



TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA
JOHANNESBURG CENTRE
NEWSLETTER



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

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From the picture archive

National Gathering, Plettenburg Bay – April 2012

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
Treasurer				
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	bucclenchss@telkomsa.net
Newsletter editor	John Dobbins		+27 82 508 0910	dobbins@iafrica.com
Newsletter distribution	John Crowther		+27 83-950-1934	johnocr@hotmail.co.za
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 11-478-2292	+27 61-804-9551	opsoek@mweb.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

I have just been reminded that it is this year 40 years ago that the Johannesburg Centre was formed. Rene's article details how it happened; thanks Rene for reminding us! I was in Natal at the time and joined the Natal Centre at a race meeting at Roy Hesketh and was the first one to pay my subs but as Graham Cheetham was the secretary he allocated membership no.1 to himself and I got no.2 while the chairman John Moore got no.3!

The run to the Botanical Gardens on 30th July was well supported by all especially the ladies, which was great to see. The Gardens are one of the treasures of Gauteng and are well looked after and well supported but to get a meal you had to wait an hour for a table so a picnic was the answer.

Global warming caused by amongst other things emissions from the internal combustion engine is very much in the news today (even if Trump does not think so !) so I have included a short article on electric cars and the projected affect it could have on the availability of electrical power in the USA. I dread to think how ESKOM will cope!

It is not long till the next AGM with the election of next year's committee. I have always believed a newsletter is the Centre's way of keeping in touch with the members but John Crowther and I were discussing it at the Botanical Gardens and the minimal amount of feedback we get makes me wonder if we are not doing the right job or are members just not interested? Anyway I am seriously considering not taking on the position next year.

Happy Motoring,

John Dobbins

Chairman's Chat

Norman

Sabrina

Have you ever wondered why our Sabrina magazine is so-called?

British aircrews of the 1950s Royal Air Force dubbed part of the Hawker Hunter jet fighter plane "Sabrinas" owing to two large humps on the underside of the aircraft.

Similarly, in the late 1950s the British truck manufacturer ERF produced a semi-forward control HGV with a short protruding bonnet – those vehicles were also nicknamed "Sabrinas" because they had "a little more in front."

The 1959 Triumph TR3S 1985cc iron-block alloy-headed engine was called "Sabrina" because of its dome-shaped camshaft drivers.

In 1974, the British motoring press gave the name "Sabrinas" to the oversized pairs of protruding rubber bumper blocks added to the MG MGB, Midget and **Triumph TR6 sports cars**, when US car safety regulations mandated sturdier impact protection. The name stuck and is used worldwide

Seems a logical decision honouring both the cars and the lady!!



Events Calendar

Month	Day/Date	Event	Host	Status
February	Sun 19	Post Valentine ---Ludwig Roses	Jhbg	official
	Tue 21	Noggin		
March	Sat 18-21	Nelspruit Weekend	Jhbg	official
	Sun 19	Piston Ring Swop Meeting		
	Tue 21	Noggin		
April	Sun 2	Angela's Picnic	SAMCA	official
	Tue 18	Noggin		
May	Sun 01	Dam Busters	Sunbeam Club	official
	Tue 16	Noggin		
	Sun 21	Cars in Park-Scottburgh		optional
	Sun 28	Spitfire Run	Pta	official
June	Sat 3	Mampoer Rally	POMC	optional
	Tue 20	Noggin		
	Sun 25	Uncle Tim's Market - Benoni???		official
July	Tue 18	Noggin		
	Sun 16	Scottburgh Classic Car Show		optional
	Sun 30			
August	Sun 6	Cars in Park-Zwartkops	POMC	optional
	Sun 13	4th Ave-Parkhurst Car Show	VVC	optional
	Tue 15	Noggin		
	Sun 27	Concourse/show day		official
September	Sun 03	Wheels at the Vaal		optional
	Sat 03	CANSA RUN		optional
	Sun 17	Piston Ring Swop Meeting		
	Tue 19	Noggin		
	Sat 23-25	Battlefields-KZN???		
October	Sun 15-22	Jacaranda Run	MG club	optional
	Tue 17	Noggin/AGM		
	Sun 22			
November	Tue 21	Noggin		
	Sun 26	Parys Festival???		
December	Sun 3	Year-end Function		

Triumph Sports Car Club of SA: Early History

Contributed by René de Villiers

Johannesburg Centre.

My association with what was to become the Triumph Sports Car Club of SA began in early 1976 when John Mowat advertised some TR spares for sale in the “The Star” newspaper. I duly met him and also Andrew and David Swan who were then studying medicine at Wits University. John Mowat passed my name and address to Graham Cheetham who together with a group of TR enthusiasts in Durban had formed the TR Register of SA. I submitted the details of my TR3, which I had bought for R150.00 on 21 September 1969, to the TR Register on 10 February 1976 and was duly allocated membership number 7.

