



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



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From the picture archive  
Treasure Hunt, September 2008

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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

It was great to hear all the positive feedback from the Nationals at the last noggin and besides the weather on the way back a good time was had by all.

A BIG THANK YOU to all of you who contributed articles for this Newsletter, maybe this indicates that you want a monthly newsletter which make my and John Crowther's efforts worthwhile. As you will see in the report on our visit to the James Hall Museum it is a worthwhile place to visit with some interesting kit. Mike's TR7V8 had its first public outing and looked and sounded great. Was the wait worth it Mike?

This month's run on the 19th is a combined one with our neighbours from Pretoria and we will meet at the Total Garage in Witkoppen Road at 9 am to depart at 9.30am.

Regards,

John Dobbins

## Chairman's Chat

Firstly, a big thank you to Mike for being at the helm of the club for the past 4 years. I am also pleased that Mike has agreed to remain on the committee as Vice Chairman—and to impart his knowledge/wisdom to me as I take over the helm.

The last Noggin (May) was well attended, together with the members who had just returned from the Nationals at Hartenbos....eager to chat about the fun time had at the Nationals and the very wet and challenging drive back to Gauteng. Needless to say all returned safely home, with minimal car hassles....who said life is boring in a Triumph.

A warm welcome was extended to Dan and Andre—Dan is on the lookout for a Spitfire.

As Triumphs have limited baggage space, yours truly was the courier for some of the trophies and forgotten laptops (Alan and Gino). These trophies were handed to Alan at the Noggin...well done Alan.

Some members were able to attend the Knysna Car Show en route to the Nationals on Sunday 1<sup>st</sup> May....more on this later.

Mike...good to see the TR7 is back on the road...hope to see it at the monthly runs.

Cheers,  
Norman

## Nationals-Hartenbos

Some 12 cars from Johannesburg attended the Nationals with 5 entered for the concourse.

Several members had a time restraint and therefore took the quickest route to Hartenbos.

A group of 5 cars (Harry and Elaine, John and Marion, Gerald and Jeanne, Bill and Helen..Pta in a plastic, and Norman...on trailer) took a leisurely trip via East London to Hartenbos. In East London we were the guests of the Border branch....thanks for their hospitality.

Left East London beachfront, on Friday with additional 4 cars in convoy (Geoff and Sue..Tr3 recently immaculately restored, Gavin and Nan...TR6, John and Cindy...TR7 and Louis with trailer to collect his TR3 in Knysna)). Drove through a trashed city centre then onto Port Alfred for breakfast at the Halyards while the rest of the convoy continued towards Plett, I collected Hannelize at Port Elizabeth airport. At Humansdorp the group of 5 branched off to Cape St. Francis, for the evening whilst the Border group continued onto Plett.

En route from Humansdorp to Cape St. Francis the Triumphs were introduced to a cattle crossing of fresh deposits....no more clean wheel arches....sh????? Can stick.

The next morning (Saturday 30 April) drove casually to Plett, where we had excellent accommodation arranged by the Border team. Joined by Deon and Amelia De Kock (Port Elizabeth). **Saturday** afternoon plenty of car preparation for the **Sunday**...Knysna Show. Evening had enjoyable braai, refreshments and plenty of car talk....more on Knysna show later.

Wow...all this Triumph fun, and not yet arrived at Hartenbos.

**Monday** drove from Plett through to Hartenbos with accommodation at ATKV....located on the beachfront with beautiful sea views. The evening had the welcoming braai and meet old and new Triumphers.

**Tuesday**, some members took part in the driving skills test, whilst others spent the day preparing their cars for the Concourse the next day.

The pinnacle of the concourse arrived on **Wednesday**....beautiful clear skies, with a grassed setting, overlooking the beach, and mountains.

41 cars participated in the Concourse, comprising 10 sidescreens, 13 TR7s, and the balance TR4/5/6, Chicanes and Spitfires. A total of 62 Triumphs attended the Nationals, sidescreens totalling 16. The quality and condition of the cars on Concourse improves at every National with



23 gold medals awarded. Sidescreens took top honours in D'Etat and D'Elegance (well done to Alan and Geoff).

BGM held on Wednesday afternoon. Sabrina editor post was filled by Helen Flynn...looking forward to some interesting articles. Geoff Kriel took over as National Chairman from Gerhard Vorster who has stepped down after 10 years at the reigns. Pretoria has been given the mandate to host the 2018 Nationals.

**Thursday**, had a scenic drive/quiz along Klein Brak, Groot Brak...and back to Mosselbay, ending up under the lighthouse with beautiful clear skies and calm sea. Some members ventured into climbing the slippery steps to the lighthouse. Lunch was had at the various restaurants overlooking the sea.

A number of members attended the Simola hill climb in Knysna, on Friday.....more about this later in this newsletter.

