



TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA
JOHANNESBURG CENTRE
NEWSLETTER



PO Box 1102,
Southdale 2135
www.triumphclub-joburg.co.za

ISSUE NO. 12/16



**From the picture archive
Concours, Shanahan Park, Edenvale
September 2009**

Committee members				
Chairman	Norman Bull	+27 11-849-1113	+27 83-469-6833	normanb0147@gmail.com
Vice Chairman	Mike Gilchrist	+27 11-792-0367	+27 72-798-6976	mikegilchristhome@gmail.com
Treasure	Ed Grondel		+27 82-492-2755	edgrondel@iafrica.com
Regalia	Mark Hirst		+27 82-459-2124	markhi@lenovo.com
Victor ludorum points	Eddie Steele	+27 11-680-8421	+27 72-270-9557	ew.steele@telkomsa.net
Membership secretary				
Events co-ordinator	Rob Mcleod	+27 11-704-1786	+27 82-358-7733	buccluchss@telkomsa.net
Newsletter	John Dobbins		+27 82 508 0910	dobbins@iafrica.com
Editor	John Crowther		+27 83-950-1934	johncr@hotmail.co.za
Distribution				
Spares administrator	Rene de Villiers	+27 11-680-3124	+27 83-317-4339	triumphclubspares@telkomsa.net
Samca representative				
Door prizes	Dave Sawyer	+27 11-314-2666	+27 82-779-1606	fourways@cashconverters.co.za
	John Craig	+27 11-314-1400	+27 82-901-1504	john@wreckerscivils.co.za
Marketing	Gary Booyens	+27 11-896-3192	+27 82-445-5111	gcb@netactive.co.za

Please note that all contributions to the newsletter should be directed to John Dobbins, e-mail dobbins@iafrica.com by 25th of each month

Editorial

It is once again the festive season which has come around far too fast so to start with I wish you all the best during this hectic period and drive defensively so you can avoid those IDIOTS on our roads who are trying so hard to end their lives just to save a few minutes! Remember it is better for your health to be a little late than DEAD ON TIME.

Looking back on 2016 I believe the Johannesburg centre had a good year but it would have been nice to have a few more new members and perhaps a better turnout at some events. Remember the event organisers go to lots of trouble for your enjoyment as well as theirs. I am looking forward to a good 2017 for all of us so let's make it one by being positive and forward-looking in what we do.

From Liz and me, we wish you a blessed festive season, a Merry Xmas, a Happy New Year and don't eat and drink too much, so as Geoff Kriel says 'You have "A thin body and fat wallet" and not the converse!'

See you in 2017.

Safe Motoring,

John Dobbins

Chairman's Chat

...And another year has come and gone....how time flies, or is it that I am not keeping up with the pace.

Our Grand Finale to the year was a well-attended Christmas function at the Kloofzicht Lodge this past Sunday. A very joyous occasion and a top class mealin hindsight, I should have started the menu in reverse...the dessert choice was ...out of this world??

Hannelize and I send our seasons wishes to allmay you all have a peaceful , and blessed Christmas.... and may 2017 be the best year you can wish for.

Norman

And in keeping with John's comments

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 your 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.

Morgan 4/4

With its 1950 Plus 4, Morgan moved upmarket in size, weight, power, and price. The British manufacturer realized it might lose some potential customers but was happy to live with the situation for a while. By mid-decade, though, the Plus 4 had become more potent, and Morgan felt it should again field a lower-power car. This explains the revival of the Morgan 4/4, though it was completely different from the car that carried that title during 1935-50.

In fact, the new 4/4 was closely related to the Plus 4. The main difference was engines, purchased from Ford Great Britain instead of Triumph. Gearboxes were now in unit with the engine, not separated as on the Plus 4, but the rock-hard ride, crude weather protection (including removable side curtains), vintage styling, and ultra-low driving position were all there.



