



**TRIUMPH SPORTS CAR CLUB**

**OF SOUTH AFRICA**

**JOHANNESBURG CENTRE**

**P.O.BOX 1102, SOUTHDALE, 2135**



**SYLVIADALE**

**“VAAL OLD**

**WHEELS”**



**BLANDFORD**

**MANOR**



**JANUARY and FEBRUARY 2013**

**Issue No. 01/2013**

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Please note that all contributions to the newsletter should be directed to Elaine – email address [elainecastlemaine@gmail.com](mailto:elainecastlemaine@gmail.com)

## EDITORIAL

I would like to do a “let’s get to know our members” during 2013. Please members send me profiles and pictures of you, your wife/partner and children etc and of course the car/s. Let us know how and why you became interested in the old car/s.

## CHAIRMAN’S REPORT

We are well into the New Year for this report and its worth looking back briefly to a few of the events that wrapped up a varied 2012.



Hot on the heels of the Dawie Gouws motor collection, the month of November provided another treat; another large private collection of classic cars belonging to Peter and Dawn Manellis. Those who were not able to attend this Sunday event in the South, missed an excellent but curious mix of Italian exotics and Detroit iron.

Christmas lunch was once again held at Kloofzicht Lodge for a grand buffet lunch.

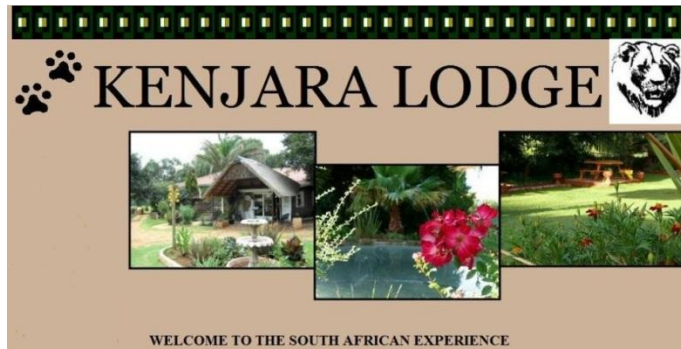
The first event of the year was the annual SAMCA run to the Vaal area where we visited the Sylviavale Motor Museum and for some of us, lunch at Stonehaven.

Responding to some criticism last year concerning the suitability of the Bowls Club in Sandringham as a venue for our noggins and trying also to understand the reason why our good ladies were not wanting to support us, a concerted effort was made to investigate new premises around Johannesburg, mindful of the fact that it should be centrally located. I visited no less than seven venues from Marks Park to Old Eds. Morningside Country Club in Rivonia seemed a good option, after all, the Vintage Bike Club have their meetings there. Rental seemed quite high and I didn’t pursue it any further. Then one day during December Gino and I met at a new premises in Midrand. We found it to be the best solution yet with a motoring flavour to boot. Notwithstanding the fact that we were concerned about the distance to be travelled for some, a decision was made and a date was set to have our January noggin at Route 101 Bistro, which forms part of The Classic

Car Centre. It was agreed to hold a consensus thereafter, which I did undertake and the result was unanimous, that we should continue to use this place. On the night of 22<sup>nd</sup> January, there were a few gremlins with service and catering, but bearing in mind the fact that fifty odd people arrived on the scene more or less at one time (Pretoria Centre joined us on this occasion) to a newly formed catering team, I think they did a good job, promising to address the problems at the next event. A brief presentation on waterless coolants for car radiators was given by a representative from Evans Cooling, a terrific door prize (large impact drill) donated by Gary Booyens and a valuable pack of ladies cosmetics, anonymously donated for each month of the year was up for grabs – for the ladies of course. It was a busy evening for Eddie Steele once again, taking in cash for the annual club subscription renewals. It was also very nice to see Vernon and Liz Roeder at the meeting after a long absence. An important point to remember upon arrival at the boomed entrance to the business unit (not the main entrance) is that, should you find the boom down and unmanned, press No. 6 on the keypad for the call to go through to the Bistro.