The weather was exceptional for this period (Monday to Thursday)....clear sunny skies and a calm sea. Friday, the typical cold front approached with vengeance....windy, cold and wet.

On **Friday** the Nationals culminated with the gala evening....many speeches, medals and trophies awards....all Joburg concourse entrants were rewarded with Gold....D'Etat (Alan, Gerald and Eddie)...D'Elegance (John and Norman).

**Saturday**, we all said goodbye and headed our different paths back to Gauteng.....braving the heavy rains between Middelburg and Bloemfontein.

In closing, I wish to extend a BIG thank you Dennis Cook and his Cape Town team for a well organised and enjoyable event.



## Knysna Car Show

**Sunday** 1<sup>st</sup> May, many Triumph members attended this prestigious car show under sunny skies, organised by the Garden Route Car Club. A total of 43 Triumphs attended the event...a magnificent showing. The selection and quality of the cars on show was impressive, with the focus on classic cars of all marques, resulting in a record crowd through the gates.

Well worth the visit for those who have not attended this show....put it on your bucket list.

Simola Hill Climb.....Jon Lewis to supply by end of this week???



## Murray Walker F1 Quotes

"The Jordans lead on lap 40 and errr.. If you haven't got your heart in your mouth then you jolly well should have!"

"...Mansell can see him in his earphone..."

"...and Berger finishes his flying lap to begin a quick one..."

"...Schumacher crosses the line to start another lap, and there's nothing there!"

"...and Andretti is going very slowly - he must have an electrical problem of some sort... "[Andretti is touring on three wheels, having hit something solid] [PF: this reminds me of several Ferrari retirements which were described as "electrical problems". Mechanics would give the lie to this saying things like "yes, it was an electrical problem. A conrod went through the block and knocked the distributor off!"]

"...and Barrichello goes through - wow! Fantastic, fantastic! Barrichello takes both of them, Michael goes down to 5th place and Ralf Schumacher goes to 4th!" [some real racing gets Murray going on full throttle]

"...and Blundell is doing very well in sixth position...in fact he's lapping 2.5 seconds faster than Blundell who is in fifth position" [PF: Given the trouble Murray had with Brundle and Blundell perhaps it's fortunate that Mark's racing in the USA now. How on earth will he cope with Schumacher and Schumacher?]

"...and HERE COMES DAMON HILL IN THE WILLIAMS!!!!.....this car is absolutely unique!....except for the one behind it....which is exactly the same..."

"...and he's lost **both** right front tyres" [which may have been accurate back in the days of the Tyrrell P34, but it was from 1995!]

"...and if you look back 4 seconds...no, 31 seconds...!" [Murray Walker invents Time Travel, Imola, 27th. April 1997]

"...and now, just in case there is any CONFUSION [operative term here] this is the race order on lap 19: David Coulthard leads and has yet to stop; Hakkinen leads and has yet to stop..."

"...and there's no damage to the car.....except to the car itself."

"...Cruel luck for Alesi, second on the grid. That's the first time he had started from the front row in a Grand Prix, having done so in Canada earlier this year..."

"...the lead is now 6.9 seconds. In fact it's just under 7 seconds"

"...and Michael Schumacher is leading Michael Schumacher"

"...in fact IF is F1 spelt backwards!"

"A battle is developing between them...I say developing because it's not yet on."

"A black, black race for the grey and black McLaren team."

"A sad ending, albeit a happy one"

"Ah! Now here's Senna in the pits [for the black flag]. No point in saying I wish I could lip read: I can't even see his lips! There's Ron Dennis bending over at the right. This is A-! Out gets Senna! For whatever reason and I just hope we can get a message about this. I hope we can get a message. Ayrton Senna with, with rage and impotent fury etched in every line of his body, reluctantly drags himself out of the McLaren." [In reality Senna calmly stepped out of the car and walked away.]

"Alain Prost is in a commanding second place" [PF: Worthy of Nigel Roebuck at his most Prostophilic!]

"Alboreto has dropped back up to fifth place"

"As you look at the first four, the significant thing is that Alboreto is 5th"

"An Achilles heel for the McLaren team this year, and it's literally the heel because it's the gearbox"

"And an enormous gap building before Mika Hakkinen goes through in third position...when I say enormous it's 1.5 seconds"

"And Damon Hill is six.....1!2!3!4!5!6! seconds ahead!", "Schumacher started 22nd- he's gone past 21!20!19!18!17!",

"And David Coulthard does stay ahead of Coulthard."

"And Derek Warwick is driving an absolutely pluperfect race"

"And for real, spectacular driving - watch this!" [Wilson rolls the car approximately 5 seconds later]

"And here comes Berger, out of Tabac and into the swimming pool." -- Gerhard wasn't emulating Alberto Ascari [and Paul Hawkins], however, and carried on **past** the swimming pool!

"And here comes Mika Hakkinen, double world champion twice over..."

