



TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA
JOHANNESBURG CENTRE
NEWSLETTER



PO Box 1102,
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**Please note that all contributions to the newsletter should be directed to
John Crowther, e-mail johncr@hotmail.co.za by 25th of each month**



**Concours - Silver Oaks Crossing, Pretoria
August 2019**

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Chairman's Chat

Our regional concourse was held under sunny skies at Silver Oaks Crossing in Pretoria.

Well done to Pretoria club for a well organised event and choice of facility.

Well done to John Austin Williams (JAWs) for taking the honours in the "D'Etat" category in his TR7. Although the quality of cars on display was of a high standard, too few entered the concourse....maybe need to rethink future regional concourse procedures.

Our September run will be on the Tuesday 24 September (public holiday), together with the Pretoria members-- to be spectators at the Heidelberg Train Race and also visit the newly re-opened Heidelberg Museum and the many festivities on the day. John Dobbins has kindly agreed to coordinate this event.

Our Christmas Lunch will be hosted by Pretoria on 1st December, in Pretoria, and will take a different format in that it's open to Triumph members and family, (at Eddie and Giselle's house in Pretoria)
Keep this date diarised....more details to follow.

Golden Gate Nationals planning is proceeding well.....book your place --- 1st May to 5th May 2020.

Cheers,

Norman



Events Calendar

MONTH	DAY/DATE	EVENT	HOST	STATUS
January	Tue 15	Noggin		
	Sun 20	Glenburn Lodge	Jhb	official
February	Sun 17	Valentine run-Uncle Tim's	Jhb	official
	Tue 19	Noggin		
March	Sun 17	Piston Ring Swop Meeting		optional
	Tue 19	Noggin		
	Sun 24	Michelotti Centenary run	Pta	official
April	Fri 05-Mon 08	Stars of Sandstone		optional
	Sun 7	Angela's Picnic	SAMCA	official
	Tue 16	Noggin		
May	Tue 01	Dambusters	Sunbeam Club	official
	Tue 21	Noggin		
	Sat 26	Just Wheels	Muriel Brandt	optional
	Sun 26	Cars in Park-Pietermaritzburg		optional
	Sun 26	Cars on the Roof	Pta/POMC	optional
	Sun 26	Classic car show, Kenjara Lodge	Jack Hewetts	optional
June	Tue 18	Noggin		
	Sun 30	"Cars & Coffee on the dam" at Modderfontein	Jhb	
July	Sun 7	Scottburgh Classic Car Show		optional
	SATURDAY 20	Bring and Braai. Starting at 12h00	VVC clubhouse	
	Sun 28	Rotary Hartbeespoort Classic Meander	Rotary..Brits	official
August	Sun 4	Cars in Park-Zwartkops	POMC	optional
	Tue 20	Noggin		
		Pta/Jhb combined Concourse		
	Sun 25		Silver Oaks Mall, Pretoria	official
September	Sun 01	Wheels at the Vaal		optional
	Sun 08	4th Ave -Parkhurst Show	VVC	optional
	Sun 15 th	Piston Ring Swop Meeting		
	Tue 17	Noggin		
	Sun 29	TBA		
October	Tue 15	Noggin/AGM		official
	Sun 20 or 27	Jacaranda Run....Pta	MG club	optional
	Sun 27	TBA		
November	Tue 19	Noggin		
	Sun 24	TBA		
December	Sun 08	Year-end Function	Pta	official

Dates and events subject to change

Concours results at Silver Oaks Crossing, Pretoria on Sunday 25th

D'Etat					
	Name	Class	maximum 1000	%	Medal
	John Austin-Williams	TR7, TR8	979.5	98.0	Gold
	Denys Fourie	Stag	973.5	97.4	Gold
	Eddie Steele	TR4, TR4A, TR5, TR250	964	96.4	Gold
	Giselle Gurnell	TR7, TR8	942.5	94.3	Gold
D'Elegance					
	Name	Class	maximum 415	%	Medal
	Terry Murphy	TR7, TR8	404	97.3	Gold
	Mike Bilson	Spitfire Mk1, Mk2, Mk3, GT6 Mk1,	402	96.9	Gold
	Thomas Gurnell	TR4, TR4A, TR5, TR250	380	91.6	Silver
	Edward Gurnell	TR2, TR3, TR3A	378	91.1	Silver
Tops Up					
	Name	Class	maximum 180	%	Medal
	Marius Labuschagne	TR7, TR8	170.5	94.7	Gold



Are Electric Cars Really Better For the Environment? A German Study

A new study published by Germany's leading publicly-funded economic think-tank has proven electric cars are increasing CO₂ emissions and leave far more damaging waste products than traditional vehicles—showing that even this demand for “green” energy is a hoax.

