



TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA
JOHANNESBURG CENTRE
NEWSLETTER



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From the picture archive

TR7 40th anniversary Armscor field - Sept 2014

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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
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To be announced

Editorial

Well 2018 is truly here and I trust you all had a restful festive season and all prepared for the Nationals at the end of April.

Congratulations to John Austin-Williams on being awarded the Ambassador Trophy for his sterling work on our web sites. So it seems his passion for Triumphs competes with web site management. Thanks John; it does a lot for our centre.

Our first outing to Glenburn Lodge was a great success and once again THANKS Gino for making it possible to hire the Boma at 10% of the normal charge. Norman managed to persuade the Lodge management to loan us clean table clothes free of charge so it all looked very posh. Jeanne Habig's cheese and biscuits were much appreciated by all so once again thank you. Pretoria Centre supported us well which was great.

I learned something very interesting in January as I had a young auto electrician working on a TR3 with a few electrical issues like very dim headlights even although it had halogen globes. Naresh who is a mobile workshop based in Kya Sands fixed it immediately as the earth wires were joined to the centre terminal as you look at the back of the globe (correct for old seal beam lights) where it should be on the left hand terminal. If you are looking for auto electrical work to be done contact him on 082 456 3558.

At the last noggin I was lucky enough to win the voucher from Dave Sawyer's shop in Four Ways and managed to find myself a heap of model cars which Dave had bought from a collector, needless to say I spent an additional R500!

Have a great motoring 2018.

Regards,

John Dobbins

Chairman's Chat

Here's to a great 2018.

Well the year started with the political upheaval, followed by Steinhoff and now the improved exchange rates....what more lies ahead.....some fun in a Triumph???

The major event for the year is the Nationals to be held at Maselspoort at end of April.....only 3 months away....start getting your Triumph problems sorted before it is too late.

Another event later in the year is the planned National Classic Meeting on 2 September at the Mall of Africa...it is early days but a lot of planning is under way....more about this in the next newsletter. National Triumph drive your car day is on the Saturday 10th February....take your car out to clear the cobwebs.

Our next event is the post valentine run on Sunday 18th February, for a lunch out Cullinan way....more about this event in next few days.

The 2018 events calendar will be issued shortly

Cheers,

Norman

January 21st run to Glenburn Lodge





Our first run for the year was held on Sunday 21st January.....together with the Pretoria members.

The day started cloudy, but calm weather...arriving at Glenburn Lodge to a Lapa prepared for the club. Tables, table clothes and chairs all neatly laid out under the Lapa...and beautiful green lawns....hats off to the Glenburn staff.

A good turnout of members, who were treated to a “starter” before the serious braaing.

Jeanne Habig treated us to delicious breads/biscuits with pat  and fillings....with many visits to her table to taste the arrangement of special treats....thank you Jeanne.

It was a time for all to catch up on the holidays and car chat, and to mingle with the Pretoria members.....a very enjoyable day was had by all...even the weather played its part.....no rain!

Member Neil Harty's Unfortunate Recent Experience

From: Neil Harty <titcc@telkomsa.net>
Date: Fri, Jan 26, 2018 at 7:48 AM
Subject: FW: SAMCA run to Stonehaven

SAMCA run to Stonehaven on the 14th of January.

Leon Hoffman and I set off from Vereeniging to Stonehaven on the SAMCA run in his 1930 Plymouth. In Vanderbijlpark we suffered a breakdown. It was a fuel starvation issue and he tried everything to get it sorted. We were next to the road for 3 hours or so.

The reason for writing is that dozens of classic cars passed us; MG's, Mazda MX5's, (?) a Mustang, DKW's etc. NOT ONE CAR bothered to stop and ask if they could help. One guy even waved. We got going and near Stonehaven broke down again. Classics passed again, not one stopped.

The only people who stopped to offer help were two complete strangers and we eventually arrived 4 hours later.

Going home was much the same scenario. We ended up getting towed the last few kilometres home. I did not see one Triumph on the road but I am sure one of "THEM" would have stopped to offer assistance.