## Events Calendar for 2016

### 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
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## James Hall Museum of Transport – Sunday 29<sup>th</sup> May 2016.

Those who came on the run were treated to a most enjoyable, relaxing and satisfying day out.

We all opted to have a snack lunch since the braai area was in the shade of a huge tree and the area was quite dim and cool, so we all 'pitched camp' on the lawn behind the museum buildings where the sun's warmth was felt to its fullest.

Those present were:

John Crowther & Anna – plastic  
 Rob McLeod & Jackie – TR3A  
 John Dobbins & Liz – 2000  
 Lisa-Jane Dobbins & Hansie  
 Eddie Steele & Ada – TR4A  
 Jan Coppens & Margarita – TR4  
 Mike Gilchrist – TR7 (special)  
 Mark Hirst – Panhard  
 Dave Ball – Austin Healey 100/6  
 John Craig – TR3



It was decided to explore the large number exhibits before lunch and the friendly, knowledgeable guide showed us round the halls, giving a most interesting explanation of the vehicles which ranged in age from a 'boneshaker' bicycle to a pair of two-year-old locally-made electric cars.

On the mezzanine floor in the mail hall is an amazing collection of horse-drawn carts including stage coaches, dog carts, a hearse and a travelling 'van.



Elsewhere there were commercial vehicles, agricultural tractors, fire engines and tenders, public transport buses and trams (single and double-decker) and of course myriad cars, large and small, mainly from the USA and UK.







Motor bikes and pedal bikes were many and varied



Outside but under shelter were ex-mining-company steam locomotives including a rare fireless steam loco.



The museum and its exhibits are remarkably clean and well-cared for and a real credit to the staff responsible for their upkeep.  
Entrance to the museum is free but a donation is requested on leaving; excellent value for money.



## 1950 Healey Silverstone

Before the Nash-Healey and Austin-Healey or even the 1950 Healey Silverstone, there were simply Healeys, sporting cars designed and built by Donald Healey from 1946-1954.



**The 1950 Healey Silverstone had the benefit of Donald Healey's experience as a driver.**

Healey had made his mark in the 1920s as an ace rally driver. In the 1930s he was technical chief for Triumph; he also helped Riley and Invicta win contests like the famed Monte Carlo Rally. By 1946, he was ready to fulfil a long-held dream of building cars under his own name, and set up a small shop in Warwick, a few miles south of Coventry, Britain's automotive centre.

The Healey was conceived during World War II on the premise that since the Healey family had virtually no money for tooling the car would be composed almost entirely of components from established manufacturers. Healey thus bought engines and gearboxes but did manage his own chassis and suspension.



**The 1950 Healey Silverstone had a sleek and rugged streamlined shape.**

All cars built at Warwick (Nash-Healey included) rode a sturdy, box-section platform with a 96-inch wheelbase and an odd trailing-arm front suspension inspired by the 1930s Auto-Union and ERA single-seat racers.

Bodies were farmed out to the few coachbuilders active in post-war Britain. The coming years saw four-seat coupes by Elliot, Duncan, and Tickford; convertibles by Westland and Abbott; and a true sports car named for Britain's then-new Grand Prix track: Silverstone.



**The 1950 Healey Silverstone was powered by a 2.5 litre four-cylinder engine.**

Healey's Silverstone, introduced in July 1949, was a sort of streamlined version of the traditional pre-war British sports car, a cigar-shaped roadster with cutaway doors, separate "clamshell" wings, and a smooth nose with a "waterfall" vertical-bar grille sporting two closely set headlights behind. Seen also were Buick-like portholes!

Most Healeys ran with a 2.5-litre (2,443-cc) four-cylinder engine, four-speed gearbox and rear axle from the post-war Riley RM-series sedan (a few later models used a 3.0-litre Alvis six). The Riley overhead unit was good for 104 horsepower at 4,500 rpm and 132 pounds/feet torque at 3,000 rpm.



**The comfortable interior of the 1950 Healey Silverstone made driving a pleasure.**

As a dual-purpose "race-and-ride" sports car, the Silverstone was designed to be light, simple, and functional. Thus weather protection was rudimentary, while the spare tyre was mounted in the tail and jugged out to do double duty as the rear bumper. And at about 2,100 pounds, the Silverstone weighed 400-500 pounds less than other Healeys, which contributed to its success in competition.

Because they were assembled mostly by hand, Healeys were expensive. Bodies tended to decay rather quickly in hot, damp climates, but the chassis and running gear proved strong and durable. In performance they were more than a match for most rivals, especially the Silverstone, which could top 110mph and zip from 0-60 in 11 seconds.



**Only 105 of these rare collectibles were ever made.**

The Silverstone is the Healey with the most appeal today. Unlike some specialty cars of the period, the early Healeys sold in fairly high numbers. A total of 781 were built in less than eight years but only 105 of them were Silverstones. A pity, since today's demand far outstrips the supply.