The report, prepared and published by researchers at the IFO (an acronym from Information and Forschung (research)) Institute for Economic Research at the University of Munich, said that when the CO₂ emissions resulting from the production of the batteries and the electrical generation required to power these vehicles are taken into account, an e-car will increase damage to the environment by up to 28% more than a diesel engine.

The Institute for Economic Research is Germany's largest economic think-tank, funded by the state and tasked with analysing economic policy. It is widely known for its monthly IFO Business Climate Index for Germany.

According to the study (“Kohlemotoren, Windmotoren und Dieselmotoren: Was zeigt die CO₂-Bilanz?”), lithium, cobalt and manganese used in vehicle electric batteries have to be recovered and processed through very high energy inputs, and a battery for a Tesla Model 3 pollutes the climate with 11 to 15 tons of CO₂.

With a battery life of ten years and a mileage of 15,000 kilometres per year, that alone would mean 73 to 98 grams of CO₂ per kilometre, according to the study.

In addition, when the CO₂ emissions created by electricity generation are added in, the emissions created by a Tesla are between 156 and 181 grams of CO₂ per kilometre—significantly more than a comparable diesel Mercedes.

This reveals, the report continued, that the European-wide definition of electric cars as “zero-emission vehicles” is a “deception.”

The CO₂ limit of 59 grams per kilometre prescribed from 2030 corresponds to a consumption of 2.2 litres of diesel or 2.6 litres of petrol per 100 kilometres and is “technically unrealistic”, the report continues.

This ruling means that vehicle manufacturers are being legally obligated to turn to e-cars as a main platform, but the reality is that that the climate “would be better with methane-powered petrol engines, as their CO₂ emissions are one third lower than that of a diesel,” the report said.

In addition to the CO₂ emissions generated in the production of electric vehicles, almost all EU countries generate significant CO₂ emissions from charging the vehicles' batteries using their national energy production mixes.

The study concludes by saying that other technologies “also offer great potential,” and name hydrogen-powered electric vehicles or vehicles with combustion engines powered by green methane as examples.

“Methane technology is ideal for the transition from natural gas vehicles with conventional engines to engines that will one day run on methane from CO₂-free energy sources. This being the case, the German federal government should treat all technologies equally and promote hydrogen and methane solutions as well,” the report said.

The e-car “green” hoax is similar to the demand to replace leather or other natural products with “artificial” alternatives. This “green” demand ignores the fact that all of these “alternatives” invoked the use of plastics, which never decay, are nearly impossible to recycle, and as a result ultimately do huge damage to the environment.

Short History of “Daleen”, the Red Triumph TR7 Convertible

Make and model: Triumph TR7 DHC

Commission number: TCT102939F

Engine number: CG26543HE

Year of Manufacture: 1979

Built in Canley, Coventry, at Triumph Motor Company, a division of British Leyland, as one of the very first convertibles in right hand drive (June/July 1979) before dedicated units for the British market (March 1980) became available, hence the TCT prefix in the commission number. These numbers were used on the production line for exports to the USA and Canada. For the record the British Motor Industry Heritage Trust archives record the build date for chassis number TCT/102939-F as 2nd August 1979.



First registration in South Africa: 1981

The first owner from Bethal in the former Transvaal imported the car privately from British Leyland in the UK and registered new in 1981.

Subsequent ownership history:

Daleen Nel, of Parys in the Orange Free State, bought the car from the first owner in 1986 and fortunately kept the car in its very original condition for a period of 16 years.

Nols Pienaar, the third owner, a long-standing member of the Triumph Sports Car Club of SA, bought the car from Mrs Nel in May 2002. Many club events were attended in this car, including 12 *concours* competitions because of the car's outstanding condition and originality.

These included both regional Gauteng as well as national events where the car won 2 silver and 10 gold medals:

- 2003 Regional: silver (Johannesburg)
- 2004 National: silver (Port Edward)
- 2005 Regional: gold (Pretoria)
- 2006 National: gold, first place overall in *Concours d'Etat* (Hermanus)
- 2007 Regional: gold (Johannesburg)
- 2008 National: no attendance in TR7 (Bloemfontein, attended in TR4A)
- 2009 Regional: gold (Edenvale)
- 2010 National: gold (Drakensville)
- 2011 Regional: gold (Pretoria)
- 2012 National: gold (Plettenberg Bay)
- 2013 Regional: gold (Johannesburg)
- 2014 National: gold (TO Strand, Port Edward)
- 2015 Regional: gold (Pretoria)
- 2016 National: gold (Hartenbos, Mossel Bay)
- 2017 Regional: gold (Boksburg)
- 2018 National: no attendance in TR7 (Bloemfontein, attended in TR4A)

Throughout his ownership period of nearly 19 years, Nols endeavoured to maintain the car's originality and authenticity in terms of replacement parts, hence the constant success in *Concours d'Etat* competitions where originality and authenticity, in addition to cleanliness and condition, counts. However, the car was also extensively used on club runs and outings because it is such a comfortable and relaxed driver.