The February noggin went well with our members I think, despite the fact that we had to adjust our longstanding third Tuesday of the month to a Thursday. At our Valentine's Breakfast, this unfortunate change was put to the vote; the choice being, the second Tuesday or the third Thursday of the month and the latter was voted with a big majority. This unfortunate change was as a result of the management mixing up club names. It is interesting to note that the venue is in big demand, so much so, that there was another meeting going on in a room adjacent ours. It is my intention to further streamline and reduce the choice of food on the menu to three items so that it will be easier to subsidise the cost of food by R10.00 on each item which would have otherwise been spent on venue rental at another venue, including the Bowls Club. I hope we see more of Stewart McGregor and Kim Kitchen you have been scarce for quite some time! We had two new members join the club on the 21<sup>st</sup> of February. Welcome to Cliff Knott, who owns a TR3, and likewise to Ken Frost, also with a TR3 – ex the late John Ogilvie. Another prospective member, Len Ward arrived too late for introductions. Although he previously owned and loved a TR3 up in Northern Rhodesia, he now comes to the club driving a Z3 BMW. I will introduce him at our next Noggin.

We are going to name March as **Donald McDonald** month. In case you were wondering, he is not a Scott!!! I get the impression that he has been asked that question too many times. You have to admire this man's adventurous spirit. Last year Donald took his '58 Austin Westminster on a six thousand km journey over fourteen days around the perimeter of Botswana together with seventeen other classic cars – all led by Roger Pearce in his '57 MG Magnette ZA. Places of interest were numerous: Upington, Fish River, Luderitz, Etosh, Caprivi Strip, Victoria Fall, Wankie, Bulawayo and Beit Bridge! Donald has kindly agreed to give a talk on this trip together with photographs at the next noggin, so please diarise the 21<sup>st</sup> for an entertaining evening. For the March Run on the 24<sup>th</sup> we are heading out to Muldersdrift once again to a previously unvisited Kenjara Lodge. Keith Kelly has highly recommended this venue and has kindly offered to organise the day. Before that, we will all pay a brief visit to Donald McDonald's home in Randpark Ridge to have a look at his restoration work on a rare '33 Chevrolet convertible. If any of you remember the TR3 restoration he did some years ago, you can bet on something special in his garage, alongside the Austin and the TR6. Whilst we are there we can enjoy a complimentary glass of champagne and orange before winding on our way Westwards along Beyers Naude to the lodge. (no pun intended).



A long weekend away for all is being organised for the 26<sup>th</sup> April; Friday and Saturday night, in the Loskop Dam area. Scenic drives and a boat cruise will be some of the activities. Details coming soon by way of a newsflash.

Lastly, it was an absolute pleasure to organise the Valentine's Breakfast at Blandford Manor on the 17<sup>th</sup>. From many reports, everyone enjoyed themselves on the morning.

We wish Alan Grant a speedy recovery and a quick solution to race car gremlins. Spare a thought and some visiting time for Jon Lewis; he is having an alignment op at the Olivedale Clinic in the second week of April to correct that pull to the left when he walks. Wishing you well Jon.

Commiserations to the owner (and the world of Triumph) of the burnt out Triumph Chicane that was seen this month on the on-ramp to the N12 near Benoni; as seen by Cliff Turnbull.

At the time of writing, the sad news has come through of the passing of Dave Charlton. Our condolences to his family and friends.

Also at the time of writing I received a late invitation for members to display their cars in the Classic Car exhibition at The Rand Easter Show.

Despite having minimal time for you, as a member to respond positively, I hope there is a good response as it is a great chance to allow the public to be aware of the marque, especially the new generations.

Until next time safe and happy motoring.  
Mike.







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

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

**Directions:** 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 January & February 2013 will have celebrated their birthdays, we trust that you had a ball, and those who have not yet had your celebration let your hair down and enjoy.

#### January

04 Chris Ferreira  
08 Kim Kitchen  
16 Norman Bull  
17 Gino Casieri  
18 Nick Jonas  
27 Rene De Villiers

#### February

02 Howard Alexander  
02 Martin Ian Worth  
14 John Crowther  
16 Dicky Donker  
19 Cliff Turnbull  
23 Robert McLeod

**DOOR PRIZES WON AT NOGGINS**

The door prizes for January and February 2013 were won by:

**JANUARY**

- 1<sup>st</sup> Prize: Electric Hammer Drill (donated by Gary Booyens) .. Mike Haydon  
 2<sup>nd</sup> Prize: Car Speakers (donated by Cash Convertors)..... Margarita Coppens  
 3<sup>rd</sup> Prize: Grease Gun refill Cartridge..... Tiekie de Vos - PTA Club

