



TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA  
JOHANNESBURG CENTRE  
**NEWSLETTER**



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**From the picture archive  
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**Please note that all contributions to the newsletter should be directed to John Dobbins, e-mail [dobbins@iafrica.com](mailto:dobbins@iafrica.com) by 25<sup>th</sup> of each month**

## Editorial

Firstly, a happy Easter to all of you and if you are going away drive carefully.

I am sure you will join me in wishing Mike Gilchrist a speedy recovery and hope his walking is soon back to normal.

Remember there is no run this month as Angela's Picnic on 3<sup>rd</sup> April at Delta Park is the event. Eddie will cordon off our area. It is suggested you get there early to avoid the traffic. Also no food or drink is on sale so bring your own and no braai fires!

Insurance renewals will be going out soon so make sure you have the correct value for your car. I am more than happy to do valuations on 3<sup>rd</sup> April providing you come with the forms which you can get from Fussel and Associates.

That's all for now.

Regards,

John Dobbins

## Chairman's Chat

Oops, I missed the last report by a whisker, my apologies. In all honesty, I had my report attached to my e-mail to John, all ready to send, when ping! His report arrived in my inbox. My fault for procrastination. It didn't go to waste however. A slight change here and there and off it went to Eric Fletcher, short as it is. Speaking of Eric, let me be the first to say WELL DONE !!! for his amazing efforts with Sabrina. Your forthcoming edition will be his last. Those who have done it before will understand how much work goes into this and I on behalf of Johannesburg Centre say thanks you Eric.

For those who didn't go on the Valentines Run, we made up for it by meeting for a well-priced buffet breakfast at Harvard Café, Rand Airport. It was most enjoyable and it was good to see Bill and Helen Flynn and Bill Sales there plus a guest in a very smart MGA – always welcome.

Grateful thanks goes, once again to Dave Sawyer for sponsoring the February Noggin Boerewors braai. Any takers for March Noggin will be most welcome. I often think back fondly of when I first became a member some twelve years ago, Keith Kelly was Chairman and our club meetings were at the Emmarentia Scout Hall. We would boil up good old hotdogs on rolls. You just had to line your stomach with hotdogs before throwing back a couple of ales.

It was marvellous to see Cliff and Coral Turnbull at a reunion hosted by Gary and Joan. They were very grateful to see so many friends arrive. They have settled overseas very comfortably and have made firm new friends in the local Triumph Club, their car being an example to all. However, Cliff will refrain from entering his car in a Concours, preferring to use it meaningfully on long organised runs. They will soon be taking part in a rally in France, along the lines of the Mille Miglia (hopefully not as hectic) according to Arthur and Amanda's first-hand experience. Thanks also goes to Harry for taking my brother-in-law Duncan (visiting from the States) for a burn in the TR2. They came back windswept and grinning from ear to ear; Harry had the small screens mounted that day. Duncan was also truly impressed with the job Gary is doing to his early TR2, mindful of the gleaming Spitfire he worked on, parked in the same garage. It turns out that he and Mark Hirst worked together in the late seventies. Small world indeed.

I must mention, with admiration, those Triumph members (four or five) who took their Triumphs that same morning on a charity run. It must have been uncomfortable out there in the sun the whole morning. Well done guys and girls I say. You've got generous hearts.

Talk about torture in the sun and for two days of this abuse. Spare a thought for Pierre Cronje doing the DJ Run this coming weekend on is ancient BSA. How about welcoming him in with your Triumph on Saturday 12<sup>th</sup> March around 1300hrs onwards at the Classic Motor Cycle Club in Germiston.

Have just this minute made contact with Rhys Collins who has also relocated to England. Contact me should you want to keep in touch and in due course he like Cliff is invited to be our overseas correspondents. (FYI, both Cliff & Rhys receive all our TSCC email communications).

Anyone spotted the new Mustang on the roads yet? I have, but running in the opposite direction. According to Car Magazine this car has elicited more attention whilst test driving it in the Cape than any other car, including the electric BMW i8.

Happy Motoring.

Mike

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**Events Calendar for 2016**
**March**

Sunday 20<sup>th</sup> Piston Ring swap meeting, Modderfontein  
 Sunday 27<sup>th</sup> Braai at VVC

**April**

Sunday 3<sup>rd</sup> Angela's Picnic  
 Tuesday 19<sup>th</sup> Noggin  
 Sunday 24<sup>th</sup> Run

**May**

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

**June**

Tuesday 21<sup>st</sup> Noggin  
 Sunday 26<sup>th</sup> Run

**July**

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

**August**

Tuesday 16<sup>th</sup> Noggin  
 Wednesday 17<sup>th</sup> Quiz in Pretoria  
 Sunday 28<sup>th</sup> Run

**September**

Sunday 18<sup>th</sup> Swop Meeting, Piston Ring  
 Tuesday 20<sup>th</sup> Noggin  
 Sunday 25<sup>th</sup> Run

**October**

Tuesday 18<sup>th</sup> AGM  
 Sunday 23<sup>rd</sup> Run

**November**

Tuesday 15<sup>th</sup> Noggin  
 Sunday 27<sup>th</sup> Run

**December**

Christmas Lunch

## TVR Tuscan

The Tuscan, one of TVR's first truly successful automobiles, came about as a result of one of TVR's many restructurings as a company.