John Austin-Williams became the fourth owner of this forty-year-old car in January 2019.

007 TTR GP dashboard plaques from events attended.

Year	Event	Location
2001	50 TH Anniversary Triumph	Zwartkops
2004	National Gathering	Port Edward
2006	Triumph 100 Plus Pretoria 2006	Pretoria
2006	National Gathering	Hermanus
2010	National Gathering	Drakensburg
2011	30 TH PTSSC Nols & Cathy Pienaar	Kaapschehoop
2012	National Gathering	Plettenberg Bay
2014	National Gathering	To Strand
2014	40 th Anniversary TR7	Pretoria
2016	National Gathering	Hartenbos

The Triumph Car Story- part 6

Chapter 7

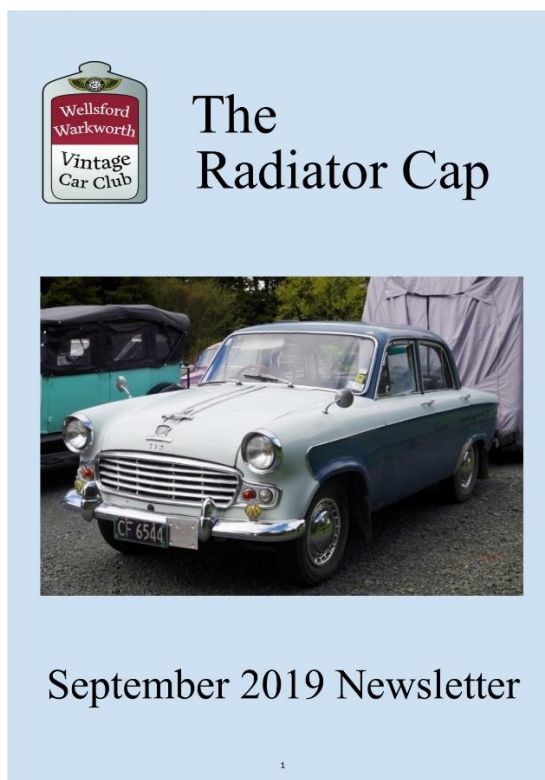
SMALL BEGINNINGS

An extraordinary experience was related to me by my mother about the time my parents were on holiday sometime prior to when she was expecting me, as they say. They had booked a flight on a plane somewhere in the Bahamas combined with a business trip but at the last minute decided to cancel the ticket and travel by boat instead, a mode of transport my father preferred. (Archive material confirms that in February 1948 Sir John and Lady Black, along with Jack Croft, Mr. Edmonds and Mrs. Underhill travelled on the Queen Elizabeth to the U.S.A. and the Bahamas. A refund was made on the flying bookings from Nassau to New York which they did not use, returning by boat instead). When they arrived at their destination they learnt that the plane they originally were booked on had crashed, with no survivors! Ironically it would be many years later when she confided in me, her third son, that she had been so miserable at the onset of her third pregnancy that she had done all in her power to have it terminated. This included jumping off tables, drinking gin, having injections of some description and finally taking extremely hot baths! "I was miserable at the time" was all she normally said 62 when narrating this account of things, followed by the observation "But look at you now!" Of course this 'Abortive Attempt' didn't actually work despite suffering most of my life with migraine-type headaches and abominably poor eyesight! What had led to such desperate measures may never be fully understood but my father's unpredictable behaviour, often fuelled by alcohol consumption, couldn't have helped much and basically contributed to making her life the misery that it had become. On the actual occasion of my Caesarean birth, being six weeks premature and weighing in at a meagre 5lbs. my poor father, no doubt in a state of shock, went up to Wales and got ceremonially drunk (in celebration or remorse?). Not only that but the Doctor who was due to deliver me had been out riding on his horse at the critical moment and had to be impressed into service. This was all too much for my distraught mother who accordingly went off on holiday, leaving me behind in an incubator where I spent the first two weeks of my life, apparently making funny little mouse-like noises. Do you blame me? My personal story really begins in 1949 when I was immortalized on a 16mm. colour film taken at Mallory Court on the occasion of my Christening. I'm being cradled by a charming-looking Belgian woman called Didi Wagner who appears to be acting as a sort of go-between, with my mother and father to each side of her. My mother always said that she was really there to help smooth business relations between Belgium and England. Well it must have worked because her husband Louis Wagner, also featured in the film a n d Managing Director of Imperia Standard at Nessonvaux in the Ardennes, successfully built a good number of Standard Vanguard's in Belgium in that post-war period. In fact during that t i m e associated companies were set up in South Africa (run by Cecil Millbourn), India, Australia and Canada while Markets were soon found in Denmark, Sweden, New Zealand and Switzerland. John Warren who was the Export Sales Director at Standards mostly operated the camera resulting in his wife Sonia making regular appearances along with a few of our family members like my Uncle Jack Linton and my grandparents. My dad does try and tickle my cheek rather timidly at some point during the proceedings but you can almost sense the tension between my parents in this short film. The garden and house at Mallory on the other hand look splendidly grand, adding a pleasing background to the whole occasion. The scene then shifts to the Falcon Hotel in Stratford-upon-Avon where the family entourage enjoy a meal together in the restaurant. Then it was off to the Lygon Arms in the Cotswold village of Broadway, ending up at the Bear at Woodstock. It was turning into something of a Pub Crawl. The outside shots though are magnificent, the whole street lined with those old-fashioned humpbacked cars from that bye-gone age. People definitely looked different back then and certainly fitter! 63 John & Joan Black with John Warren (right), Louis and Didi Wagner with baby Nicky (middle) Steuart (front left), Hugo (front right) 1949. I had my film transferred a while ago onto video with some background music added; a piece by Erik Satie entitled Gymnopedie No.3 (orchestrated by Debussy). Although this musical addition was not my choice, it fits remarkably well and certainly adds a sombre mood to this otherwise tranquil setting which, in a way, is fitting since my parents' marriage then was undergoing obvious signs of deterioration. Any possible trauma that this, or my dramatic entry into this world, might have caused me at the time did not last long as I look positively "Triumphant" in the film! Ominously, the first intelligible words I was known to have uttered were "Not Wanted!" mostly aimed, I might add, in the direction of the numerous toys that were continually offered me. Some compensation! We left Mallory when I was only one year old and moved south to a fairly grand house in Sussex which my father bought on impulse by telephone for £25,000 in the middle of a luncheon rendezvous with my Mother, without even consulting her! But that was 1950 and another world away from here. After selling Mallory Court my father also took on a large rented house in the village of Bubbenhall called Lo ng f i e ld , a stone's throw from the local Pub, to be