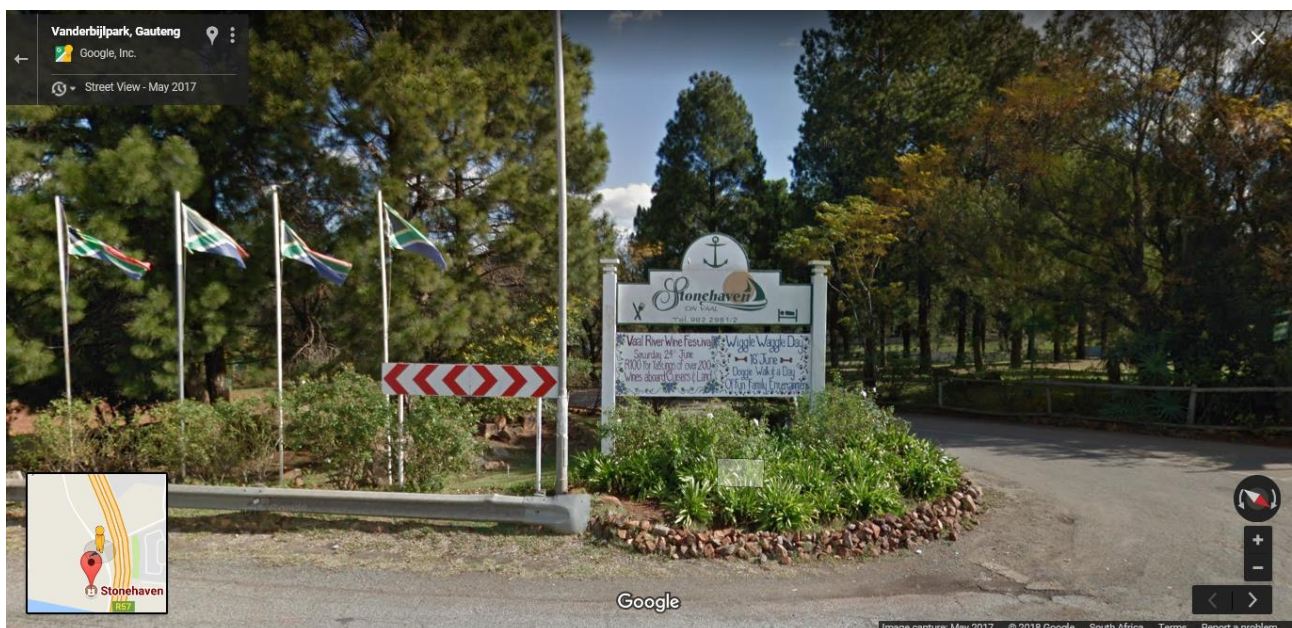
I am most disappointed by this and hope maybe one of those people on the run get to read this. THANKS VERY MUCH GUYS.

I hope you all enjoyed your day.

Best regards,
Neil Harty.

Triumph sports car club member no. 194.

(ed. - disgraceful behaviour indeed, Neil)



Citroën's revolutionary concept car – the DS

"DS" is pronounced in French as "Déesse" (goddess)



The **Citroën DS** is a front-engine, front-wheel-drive executive car that was manufactured and marketed by the French company Citroën from 1955 to 1975 in sedan, wagon/estate and convertible body configurations. Italian sculptor and industrial designer Flaminio Bertoni and the French aeronautical engineer André Lefèbvre styled and engineered the car.

Paul Magès developed the hydro-pneumatic self-levelling suspension.

Noted for its aerodynamic, futuristic body design and innovative technology, the DS set new standards in ride quality, handling, and braking—and was the first production car equipped with disc brakes.

The DS placed third in the 1999 Car of the Century poll recognizing the world's most influential car designs and was named the most beautiful car of all time by *Classic & Sports Car magazine*.

In a hydro-pneumatic suspension system, each wheel is connected, not to a spring, but to a hydraulic suspension unit consisting of a hydraulic accumulator sphere of about 12 cm in diameter containing pressurised nitrogen, a cylinder containing hydraulic fluid screwed to the suspension sphere, a piston inside the cylinder connected by levers to the suspension itself and a damper valve between the piston and the sphere

A membrane in the sphere prevented the nitrogen from escaping. The motion of the wheels translated to a motion of the piston, which acted on the oil in the nitrogen cushion and provided the spring effect. The damper valve took place of the shock absorber in conventional suspensions. The hydraulic cylinder was fed with hydraulic fluid from the main pressure reservoir via a height corrector, a valve controlled by the mid-position of the anti-roll bar connected to the axle.

The DS did not have a jack for lifting the car off the ground. Instead, the hydraulic system enabled wheel changes with the aid of a simple adjustable stand. To change a flat tyre, one would adjust the suspension to its topmost setting, insert the stand into a special peg near the flat tyre, then readjust the suspension to its lowermost setting. The flat tyre would then retract upwards and hover above ground, ready to be changed.

The DS used a seven-cylinder axial piston pump driven off two belts and delivered 175bar (2,540psi) of pressure.

The car was originally designed around an air-cooled flat-six based on the design of the 2-cylinder engine of the 2CV, similar to the motor in the Porsche 911. Technical and monetary problems forced this idea to be scrapped.