**FEBRUARY**

- 1<sup>st</sup> Prize: Grease Gun refill Cartridge..... Mike Haydon  
 Ladies Prizes: Bottle of Wine ..... Antoinette Sawyer  
 Pack of Cosmetics..... Helen Flynn

**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 any articles submitted for use in the Sabrina or our bi-monthly newsletters	20
For organising runs	20

**TRIUMPH SPORTS CAR CLUB - JOHANNESBURG –  
 2013 - PROGRAMME OF EVENTS**

DATE	TIME	EVENT	EVENT DETAILS	DEPARTURE POINT	ORGANISED BY
JAN 15th	19.30	Noggin	Noggin at Route 101 Bistro, Classic Car Centre: Midrand	-	Rob McLeod
FEB 17 <sup>th</sup>	10.30	Run	Valentines Run: Breakfast at Blandford Manor - Combined with Pretoria Triumph Club	Various departure points	Mike
FEB 21 <sup>st</sup>	19.30	Noggin	Noggin at Route 101 Bistro, Classic Car Centre: Midrand	-	Rob McLeod
MAR 21 <sup>st</sup>	19.30	Noggin	Noggin at Route 101 Bistro, Classic Car Centre: Midrand <i>Donald McDonald Classic Tour of Namibia Botswana and Zimbabwe</i>	-	Donald
MAR 24 <sup>th</sup>		Run	Visit <b>Donald McDonald's</b> garage, in Randpark Ridge then breakfast at Kenjara Resort in Muldersdrift area	TBA	Mike, Donald and Keith
APR 7 <sup>th</sup>	07.30	Run ???	<b>Angela's Picnic:</b> Combined with Pretoria Triumph club.	Various departure points	Mike and Bill

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APR 18 <sup>th</sup>	-	Noggin	Noggin at Route 101 Bistro, Classic Car Centre: Midrand <b>Anyone for Darts, perhaps?</b>	TBA	Rob McLeod
APR 26 <sup>th</sup>		Run	<b>Weekend away to Groblersdaal and Loskop Dam. Friday, Saturday and Sunday.</b>	TBA	Bill & Hugo
MAY 16 <sup>th</sup>	19.30	Noggin	Noggin at Route 101 Bistro, Classic Car Centre: Midrand	-	Rob McLeod
MAY 19 <sup>th</sup>		-	Cars in the Park Pietermaritzburg	-	
MAY 26 <sup>th</sup>		Run	TBA	-	Rob McLeod
JUN 6 <sup>th</sup>			<b>Inter-Club Quiz</b>	TBA	
JUN 20 <sup>th</sup>	19.30	Noggin	Noggin at Route 101 Bistro, Classic Car Centre: Midrand	-	Rob McLeod
JUN 23 <sup>rd</sup>		Run	TBA		Rob McLeod
JUL 18 <sup>th</sup>	19.30	Noggin	Noggin at Route 101 Bistro, Classic Car Centre: Midrand	-	Rob McLeod
JUL 28 <sup>th</sup>		Run	TBA		Rob McLeod
AUG 22 <sup>nd</sup>	19.30	Noggin	Noggin at Route 101 Bistro, Classic Car Centre: Midrand	-	Rob McLeod
AUG 26 <sup>th</sup>		Run	<b>Concours Event</b>		Rob McLeod
SEPT 19 <sup>th</sup>	19.30	Noggin	Noggin at Route 101 Bistro, Classic Car Centre: Midrand	-	Rob McLeod
SEPT 22 <sup>nd</sup>		Run	TBA		
OCT 17 <sup>th</sup>	19.30	Noggin	<b>AGM</b> at Route 101 Bistro, Classic Car Centre: Midrand	-	Mike
OCT 27 <sup>th</sup>		Run	TBA		Rob McLeod
NOV 19 <sup>th</sup>	19.30	Noggin	Noggin at Route 101 Bistro, Classic Car Centre: Midrand	-	Rob McLeod
		Christmas Lunch	Christmas Lunch - Combined event with Pretoria Centre. - TBA		