The inaugural meeting of the Johannesburg Centre of the TR Register of SA was held on 7 April 1977 at Alan Grant’s house in Orange Grove. Andrew Swan, who had been acting in the capacity of chairman was formally elected as Centre Chairman. It was agreed that membership of the National Register be a condition of belonging to the Johannesburg Centre. It was also agreed that an annual subscription fee of R3.00 be levied, in addition to the R2.00 annual subscription fee payable to the National TR Register. Membership would be extended to owners with Triumph Roadsters and the TR range of sports cars from TR2 to TR7. Associate membership would be offered to owners of other Triumph sports cars. It was finally agreed to mail invitations to the 44 known potential members of the Register in the Johannesburg area, to meet on 19 June 1977 and to also publish the invitation in Sabrina, the official TR Register publication. It is of interest to note that one of the 44 names on the list was that of Charles Ellis who had been the last chairman of the Triumph Sports Owners Association in Johannesburg until its collapse in about 1964. During June 1977 the Johannesburg Centre also received its share of the first shipment of 100 T-shirts that Graham Cheetham had ordered. The asking price for a T-shirt was R3.25 each.

In the August 1977 issue of Sabrina, the Johannesburg Centre reported that on 19 June 1977, 17 TRs had arrived at the Swan residence in Inanda, namely 6 x TR3s; 6 x TR3As; 4 x TR4As and one TR6. There were 23 owners of TR present on the day and among the names recorded were Chris Ferreira, Richard de Beer, Fred Perryman, Andrew Swan, J Patterson (Pretoria), Alan Grant and René de Villiers. The day was declared an unqualified success.

It was initially agreed to meet quarterly, but in September 1977 it was agreed to have “in between” monthly meetings in the form of “noggin ’n’ natters”. By December 1978 there were 47 cars on the register, namely 7xTR2s; 13xTR3s; 10xTR3As; 1xTR4; 6xTR4As; 1xTR5 and 9xTR6s. At the time it was reported that R114.60 had been collected in subscriptions, that there was R28.48 in the bank and 12 cents postage stamps were on hand.

One of the first events the Johannesburg Centre held was a fun day at the Heidelberg Motor Museum which was organised by Harry Fairley. On that day, officials of the museum started up the Peugeot racing car painted in “official” French Blue. The museum and the car itself has, of course, since those early days relocated to Johann Rupert’s museum at L’Ormarins outside Franschhoek in the Cape.

During 1978 the Austin Healey Club invited the TR Register to participate in the first National Classic Car Concours d’Elegance, to be held on 13 August 1978 at the Jukskei Motor Museum in Witkoppen Road near Fourways. The Johannesburg Centre exhibited its cars at the Boksburg Pick ‘n’ Pay on 29th July 1978 with a view to selecting five entrants for the event. Ms. Marion Newton of Radio Highveld gave extensive coverage to the last named, and at the National Classic Car Concours, Campbell Miller with his TR4 took top honours with a score of 94.06%. Doug Ward with his TR4A was placed 9th. At the time this was very big news indeed. No one had expected much from these crude cars powered by an agricultural engine. There were some nice Austin Healeys and MGs and a

very nice Alfa Romeo, but they all had to bend the knee to the TR4. The TR Register of SA had arrived in no uncertain terms.

At the 18th September 1979 Annual General Meeting of the Johannesburg Centre of the TR Register it was agreed to restructure the Club's management. Andrew Swan was elected as non-executive President, whilst an Executive Committee consisting of four members was formed. Alan Grant was elected Chairman of this committee, with the members being John Musty, John Roets and René de Villiers. The Executive Committee held its first meeting on 26 September 1979 at the Grant residence (now in Greenside) and two of the major events that were discussed were the Brooklyn School Festival on 20th October 1979 and the Tit Car Club's inter-club meeting to be held at the Heidelberg Motor Museum on 10th November 1979. Both events were well attended and extremely successful. At the Executive Committee meeting of 19th February 1980 it was recorded that Club member Laurie Acres had died on 26th December 1979 and a letter of condolence was sent to Louise Lindsay. At the meeting held on 19th June 1980 it was noted that the TR Register in the UK was celebrating its 10th anniversary. It was also noted that the Centre's annual Concours was to be held on 6th July 1980. It was agreed that the contestants in each category would, among themselves, select the best three cars in their category and that only the top three cars in each category so selected be formally judged by independent judges.