**The TVR Tuscan line had trouble escaping the poor opinion of its ancestor, the Griffith.**

As a result of its 1965 liquidation, TVR was acquired by Martin Lilley and his father Arthur, who reconstituted the firm as TVR Engineering, Ltd., and set it on a path to prosperity. Among the assets they inherited was a sound basic chassis that could accept MG four-cylinder and Ford V-8 engines. Martin decided to develop this further, and over the next four years created several variations on the original model theme.

For a time, Blackpool concentrated solely on the MGB-powered Grantura 1800S, for which demand remained steady in Britain. Compared with cars built under the previous, rather discredited regime, it had distinctly higher-quality fittings, especially the "Mark IV" model that took over in the autumn of '66.

The following year, Lilley revived the Griffith 400 in spirit, if not name, with the Mark IV as a starting point. Called Tuscan V-8, it was newly distributed in the U.S. by Gerry Sagerman but couldn't escape the Griffith's poor reputation. Only 28 were built, some with the 195-horsepower Ford 289, some with the "hi-po" 271-bhp engine. All but four were sold in America.



**V-6 Tuscan fared best out of all of the Tuscan models, though only a few made it to America.**

Lilley's next salvage effort was a stretched, 90-inch-wheelbase TVR Tuscan, achieved by lengthening the floorpan to make all the extra space available inside. Identified by different taillamps (from the British Ford Cortina Mk II) and a revised hood, this Tuscan V-8 SE was built in 1967-68 and fared even worse than its predecessor: just 24 built, half of which went to the States.

Undaunted, Lilley announced yet another TVR Tuscan at the 1968 New York Auto Show. This time, however, the familiar chassis was covered with a longer, wider, and much smoother body, a step toward the definitive M-Series design of 1972. Alas, it sold no better than previous Tuscan models: a mere 21 were built between April 1968 and August 1970 (two had right hand drive). At this point, TVR belatedly gave up on a Ford V-8 model.

Somewhat more successful was an “in-between” TVR that neatly bridged the price-and-performance gap between the V-8s and the Cortina-powered Vixen. Introduced in October 1969 as the Tuscan V-6, it was basically a Vixen with Ford Britain's fine 60-degree 3.0-liter “Essex” V-6 and 4-speed gearbox (a drivetrain already seen in such diverse places as the British Ford Capri “ponycar” and Zephyr/Zodiac sedans, the Reliant Scimitar GTE sportswagon, and the odd-looking Marcos GT). The V-6 delivered 136 bhp (versus the Vixen's 88) and had a very lusty torque curve.

Still, there must have been something about these vee-engine TVRs that turned off potential buyers, for the V-6 didn't sell as well as it deserved. Yet magazine road tests showed a top speed of near 125 mph, brisk acceleration, and surprising fuel economy (about 28 mpg U.S.). Nevertheless, production stopped in early 1971 at just 101 units, most of which remained in Britain.

### **SOUTH AFRICAN ROAD RULES...**

1. Never indicate - this will give away your next move. A real South African driver never uses them.
2. Under no circumstance should you leave a safe distance between you and the car in front of you, this space will be filled by at least 2 taxis and a BMW, putting you in an even more dangerous situation.
3. The faster you drive through a red light, the smaller the chance you have of getting hit.
4. Never, ever come to a complete stop at a stop sign. No one expects it and it will only result in you being rear-ended.
5. Braking is to be done as hard and late as possible to ensure that your ABS kicks in, giving you a nice, relaxing foot massage as the brake pedal pulsates. For those of you without ABS, it's a chance to stretch your legs.
6. Never pass on the right when you can pass on the left. It's a good way to check if the people entering the highway are awake.
7. Speed limits are arbitrary figures, given only as a guideline. They are especially not applicable in South Africa during rush hour. That's why it's called 'rush hour. ...'
8. Just because you're in the right lane and have no room to speed up or move over doesn't mean that a South African driver flashing his high beams behind you doesn't think he can go faster in your spot.
9. Always slow down and rubberneck when you see an accident or even someone changing a tyre. Never stop to help - you will be mugged.
10. Learn to swerve abruptly. South Africa is the home of the high-speed slalom driving thanks to the government, which puts holes in key locations to test drivers' reflexes and keeps them on their toes.
11. It is traditional to honk your horn at cars that don't move the instant the light turns green. This prevents storks from building nests on top of the traffic light and birds from making deposits on your car.
12. Remember that the goal of every South African driver is to get there first, by whatever means necessary.
13. On average, at least three cars can still go through an intersection after the light has turned red. It's people not adhering to this basic principle that causes the big traffic jams during rush hour.