**PISTON RING CALENDAR OF EVENTS**

Piston Ring meetings are held on the **3<sup>rd</sup> Sunday of every month.**

DATE	EVENT
JAN 20 <sup>TH</sup>	BRITISH CAR DAY – JAGUAR CLUB DISPLAY
FEB 17 <sup>TH</sup>	CLUB MEETING AND BIRTHDAY BASH – (i.e. ALL VEHICLES WITH THE YEAR OF MANUFACTURE ENDING IN “3” UP TO 1993)
MAR 17 <sup>TH</sup>	BY-ANNUAL SWOP MEETING.
APR 21 <sup>ST</sup>	CLUB MEET – FORD DAY
MAY 19 <sup>TH</sup>	VETERAN VINTAGE AND COMMERCIALS
JUN 16 <sup>TH</sup>	MOTOR CYCLES AND AMERICAN CARS
JUL 21 <sup>ST</sup>	CLUB MEET AND TOYOTA SHOW IN MAIN ARENA – ALL OTHER VEHICLES WELCOME
AUG 18 <sup>TH</sup>	AGM – HOT RODS IN ARENA
SEP 15 <sup>TH</sup>	NATIONAL SWOP MEETING
OCT 20 <sup>TH</sup>	“MOTORING MEMORIES SHOW”
NOV 17 <sup>TH</sup>	CLUB MEET – CONTINENTAL CARS
DEC 15 <sup>TH</sup>	OPEN DAY

**EVENTS ATTENDED DURING JANUARY & FEBRUARY 2013*****SUNDAY 13<sup>TH</sup> JANUARY 2013 – SYLVIAVALE MOTOR MUSEUM “VAAL OLD WHEELS CLUB”***

How lucky we are in this beautiful country! I thought as we headed South to Vanderbijl Park through the lovely countryside on our doorstep. Heidelberg is only 23kms from Springs and one is already in the lovely hills of the Suikerbosrand. Splendid top down aeroscreen motoring!



Excluding a stop off at Vanderbijl's Pick n Pay +/- 45 minutes to the Vaal Old Wheels Club – now a private museum. Ziggy the owner (instigator, builder and doer) behind the project has done a fantastic job taking motoring back to the good old days. Although the museum is far from finished it is still one of fascination with its retro buildings taking one back in time. There certainly is too much to be seen to describe in a short newsletter – it really needs a visit in person. Ziggy also has a locally brewed beer for sale in his lovely pub which makes the trip worth the trip worthwhile.



Thanks to Ziggy we in the "TIT" car club have had the privilege of using this venue annually for a few years now.

Apart from the unfortunate R500 speeding fine in Vanderbijl Park it was a splendid day.

### ***SUNDAY 17<sup>TH</sup> FEBRUARY 2013 – VALENTINE'S DAY AT BLANDFORD MANOR IN NORTH RIDING***

#### ***"BREAKFAST AT TIFFANY'S"***



Our start out that morning was very bleak – wet and overcast and cold. No need to consider aeroscreens – full screen today!! What a pity.

Of course first stop of the morning the Piston Ring (Triumph runs on the 3<sup>rd</sup> Sunday of the month do not work for those of you who are listening!). A bit of socialising at the Piston Ring, signing the register and

then off to Blandford Manor. By this stage the weather was "more better", sun out, good old South Africa.

Blandford Manor I must say turned out to be a real nice surprise. Although I have said and will say again no-one can eat R90 worth of food at one sitting! I did enjoy the spread laid out for our breakfast. Of course the good company always makes for an enjoyable day and our Valentine's Day was no exception. A big thanks must go to Bill/Mike for organising the event and to Helen for the ladies flowers –nice touch, thanks again.

### ***WANTED and FOR SALE***

#### **FOR SALE**

Hi All,

For the first time in a number of years a pretty good TR6 has come my way for sale. Please let your members know.