The matter of a metal grille badge had been raised at an early stage and at the Executive Committee meeting held on 16th October 1979 it was agreed to produce a TR Register of SA badge which would depict the front view of TR1. At successive meetings progress in producing the badge was discussed. In the interim, the Triumph Sports Car Club of SA had been formed and it was agreed to also look into producing a metal grille badge for the Club. At the Executive Meeting held on 9th July 1980 the matter was again discussed at length. Two basic concepts had been put forward namely the "globe" design (such as that found on early TR hubcaps) and the "open book" design (such as that on early TR front apron badges). It was finally decided that the badge would follow the "open book" design, and was to be in black/red enamel. The size and shape would be that of the old Triumph Sports Owners Association, with the words Triumph Sports Car Club of Southern Africa written across it. At the Executive Committee meeting held on 2nd October 1980, John Dobbins, who had been tasked with this matter, duly tabled 200 grille badges and 200 metal key rings. It was agreed to sell the badge for R8.00 each and key rings for R2.50 each. It was noted that the last "s" of the word "sports" had been omitted and that this would be corrected with subsequent batches. Those first 200 badges, have, therefore become rare collectors' items. At the same meeting Alan Grant tabled 200 metal TR Register badges depicting the front view of TR1. These aluminium badges had to be individually hand painted and would be sold for R7.50 each. It was agreed that both badges not be displayed on cars until their formal unveiling at the Second National Gathering to be held in less than 2 weeks' time from 10 to 12 October 1980 at the Hendrik Verwoerd Dam.

I resigned as Centre Secretary at the end of 1980 as I had been accepted by Wits Business School to study for an MBA, starting 1981.

René de Villiers

Johannesburg, 9th May 2011.

A few surprises here

Engine Outputs kW/Litre)

Mike Gilchrist

Vehicle	Cylinders	Capacity (l)	kW	kW/Litre
Mercedes CLA45	4	2	280	140
Ford GT Ecoboost (road version)	V6	3.5	482	138
Volvo S60 Polestar	4	2	270	135
McLaren 720 S	V8	4	527	132
Alfa Romeo QV	V6	2.9	375	129
Ferrari 488 GTB	V8	3.9	493	126
Volvo S90 & XC90	4	2	235	118
Honda Type R	4	2	228	114
Golf R Audi S3 & Audi TT Quattro	4	2	228	114
Mercedes E63 AMG	V8	4	450	113
Volvo S60 & XC60	4	2	225	113
Ford Focus RS	4	2.3	257	112
Porsche 911 Turbo S	Flat 6	3.8	427	112
McLaren 650s	V8	3.8	419	110
BMW M3 & M4 Competition	6	3	331	110
Mercedes AMG GT-R	V8	4	430	108
Nissan GT-R	6	3.8	408	107
BMW M3	6	3	317	106
Noble M12 400	V6	3	317	106
Opel Astra OPC	4	2	206	103
Maserati Quadroportto Grand Sport	V8	3.8	390	103
Audi RS6 Quattro	V8	4	412	103
Ford Mustang 2.3T	4	2.3	233	101
BMW X6 M	V8	4.4	423	96
Mercedes C63 AMG	V8	4	375	94
Bugatti Veyron	W16	8	746	93
Ford Fiesta, Focus, Ecosport	3	1	92	92
Honda S2000 (naturally aspirated)	4	2	184	92
Ford Focus ST	4	2	184	92
Subaru WRX Sti	4	2.5	221	88
Bentley Continental Supersport	W12	6	522	87
Audi R8	V10	5.2	450	87
Aston Martin DB11	V12	5.2	447	86
Mini Cooper JCR	4	2	170	85
Jaguar F-Type SVR	V8	5	423	85
Lamborghini Aventador LP700	V12	6.5	544	84
Ford Fiesta ST	4	1.6	134	84
Mazda 3 MPS	4	2.3	190	83
VW Golf Gti	4	2	165	83
Lexus LC500	V8	5	351	70
Aston Martin Vantage S	V12	6	421	70
BMW M760	V12	6.6	448	68
Mustang GT	V8	5	306	61
Jeep Cherokee SRT	V8	6.4	344	54
Lexus LC500	V8	5	351	70
Triumph TR6	6	2.5	110	44
McLaren F1 (1995 naturally aspirated)	V12	6.1	461	76
Trabant	2	0.6	19	32

Car buffs thinking of changing cars, read this . . .

via John Dobbins

Just for your information:

Have you ever wondered why we never saw a cost analysis on what it actually costs to operate an electric car?

Now we know why.

At a neighbourhood BBQ I was talking to a neighbour; a British Columbia Hydro executive. When I asked him how that renewable energy thing of his was doing; he laughed then got serious.

"If you really intend to adopt electric vehicles", he pointed out, "you have to face certain realities. For example, a home charging system for a *Tesla* requires a 75amp service.

