



TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA
JOHANNESBURG CENTRE
NEWSLETTER



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**From the picture archive
Bird Gardens, Monte Casino, November 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

The picture below was submitted for inclusion in the newsletter – problem is that apparently no-one can work out what on earth it means!

Answers on a postcard please . . . !!!



Editorial

Hi All I hope you had a great Festive Season and are well on your way with your New Year's Resolutions including eating and drinking less and exercising more to get the body back in shape!

I am typing this in Cape Town as we are here for a family wedding and it is hot and sunny unlike the cool and wet weather in Gauteng!

See you later in the month.

Safe motoring,

John Dobbins

Chairman's Chat

Compliments of the season to all Triumph members and their families....may 2017 be a great year in all aspects (bar the politics).

We start the year with a Bring and Braai, on Sunday 22nd January at the Glenburn Lodge with the beautiful grassed setting alongside the river. Hope to see you all attending this event.

On another note...reminder that subscriptions for 2017 are now due (please include name when making payment via EFT).

I am currently handling two portfolios at the present....that of Chairman and Treasurer. This is not an acceptable situation, and would respectfully request if somebody could step forward to fill the vacancy of Treasurer.

We are working on issuing a "full year timetable" within the next few weeks, so that members can have early warning of attending events. This year will also include an exciting weekend away. We also plan to include Pretoria in a few combined Sunday runs.

That's all for now.

Keep the Triumphs on the road.

Norman

Noggin

Tuesday 17th January, V V C

7:00 for 7:30p.m.

January run to Glenburn Lodge

Kromdraai Road, Swartkops, Muldersdrift

s25.97724114

e27.8409867

Meet at the Total Garage, cnr Witkoppen & Malebongwe Roads.

9:00 for 9:30 departure for 10:00 arrival.

Or proceed independently.

There will braai facilities at our usual site on the lawns by the waterfall – charcoal provided.

Bring your choice of brunch food & drink, picnic chairs, umbrellas, sun hats, rugs etc.

Technical Corner



TR2 to 4 Rear Crankshaft Seal Modification.

While searching on the internet for information to modify the rear crank seal to incorporate a lip seal, I came across the following method by Mad Marx Racing Parts.

The pro of this method is that the crank does not have to be modified, you modify the standard aluminium scroll seal to accept a lip seal, the original scroll remains in place therefore you now have a scroll seal and a new lip seal.

The con of this method is that Mad Marx Racing Parts are charging 45 euros for the Viton lip seal, 130 euros for the kit which is the lip seal and modified aluminium seal and 180 euros for a kit that includes a centring tool.

The parts for the conversion are available from the following web addresses:

Mad Marx Racing Parts <http://www.tr4-racing.de/eng/madmarx-racing.html>

The Vintage Racer <http://www.the-vintage-racer.com/index.php/categoryhome/engine-components/product/53-vsk-t34>

British Parts Northwest <http://www.bpnorthwest.com/rear-seal-conversion-kit-uprated-tr3-to-tr4a.html>

Installing of the Crank split lip seal

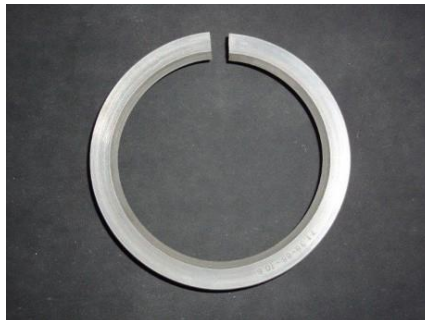
What is this all about?

The main idea is to have the best of both – the wear free stock seal that will last ages – and the split lip seal ring that will catch oil that is leaking through the stock seal assembly. So even when the rubber seal fails the stock seal will remain intact and will continue to work.

Design

This split lip seal is made to run besides the scroll of the stock crank so there is no need of reworking the crank to fit the lip seal. Only the aluminium stock seal has to be reworked on a lathe which is quite a low cost conversion compared with grinding the crank which is needed for other lip seal conversions.

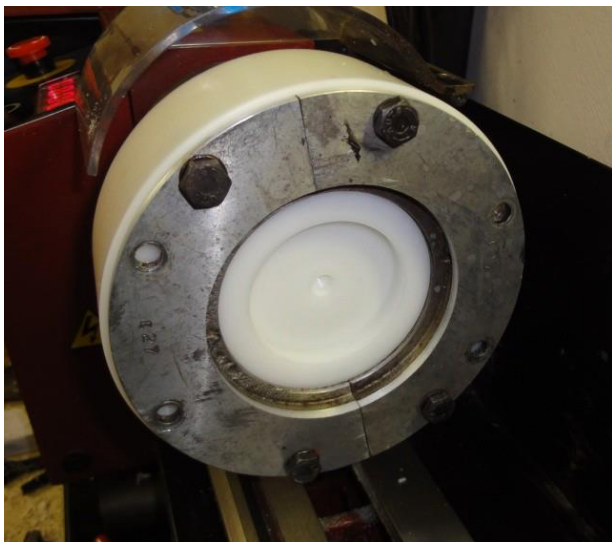
The lip seal is made out of FMK (VITON). This stuff can stand high temperatures and high surface speed that might occur on a crank at maximum revs. So this lip seal is made for racing purpose.