The asking price is R130,000-00 neg

Details of the car are as follows and attached are some pictures

Mileage is 77k miles which I believe is genuine as the present owner has had her about 20 years and hardly used her

Commission No: CR929 O ie J Type Overdrive

Engine No: CR783HE





Faults I have picked up on the car include:

Paint work is not the best due to poor touching up over the years especially passenger's door and front right wing

Missing items include:

Trim strips below the doors, Leyland badges on front wings, Front spoiler, Grill finisher, Radiator protection shield, TR6 decals on rear wings and Door pulls

It has the incorrect master cylinder and a faulty inertia switch

The soft top is usable but not perfect

There is no evidence of accident damage and the only rust is surface in places like below the clutch master cylinder

After 3 years of storage I have just re-commissioned the car and she runs well with everything working like it should

Please contact me on 0825080910 for further details and/or a test drive. The car is in Johannesburg - Regards, John Dobbins

## STAG FOR SALE

From: **Dirk Louis Senekal** [\[mailto:dlsenekal@gmail.com\]](mailto:dlsenekal@gmail.com) - Sent: 24 January 2013

A Stag is up for sale again. Price reduced to R45K. Has papers, hardtop, soft top. New diff. Ford V6 motor with S/S down pipes.

Body not modified. If anyone is looking for a Stag, paintjob aside, the V6 motor is a great every day option. Photos not available. They simply would not open.

His contact details above. The car is in Klerksdorp. He seems urgent to sell. Maybe someone can get a bargain.

Regards, Roger Sutton

## NOTICES

### Licence discs.

Submitted by: *Rene de Villiers*

Have a careful look at your latest licence disc. It stipulates how many persons are allowed to be conveyed in your vehicle. It also states how many persons may sit or stand. Chances are that both last named are shown as "zero". This is clearly an administrative balls-up and one cannot help but wonder what the "transaction fee" that we pay is for. But be careful. I have heard from someone,

whose brother's friend was stopped by a metro cop. This cop looked at the disc on the car and concluded that said person had clearly interfered with, and falsified the disc. And arrested him and locked him up. So be warned, and be alert.

Regards

Rene de Villiers.

Spares Administrator

Triumph Sports Car Club of SA

Tel/fax at home       \*\*27 11 680 3124

Mobile:               083 317 4339

### **Triumph 1800/2000 Roadster**

Submitted by: *John Crowther*

Triumph of Coventry began with pedal cars and progressed to motorcycles before building its first proper cars in 1923. After severe financial problems during the Depression, it went into liquidation, was briefly taken over by a Sheffield concern, then sold in 1944 to Standard Motor Company, Ltd., under Sir John Black. Though Triumph would live on for another three decades, its post-war models, such as the Triumph 1800/2000 Roadster, had no links at all with pre-war products (some of which were quite splendid sporting cars).

Predictably, the first post-war Triumphs were based on existing Standard components, including suspension, running gear, and a new chassis. Spring 1946 brought two very different models: a four-door sedan with Rolls-like razor-edge styling, and a fulsome roadster that Sir John hoped would outgun Coventry rival Jaguar (though he didn't know about the forthcoming XK120). Both used the same overhead-valve Standard four of 1776 cc and were thus logically designated "1800."



**This handsome example of the one-year-only Triumph 2000 Roadster shows few external changes from the earlier 1800 model.**

As in America, getting back to production was Standard's top postwar priority, so both models were simply engineered to avoid costly, complex tooling. This meant a straightforward ladder-type tubular chassis, to which was grafted the transverse-leaf independent front suspension of the Thirties-era Standard Flying Fourteen sedan. The Standard-built engine, also used by Jaguar for its late-Forties 11/2-Litre sedans, teamed with a 4-speed column-shift gearbox.

In concept and appearance, the Roadster was a throwback to the mid-Thirties. The styling, which could be termed "Early Streamlined," was actually the work of two Standard draftsmen: Frank Callaby, who did the front, and Arthur Ballard, who laboured aft of the cowl. "Modern" touches

like roll-up windows were balanced by the world's last production rumble seat, easily the car's most striking feature and one Sir John had insisted upon. It even had a flip-up secondary windshield. Access was a matter of clambering over the rear quarters and bumper, not the most dignified arrangement for milady. In the best British tradition, the body comprised a light-alloy "skin" over an ash frame, the panels being produced on wartime rubber "stretcher" tooling used for military aircraft parts.

The 1800 Roadster neither looked nor acted like a sports car. With just 65 horses to pull some 2,500 pounds, it was hard pressed to beat 70 mph, and its gear change was ponderous and none too precise. But a war-weary, car-starved public would buy almost anything in those days, so the sporty tourer sold reasonably well (though the stable mate Town & Country sedan did better).