Thus, for such a modern car, the engine of the original DS19 was also old-fashioned. It was derived from the engine of the 11CV Traction Avant (models 11B and 11C). It was an OHV four-cylinder engine with three main bearings and wet liners and a bore of 78mm (3.1in) and a stroke of 100mm (3.9in), giving a volumetric displacement of 1911cc. The cylinder head had been reworked; the 11C had a reverse-flow cast iron cylinder head and generated 60hp (45kW) at 3800 rpm; by contrast, the DS19 had an aluminium cross-flow head with hemispherical combustion chambers and generated 75hp (56kW) at 4500rpm.

In conventional cars, hydraulics are only used in brakes and power steering. In the DS they were also used for the suspension, clutch and transmission. The cheaper 1957 ID19 did have manual steering and a simplified power-braking system.

At a time when few passenger vehicles had independent suspension on all wheels, the application of the hydraulic system to the car's suspension system to provide a self-levelling system was an innovative move. This suspension allowed the car to achieve sharp handling combined with very high ride quality, frequently compared to a "magic carpet".

In late 1967, for the 1968 model year, the DS and ID was again restyled, by Robert Opron, who also styled the 1970 SM and 1974 CX. This version had a more streamlined headlamp design, giving the car a notably shark-like appearance. This design had four headlights under a smooth glass canopy, and the inner set swivelled with the steering wheel. This allowed the driver to see "around" turns, especially valuable on twisting roads driven at high speed at night. The directional headlamps were powered by the car's central hydraulic system.

Behind each glass cover lens, the inboard high-beam headlamp swivels by up to 80° as the driver steers, throwing the beam along the driver's intended path rather than uselessly across the curved road. The outboard low-beam headlamps are self-levelling in response to pitching caused by acceleration and braking.

The DS's beloved place in French society was demonstrated in Paris on 9th October 2005 with a celebration of the 50th anniversary of its launch. 1,600 DS cars drove in procession past the Arc de Triomphe.

Citroën DS values have been rising – a 1973 DS23 Injection Electronique "Decapotable" (Chapron Convertible) sold for €176,250 (\$209,738) at Christie's Rétromobile in February 2006 and a similar car sold by Bonhams in February 2009 brought €343,497 (\$440,436).



Tail End Gigue

Words to Live By

If at first you don't succeed, destroy all evidence that you tried.
A conclusion is the place where you got tired of thinking.
Experience is something you don't get until just after you need it.
For every action, there is an equal and opposite criticism.
He who hesitates is probably right.
Never do card tricks for the group you play poker with.
No one is listening until you make a mistake.
Success always occurs in private, and failure in full view.
The colder the X-ray table, the more of your body is required on it.
The hardness of the butter is proportional to the softness of the bread.
The severity of the itch is proportional to the reach.
To steal ideas from one person is plagiarism; to steal from many is research.
To succeed in politics, it is often necessary to rise above your principles.
Two wrongs are only the beginning.
You never really learn to swear until you learn to drive.
The problem with the gene pool is that there is no lifeguard.
Monday is an awful way to spend 1/7th of your life.
The sooner you fall behind, the more time you'll have to catch up.
A clear conscience is usually the sign of a bad memory.
If you must choose between two evils, pick the one you've never tried before.
Change is inevitable....except from vending machines.
Don't sweat petty things....or pet sweaty things.
A fool and his money are soon parting.
Money can't buy love. But it CAN rent a very close imitation.
Plan to be spontaneous tomorrow.
Always try to be modest. And be damn proud of it!
If you think nobody cares about you, try missing a couple of payments.
How many of you believe in telekinesis? Raise my hands....
Attempt to get a new car for your spouse--it'll be a great trade!
Drugs may lead to nowhere, but at least it's the scenic route.
I'd kill for a Nobel Peace Prize.
Everybody repeat after me....."We are all individuals."
Death to all fanatics!
Chastity is curable, if detected early.
Don't be sexist; broads hate that!
Love may be blind, but marriage is a real eye-opener.
Hell hath no fury like the lawyer of a woman scorned.
Bills travel through the mail at twice the speed of checks.
Hard work pays off in the future. Laziness pays off now.
Eagles may soar, but weasels aren't sucked into jet engines.
Borrow money from pessimists -- they don't expect it back.
Beware of geeks bearing gifts.
Half the people you know are below average.
99 percent of lawyers give the rest a bad name.
42.7 percent of all statistics are made up on the spot.
A conscience is what hurts when all your other parts feel so good.
If at first you don't succeed, then skydiving definitely isn't for you.