Changes to the stock aluminium seal ring

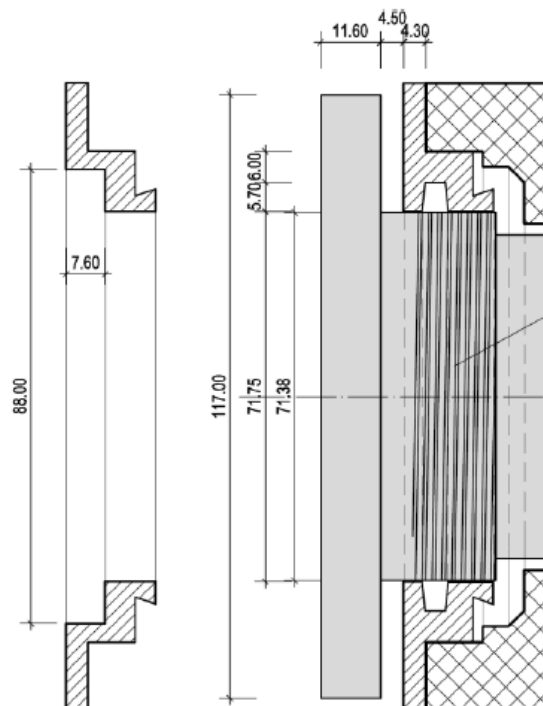
The ring has to be changed as shown.

It will be easier to use a centring tool but to clamp it to a lathe chuck is in most cases precise enough. The diameter that keeps the lip seal later has to be concentric to the scroll inside.



Chuck with a holder to centre the ring

All measures are in mm



Copyright by Christian Marx

The draining hole of the aluminium seal will be blocked by the new lip seal so you need to enlarge the draining area as shown. Use a press drill and a high speed grinder with cutting tools to do that job. Take care not to damage scroll and don't grind through the sidewall or a bad leak might occur. Enlarge the fixing bolt holes of the aluminium ring to have chance to centre it properly.



Not much has to be done to the crank. Just remove dirt and roughness of the surface on which the lip seal will run. Slightly polishing would be the best but is not mandatory.

Assembling of the crank and the lip seal to the block

1. First clean all parts with brake cleaner and dry it thoroughly.



2. Use an alignment tool to fit the stock aluminium seal properly to the engine block. The factory manuals have the same CRITICAL error. The alignment tool drawing where the tool fits inside the seal in the factory manual needs to be changed to 71.57mm [2.818"]. A mistake (??????)

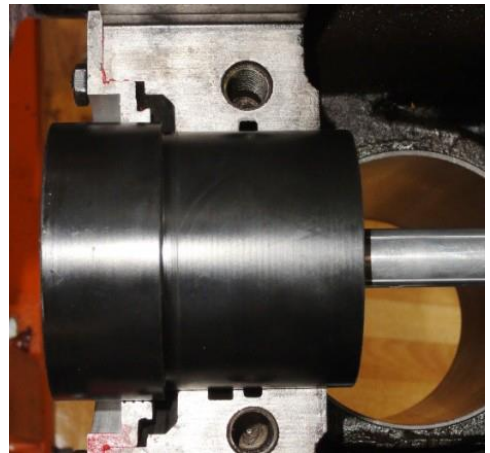
3. Use silicone liquid gasket to seal the aluminium ring to the block.

4. When installing the aluminium ring to the bearing cap take care that you don't block the draining hole with silicone. Put a paper tube inside the hole while you installing the ring. It is mandatory for a proper function of the lip seal that the draining hole is open to relieve the oil into the sump.

5. Next step is to centre the aluminium ring with the still flexible silicone.

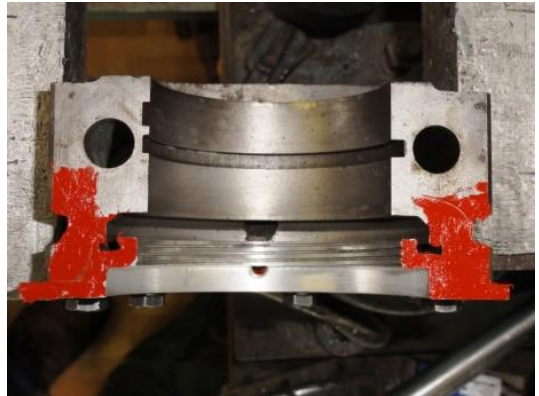
6. Put the bearing cap in place to the block with the centring tool inside and torque up the bearing cap bolts. Tighten the aluminium ring bolts slightly. Tap the aluminium ring halves gently into place. Tighten the fixing bolts of the aluminium ring more and tap again. After that torque them up.