Standard's post-war design policy was evident by 1948, when old models like the Flying Fourteen were swept away in favour of a new "world car," the Standard Vanguard. This provided a new set of running gear for the Roadster (and the sedan a bit later), which became a 2000 via substitution of the Vanguard's 2088-cc four and 3-speed gearbox. The latter retained the vague steering-column control but was now fully synchronized. Equally welcome were the Vanguard's more modern coil-and-wishbone front suspension and new rear axle.



**The Triumph 2000 was somewhat quicker, if still no sports car, thanks to a torquier 2.0-liter engine.**

Despite a mere 5 extra horsepower, the 2000 Roadster was up to 7mph faster than the 1800. It still wasn't a true sports car, but it now had plenty of competitors that were, including Jaguar's sensational new XK120 and MGs updated TC. Sales languished, and the model was discarded after a single year.

Standard considered a Roadster replacement, the futuristic TRX, but decided not to proceed. A good thing, too, because it hastened the development of a real Triumph sports car. The first of the memorable TRs was at hand.



**Triumph Jabbeke TR2 Special****Submitted by Beyers Vermaak - PE Triumph Club**

This is to inform you that Heinz Koncki's (PE Triumph Club) Triumph Jabbeke TR2 Special has passed roadworthy with flying colours!

Photos attached for those who haven't seen Heinz or the Car, and for those not knowing the history, you can Google it.



This man owned & drove the same car for 82 YEARS.

Can you imagine having the same car for 82 years!

"How Long Have You Owned a Car?" Mr. Allen Swift (Springfield, MA.) received this 1928



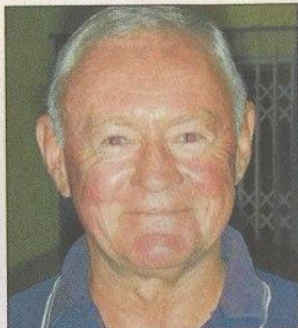
Rolls-Royce Piccadilly-P1 Roadster from his father, brand new - as a graduation gift in 1928. He drove it up until his death last year.....at the age of 102!!! He was the oldest living owner of a car that was purchased new. It was donated to a Springfield museum after his death. It has 1,070,000 miles on it, still runs like a Swiss watch, dead silent at any speed and is in perfect cosmetic condition. (82 years). That's approximately 13,048 miles per

year (1087 per month)...1,070,000 that's miles not kilometres!! That's British engineering of a bygone era. I don't think they make them like that anymore.

## OBITUARY

# A pioneer lauded

Dave Charlton had an illustrious motor racing career, having competed both locally and overseas



Dave Charlton was one of SA's top racing drivers.

PETER BURROUGHES

**D**AVE Charlton, one of South Africa's most successful and respected racing drivers, died in Johannesburg at the weekend aged 76.

He won the first race he ever competed in — appropriately at the historic East London grand prix circuit in 1960 — and also won his last, a charity celebrity race at Zwartkops Raceway in 1990. He competed in 13 World Championship Formula One Grand Prix and was SA's champion driver for six successive years, from 1970 to 1975.

David William Charlton — or Charlie, as he was affectionately known by his friends — was born in Yorkshire, England. His parents emigrated to SA when he was 10.

He was brought up in Springs, a town he was proud to associate himself with although he did not have fond memories of his schooling.

"I hated school. I don't like being told what to do. Still don't!" he once said.

Charlie was known for his definite opinions, no-nonsense approach to life and a famous fastidiousness that knew no boundaries. He loved cats, at one time owning as many as 21, and several were named after people he knew, including one of his motor-racing rivals.

He won his first race at the age of 24, a late start for a racing driver, at the wheel of his own Austin Healey 100/6 in a supporting race for the 1960 South African Grand Prix at East London.

He went on to take over from his great rival, Rhodesian John Love, as South African champion racing driver in the days when the championship was contested by Formula One cars.

He won the first of his six successive titles — emulating Love's performance between 1963 and 1969 — in an ex-Jo Bonnier Lotus 49C. The same year he finished 12th in the SA GP at Kyalami in the same car.

