was dropped in favour of Triumph TR3A gears inside a case of AC's own design. As a halfway measure between the two body types, a detachable hardtop was also made available for the AC Ace.

Renewal of Your Vehicle License Disc

You must provide evidence of your residence when you wish to renew your vehicle licence disc. This can be any document clearly displaying your name and *street address* together. Post offices are convenient places for these transactions.

Toe vra die bank..



**please bring your
proof of residence...**

Smiles - Actual Employee Evaluations

The following were taken from actual employee evaluations:

- * Since my last report, this employee has reached rock bottom and shows signs of starting to dig.
- * His men would follow him anywhere, but only out of morbid curiosity.
- * I would not allow this man to breed.
- * This associate is really not so much of a has-been, but more of a definitely won't be.
- * Works well when under constant supervision and cornered like a rat in a trap.
- * When he opens his mouth, it seems that this is only to change whichever foot was previously in there.
- * This man has delusions of adequacy.
- * He sets low personal standards and consistently fails to achieve them.
- * This employee should go far -- the sooner he starts, the better.
- * This employee is depriving a village somewhere of an idiot.
- * Got into the gene pool while the lifeguard wasn't looking.
- * Got a full six-pack, but is missing the plastic thingy that holds it together.
- * A gross ignoramus -- 144 times worse than an ordinary ignoramus.
- * A photographic memory but with the lens cover glued on.
- * Bright as Alaska in December.
- * Donated his brain to science before he was quite finished using it.
- * Fell out of his family tree.
- * The gates are down, the lights are flashing, but the train isn't coming.
- * This man has two brains; one is lost and the other is out looking for it.
- * If brains were taxed, he would get a rebate.
- * Any dumber and he would have to be watered twice a week.
- * If you gave him a penny for his thoughts, you would get change back.
- * If you stand close enough to him, you can hear the ocean.
- * Some drink from the fountain of knowledge; he gargled.