7. Install the lip seal to the crank. **The spring can be opened and closed to be wrapped around the crank.** Examine the spring carefully, you will find a join on the spring. Gently separate the join by unscrewing the two ends, you will then end up with a long straight spring that can then be wrapped round the crankshaft and the ends re-joined. Be careful with the spring. Fit the lip seal at the journal area and put the spring into the notch of the lip. Open the ring carefully and slip it over the scroll area. Take care not to damage the lip seal with touching the sharp scroll edges. Put a little smear of silicone on the contact face where the lip seal closes to have a better seal. Use a small wood or screw driver for this job.



8. Install the bearing shells to all mains. Oil them. When putting the crank to the block take care that the split of the lip seal is showing towards the cylinder head. Put some silicone on the split seal seat but take care not to block the drain holes. The silicone prevents the seal from slipping out of the housing. When the crank has its rest on the bearings push the lip seal towards the aluminium ring. Use a larger screw driver for this job. Be careful not to damage the rubber parts.
9. Put some silicone on the contact surface on the bearing cap as shown in the photo. Install the bearing cap to the engine block and torque some turns up. Again push the lip seal to the aluminium ring while you torque up the bearing cap bolt to full. Look all over that the lip seal is sitting straight in the aluminium ring. A little amount of silicone will be squeezed out of the split of the lip seal.
10. Take care that the flywheel bolts don't interfere with the split seal. Have a look on the spacer clearance on the middle main bearing. The clearance should respect the workshop manual requirements! Congratulations – well done!

Now give a little drop of oil from outside to the lip seal before you start your engine.



*Mad
Marx*

Super Quiz

Kindly submitted by a New Zealand enthusiast



WINTER WOOLLIES WANDER 2016

IDENTIFY THE VEHICLES: THERE IS ONE FOR EACH LETTER OF THE ALPHABET



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2



3



4



5



6



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Answer sheet

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Solutions next month

Tail End Giggle

Truisms

- If I had a dollar for every girl that found me unattractive, they'd eventually find me attractive.
- I find it ironic that the colours red, white, and blue stand for freedom, until they're flashing behind you.
- Today a man knocked on my door and asked for a small donation towards the local swimming pool, so I gave him a glass of water.
- I changed my password to "incorrect" so whenever I forget it the computer will say, "Your password is incorrect."
- Artificial intelligence is no match for natural stupidity.
- I'm great at multi-tasking--I can waste time, be unproductive, and procrastinate all at once.
- If you can smile when things go wrong, you have someone in mind to blame.
- Never tell your problems to anyone, because 20 percent don't care and the other 80 percent are glad you have them.
- Doesn't expecting the unexpected mean that the unexpected is actually expected?
- Take my advice — I'm not using it.
- I hate it when people use big words just to make themselves sound perspicacious.
- Hospitality is the art of making guests feel like they're at home when you wish they were.
- Television may insult your intelligence, but nothing rubs it in like a computer.
- I bought a vacuum cleaner six months ago and so far all it's been doing is gathering dust.
- Every time someone comes up with a fool proof solution, along comes a more-talented fool.
- I'll bet you £4,567 you can't guess how much I owe my bookie.
- Behind every great man is a woman rolling her eyes.
- If you keep your feet firmly on the ground, you'll have trouble putting on your pants.
- A computer once beat me at chess, but it was no match for me at kick boxing.
- Ever stop to think and forget to start again?
- When I married Ms. Right, I had no idea her first name was Always.
- My wife got 8 out of 10 on her driver's test--the other two guys managed to jump out of her way.
- There may be no excuse for laziness, but I'm still looking.
- Women spend more time wondering what men are thinking than men spend thinking.
- Give me ambiguity or give me something else.
- He who laughs last thinks slowest.
- Is it wrong that only one company makes the game Monopoly?
- Women sometimes make fools of men, but most guys are the do-it-yourself type.
- I was going to give him a nasty look, but he already had one.
- Change is inevitable, except from a vending machine.
- The grass may be greener on the other side but at least you don't have to mow it.
- I like long walks, especially when they're taken by people who annoy me.
- I was going to wear my camouflage shirt today, but I couldn't find it.
- If at first you don't succeed, skydiving is not for you.
- Sometimes I wake up grumpy; other times I let her sleep.
- If tomatoes are technically a fruit, is ketchup a smoothie?
- Money is the root of all wealth.
- No matter how much you push the envelope, it'll still be stationery.
- I would give my right arm to be ambidextrous