His first world championship GP (he is one of 20 South Africans to race in Formula One) was at the wheel of an Ecurie Tomahawk Lotus 20 in SA in 1965, and thereafter he competed in the SA round of the world championship on another six occasions in an ex-Jack Brabham Brabham BT 11 (1967 and 1968), the Lotus 49C (1970), a works Brabham BT33 (1971) and the Scuderia Scribante Lotus 72D (1972 and 1973) and McLaren M23 (1974 and 1975).

He also competed in the British GP in 1971 in the ex-Reine Wissell works Lotus 72D, which was subsequently bought by his patron, Aldo Scribante, for him to race.

It was in the Scribante Lotus 72D,

sponsored by Lucky Strike and Sasol, that Charlie, as the reigning South African champion, contested the French, German and British rounds of the 1972 F1 world championship.

A mysterious inner-ear infection prevented him from performing at his best, but he will always be remembered for not only bringing his own car to Europe, but also his own petrol — 44-gallon drums of Sasol from Sasolburg flown over by South African Airways — as well as his own mechanics and media officers (this writer and Robin Emslie).

Such was his dominance at Kyalami that the famous Rand Daily Mail cartoonist, Bob Connolly, referred to Kyalami as the "Charlton Centre" in a cartoon.

On his 70th birthday he was asked what made the top drivers different.

"Their brain is properly connected to their arms and legs," he replied. "They understand and feel what the car is doing. The top drivers just have an inherent skill and ability."

He is survived by his daughters, Amanda Vermaak and Michelle Charlton, and a month-old granddaughter, Anna Vermaak.

A memorial service for Dave will be held on February 27 at 10h00 at the Fourways Memorial Park, 1 Inghanga Road, in Fourways, Johannesburg.

## SMILE AWHILE CORNER

An Irishman moves into a tiny hamlet in County Kerry, walks into the pub and promptly orders three beers.

The bartender raises his eyebrows, but serves the man three beers, which he drinks quietly at a table, alone.

An hour later, the man has finished the three beers and orders three more.

This happens yet again.

The next evening the man again orders and drinks three beers at a time, several times. Soon the entire town is whispering about the Man Who Orders Three Beers.

Finally, a week later, the bartender broaches the subject on behalf of the town. "I don't mean to pry, but folks around here are wondering why you always order three beers?" 'Tis odd, isn't it?"



the man replies, "You see, I have two brothers, and one went to America, and the other to Australia. We promised each other that we would always order an extra two beers whenever we drank as a way of keeping up the family bond."

The bartender and the whole town was pleased with this answer, and soon the Man Who Orders Three Beers became a local celebrity and source of pride to the hamlet, even to the extent that out-of-towners would come to watch him drink.

Then, one day, the man comes in and orders only two beers. The bartender pours them with a heavy heart. This continues for the rest of the evening - he orders only two beers. The word flies around town. Prayers are offered for the soul of one of the brothers.

The next day, the bartender says to the man, "Folks around here, me first of all, want to offer condolences to you for the death of your brother. You know-the two beers and all..."

The man ponders this for a moment, then replies, "You'll be happy to hear that my two brothers are alive and well... It's just that I, myself, have decided to give up drinking for Lent."

Die pastoor druk Meraai 3 keer onder die water en na die 3de keer sê die Pastoor:

*"Jy's nou gedoop en van vandag af is jy 'n nuwe skepsel.. die ou ene is weg."*

*"Geen alkohol meer oor jou lippe nie! So van vandag af is jy Maria!!"*



Later toe Meraai (nou Maria) by die huis kom, is sy reguit yskas toe.

Sy haal 'n bottel yskoue wyn uit. Sy tap die wasbak vol water en druk die bottel 3 x onder die water en sê;

*"Djy is nou **Oros!**"*

## SEEN AT THE PISTON RING



## THE 2013 SAVVA INTERNATIONAL JD MOTORCYCLE RALLY

On Tuesday I received a phone call from an old friend of mine from Klerksdorp informing me that he would be at Carnival City Mall on Wednesday for the DJ and suggested meeting up there. So Wednesday morning found Elaine and myself at the Mall enjoying then hype and buzz around these old machines. In some cases I think some of the riders were older than the bikes they were riding. A number of Triumph members were to be seen milling around. I met Jef Frost in Klerksdorp at the Klerksdorp Sports Car Club some 30 odd years ago, among some 20 or so classic cars and probably 20 or so bikes. Jef has a very nice Standard Triumph and a 1957 TR which is now undergoing a total rebuild. Not to mention 3 aeroplanes one of which is a Tiger Moth. This year is the DJ's centenary 1913-2013 – only this year it is the JD – Johannesburg to Durban. This year is the biggest ever with the highest ever number of starters.