Morgan styling hasn't changed much since World War II, but modern instruments and the steering wheel mark this 4/4 as a post-Sixties model

The reborn 4/4 has been around for more than 60 years now and shows no signs of dying away. Like other Morgans, it's always had the same antique chassis design, body construction, and styling -- a kind of technological time warp that customers keep coming back for nevertheless. Engines have changed several times over the years, and the model has picked up most of the improvements made to the Plus 4 and Plus 8.

The original Series II 4/4 of 1955 arrived with the cowled radiator, semi-faired headlamps, and sloped tail of the then-new Plus 4, none of which have changed since. But unlike bigger-engine Moggies, body styles were limited to just a two-seat roadster at first. Thus, three decades of 4/4 evolution have centred almost entirely on engines and transmissions, ranging from a 36-horsepower/3-speed drivetrain to a 98-bhp/5-speed team, though standard front disc brakes were a notable Sixties "innovation."

Let's chart the changes. First up was the old 1172-cc Ford UK side-valve four. In 1959 came the new over-square overhead-valve 997-cc "Kent" unit and 4-speed gearbox from the 105E Anglia. Ford spun off larger and powerful versions of this in the next few years, and Morgan always hurried to fit the best available. Capacity rose to 1340cc in 1962, to 1498cc from 1963, and finally to 1599cc and 88bhp in 1968. (The last, incidentally, would be familiar to Americans in Ford's imported Cortinas and Capris of 1968-72 and early Pintos, not to mention Formula Ford racing.) By that time, the Plus 8 had replaced the Plus 4, so the 4/4 was also offered as a four-seater.

The name changed, too, to 4/4 1600, and specifications were frozen for the Seventies, when production averaged 6-8 a week. (The big carmakers may have had problems, but "cottage industry" Morgan somehow muddled through that turbulent decade.) Top speed was up to 100 mph despite awful aerodynamics, and acceleration was brisk if hardly breath-taking.



Note the traditional passenger tonneau and hood tie-down on this Morgan 4/4

The next turning point didn't occur until 1982, when Morgan actually offered a choice of engines, both 1.6-litre fours: the sohc Ford "CVH" four, European cousin to the American Escort unit, and the twincam Fiat unit familiar from the 124 sports cars, each mated to a 5-speed gearbox. Three years later, Morgan substituted a 2.0-liter derivative of the Fiat unit for a revived Plus 4, thus coming full circle.

Production continues and seems likely to for some time to come. The total recently passed 6,500 units, paltry by Detroit standards, let alone for 30-plus years. But then, Morgan builds old-fashioned cars the old-fashioned way, and things like that just won't be hurried.

Tail End Giggle

A first grade teacher collected well known proverbs.

She gave each child in her class the first half of a proverb and asked them to come up with the remainder of the proverb.

It's hard to believe these were actually done by 6 year-olds, because the last one is classic!

Better to be safe than..... punch a 5th grader.
 Strike while the bug is close.
 It's always darkest before Daylight Saving Time.
 Never underestimate the power of..... termites.
 You can lead a horse to water but how?
 Don't bite the hand that..... looks dirty.
 No news is impossible.
 A miss is as good as a Mr.
 You can't teach an old dog new maths.
 If you lie down with dogs, you'll..... stink in the morning.
 Love all, trust me.
 The pen is mightier than the pigs.
 An idle mind is the best way to relax.
 Where there's smoke there's pollution.
 Happy the bride who gets all the presents.
 A penny saved is not much.
 Two's company, three's the Musketeers.
 Don't put off till tomorrow what..... you put on to go to bed.
 Laugh and the whole world laughs with you, cry and..... you have to blow your nose.
 There is none so blind as..... Stevie Wonder.
 Children should be seen and not spanked or grounded.
 If at first you don't succeed get new batteries.
 You get out of something only what you see in the picture on the box.
 When the blind leadeth the blind..... get out of the way.

And the favourite:

Better late than pregnant!!!