The average house is equipped with a 100amp service. On our small street (of approximately 25 houses) the electrical infrastructure would be unable to carry more than 3 houses each with a single *Tesla*. For even half the houses to have electric vehicles the system would be wildly over-loaded".

This is the elephant in the room with electric vehicles; the residential infrastructure cannot bear the load. So as our genius elected officials promote this nonsense not only are we being urged to buy the damn things and replace our reliable, cheap generating systems with expensive new windmills and solar cells but we will also have to renovate our entire delivery system!

This latter "investment" will not be revealed until we're so far down this dead-end road that it will be presented with an 'oops' and a shrug.

If you want to argue with a green person about cars that are eco-friendly just read the following:

Note: If you ARE a **green** person read it anyway - it's enlightening.

Eric test drove the *Chevy Volt* at the invitation of General Motors and he reports. . .

For four days in a row the fully charged battery lasted only 25 miles before the *Volt* switched to the reserve petrol engine. Eric calculated that the car returned 30mpg including the 25 miles it ran on the battery.

So the range including the 9-gallon fuel tank and the 16 kWh battery is approximately 270 miles.

It will take 4½ hours to drive 270 miles at 60mph. Add 10 hours to charge the battery and you have a total trip time of 14½ hours.

In a typical journey the average speed (including charging time) will be 20mph.

According to General Motors, the *Volt* battery holds 16kWh of electricity and takes a full 10 hours to charge a drained battery. The cost for the electricity to charge the *Volt* is never mentioned so I looked up what I pay for electricity.

It is approximately (it varies with amount used and the seasons) \$1.16 per kWh.

16 kWh x \$1.16 per kWh = \$18.56 to charge the battery.

\$18.56 per charge ÷ 25 miles = \$0.74 per mile to operate the *Volt* using the battery.

Compare this to a similar size car with a petrol engine that gets only 32mpg.

\$3.19 per gallon ÷ 32mpg = \$0.10 per mile.

The petrol powered car costs about \$15,000 to buy while the *Volt* costs \$46,000.

So the American Government wants loyal Americans not to do the arithmetic but simply pay:

3 times as much for a car that costs more than

7 times as much to run and takes

3 times longer to drive across the country...



Chevrolet Volt



Ford Focus

Anyone fancy classic UK buses?



Welcome to Joe's Garage - 2

He can fix anything on your car 4 an inexpensive price!



Super Quiz

Kindly submitted by a New Zealand enthusiast

Solution to last month's quiz



WINTER WOOLLIES WANDER 2016

NAME:

SCORE:

CARS IN THE MOVIES

86	In "Spectre," James Bond in his Aston Martin DB10 was chased around Rome by the villain in what car ?	Jaguar CX75 hybrid concept - 2010
87	In "Driving Miss Daisy" what was the black car which Miss Daisy crashed at her house?	Chrysler Windsor 1946
88	What was the burgundy car which replaced it ?	Hudson Commodore 8 - 1949
89	What was the number on the bonnet & doors of Herbie the VW Beetle in "The Love Bug?"	53
90	What was Max's car in the first of the Mad Max movies?	Ford Falcon XB Interceptor 1974
91	What was the Bandit's car in "Smokey and the Bandit?"	Pontiac Firebird TransAm 1977
92	What was the murderous car "Christine?"	Plymouth Belvedere Coupe '57-8
93	What car did Magnum P.I. drive?	Ferrari 308 GTS 1977
94	What was the time-travelling car in "Back to the Future?"	De Lorean DMC-12 1982
95	What car did the Ghostbusters use for their business?	Cadillac Hearse 1959
96	In what car did Thelma & Louise tour & then drive off the cliff?	Ford Thunderbird Convertible '66
97	In "Risky Business" Joel's father's car got submerged when he was out of town: what was it?	Porsche 928 1981
98	What car did Simon Templar drive in "The Saint" TV series?	Volvo P1800 1962
99	What was the sand-coloured convertible in which Tom Cruise and Dustin Hoffman drove around in "Rain Man?"	Buick Roadmaster 1949
100	What car was Sonny Corleone driving when he was ambushed at a toll gate in "The Godfather ?"	Lincoln Continental 1941

SCORING

ALPHABET SOUP	26
ADVERTISING SLOGANS	12
WORDWHEEL	12
LIGHTS, WHEELS ETC	35
CARS IN THE MOVIES	15
TOTAL	100

Tail End Giggle



Application for British Citizenship

Please answer all questions honestly

Q1. Do you like bacon? YES/NO

your answer _____

This concludes the test.
Thank you for submitting
your application



Condolences gratefully accepted by Messrs:-

Austin-Williams, Calnan, Cartwright, Coyle-Dowlin, Craig, Crowther, Dobbins, Flettermann, Frost, Jenkins, Malyon, Pestana, Reyneke, Roets and Ward.