### Foreword

What a special privilege it is to be able to write the Foreword to this year's JD! This is the biggest ever and marks the 100<sup>th</sup> Anniversary of the first running of what was one of the world's greatest motorcycling events and every competitor in this event occupies a special place in commemorating this epic endeavor.

The Clerk of the Course ably assisted by a wonderful and enthusiastic team have prepared an event that has attracted interest from all over the country and overseas as well. The highest ever number of starters will leave for Durban on the 7<sup>th</sup> March and like that first event in 1913 they will be taking three days for the run down to the sea. This is in keeping with following the original race as closely as possible and while modern roads, traffic and many other issues have forced many changes the spirit of those pioneers will live on one hundred years later.

The event also sees some firsts with our first black riders participating and we welcome them into the brotherhood of competitors and wish them a wonderful experience. There is also a large number of first time riders and that is particularly important to keep the event alive and going into the future.

Another exciting spin off is the large number DJ eligible machines which are making either a debut or a return to the event after a very long absence in some cases. One of the objectives of the event is the preservation and restoration of old historical machines and this year has certainly seen a lot of that.

The level of interest in providing sponsorship assistance and support to the run is also unprecedented and we thank all of those most sincerely as without them there would not be an event.

Safety is the overall paramount concern in all aspects of the run and therefore every competitor and supporter will be required to comply fully with every instruction, requirement and rule in this regard. The competitors will face many hazards on the run as that is the nature of such an event but with the correct mind set we can achieve an incident free and world class rally.

Safe riding, lots of joy and a great finish to all of you.

Ian Holmes

Chairman: Vintage & Veteran Club

Johannesburg.





## The Nottingham Road Hotel



*The Nottingham Road Hotel is a historical landmark known as Notties by many generations of locals. It is situated in the village of Nottingham Road, in the heart of the Midlands Meander. The land for the Notties Hotel was bought by George Orwin in 1889, following the death of landowner James Ellis and his sister Janet King. Orwin erected the Railway Hotel, as it was first named to serve the station that was built at the tiny Nottingham Road settlement. The so-called Railway Hotel was completed at the beginning of 1891, and soon became the centre of social activity at Nottingham Road.*

*Like all hotels with a history, Notties Hotel is reputed to be haunted. In the past, guests and staff have reported that the spirit of a woman roams the hotel (especially room 10) and its grounds. This house-proud gentle ghost apparently moves flower arrangements, tidies away clothes and straightens bedding. Legend has it that she is 'Charlotte', a lady of loose morals or a chamber maid depending on the source of the tale, who apparently threw*

*Today, 'Notties' Hotel is one of the area's most popular landmarks, with a colourful history of more than a century of pleasing the crowds.*







JEF FROST

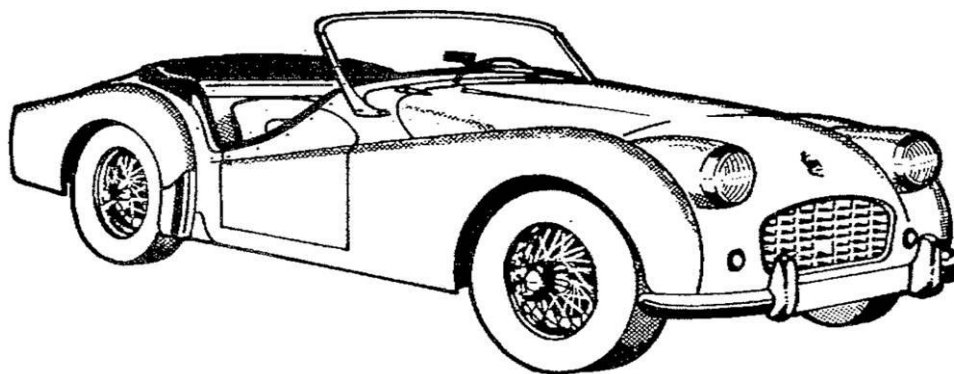






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