nearer to Coventry, and it was here that often Thorne would preside in an extraordinary ritual. Being somewhat of a health fanatic the legendary ‘double baths’ were put to good use when Thorne would have the job of filling one with hot water and the other with cold. He would then gracefully retire allowing my father to dash from one bath to the other and back again! 64 Later my mother would recall that at M a l l o r y C o u r t they would often have long chats while lying in their respective semi-sunk baths! One other story about Thorne concerned the occasion when a parrot had escaped from its cage and had been seen perched high up in a tree in the garden. By the time Thorne had been alerted to this drama, now armed with a ladder and braving the night air, a strong gale had ensued and the parrot was in no mood for relinquishing its grip on the branch it was hanging on to for its dear life. With my dad shouting orders at Thorne and my mother being in total dismay over the possible loss of her pet, I understand that the outcome was eventually left in the hands of the local Fire Brigade who managed to rescue the unfortunate beast! It would be at Bubbenhall later in January 1954 when Tom Thorne was to make his legendary but ominous announcement: “The Board of Directors of the Standard Motor Company to see you, Sir”. Interestingly Mallory Court was sold on October 12th 1950 to none other than Harry Ferguson Ltd. of Farncombe House, Broadway, Worcestershire for the princely sum of £29,422 13s.1d. The house itself sold for £23,000 while the remainder was for a farm there which I didn’t really know existed! Hugo Black by the water garden at Mallory Court in 1948.

Part 7 next month

From our New Zealand contributor



Click [HERE](#) to view the newsletter as a PDF (2 MB)

or click on the Yumpu link below to view it as a flip-book

<https://www.yumpu.com/en/document/view/62801086/the-radiator-cap-september-2019>

Tail End Giggle

Interesting Answers to 'Weakest Link' Questions

Q. Which common food follows the word 'bad' to describe a deceitful fellow?

A. Guy (egg)

Q. Which German politician flew to Scotland during WWII to discuss peace?

A. Hitler (Rudolf Hess)

Q. Which South American river is named after warrior women?

A. Mississippi (Amazon)

Q. Which five syllable word starting with the letter 'A' is a snowman?

A. Yeti (abominable)

Q. Which metallic element is responsible for colouring blood?

A. Blood cells (iron)

Q. Which part of a circle does every diameter pass through?

A. Circumference (centre)

Q. Where in space is the Sea of Tranquillity?

A. Galaxy (Moon)

Q. Which part of a bird is a synonym for a judge?

A. Magistrate (beak)

Q. Which city starting with 'H' in Zimbabwe used to be called Salisbury?

A. Henriettasburg (Harare)

Q. In which European country is the port of Cherbourg?

A. Brussels (France)