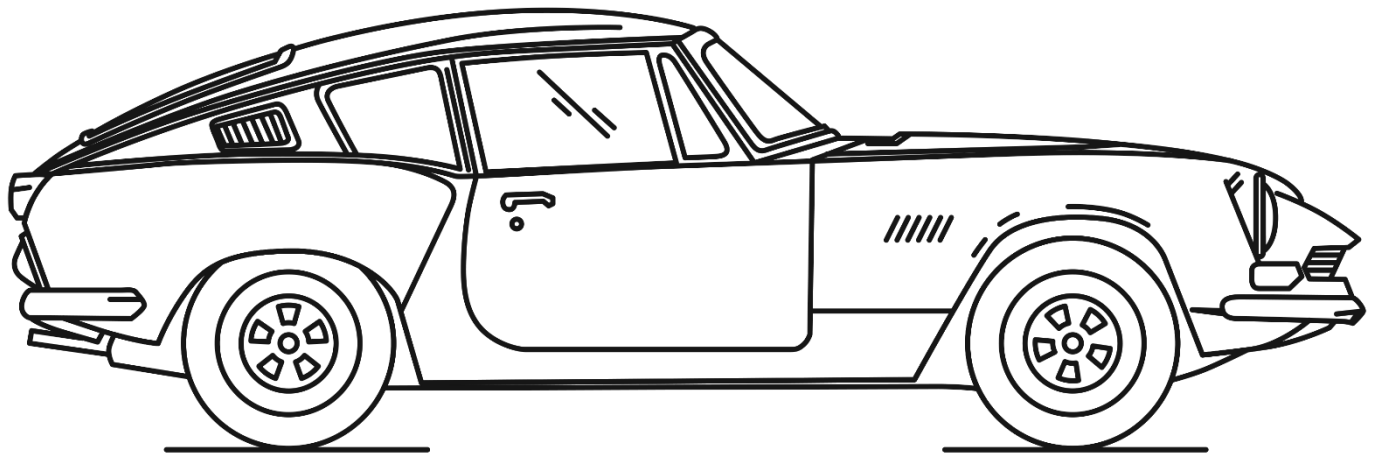




2026, Celebrating 60 years of the GT6.

SABRINA

The official magazine of the Triumph Sports Car Club of South Africa

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Club Members who attended the Biennial General Meeting in Hartenbos during April/May 2026 will recall that in the absence of an official Editor for the magazine it was resolved to continue publishing the magazine in a simplified form until an Editor was appointed. This is the first such publication, dated August 2026.

Office bearers of the Club at present are as follows: (note: personal contact details withheld)

Club President: Alan Grant.
Club Chairman: Gary Booyens.
Treasurer: Norman Bull.
Registrar: John Austin-Williams.
SAMCA Representative: Terry Murphy.
Secretary: René de Villiers.
Regional Centre Chairmen:
Bloemfontein/Free State: Henry van Heerden.
Cape Town: Gerhard Vorster.
Garden Route: Dennis Cook.
Johannesburg: Gary Booyens.
Kwa-Zulu Natal: Fonnje Nortjé
Pretoria: Bill Flynn.
Port Elizabeth: Jon Rademan.
Insurance: John Dobbins

OBITUARIES.

The family members of the following suffered devastating blows when their loved ones passed away. The Club extends its heartfelt sympathies to those who remain behind.

The late Cathy Pienaar, wife of Nols Pienaar (Garden Route Centre).

The late Sue Kriel, wife of Geoff Kriel (Border Centre).

The late Elaine Castlemaine, life partner of Harry Fairlie (Johannesburg Centre).

The late Eddie Steele, Father of Eric Steele (based in Australia) (Johannesburg Centre).

CLUB EVENTS AROUND THE COUNTRY

Angela's Picnic is an annual event which is hosted by SAMCA and was traditionally held at Delta Park in Johannesburg. Following a change in policy by the municipality the venue for the event had to be changed and a new home was found at Riversands, north of Johannesburg. The event is open to all motoring Clubs and individual enthusiasts and as the name implies it is a picnic without any competitions. Entrants make a voluntary contribution at the gate and proceeds, which for 2026 exceeded R100 000,00, went to the Hospice Organisation. This year, some 700 cars of every description attended this very successful event. Thank you Gary Booyens and the Johannesburg team for setting aside the Club area and for providing the marshals and the safety equipment required for this event.



Setting up Triumph parking, Friday 22nd May 2026.



Nine Triumphs attended Angela's Picnic on Sunday 24th May 2026.





John “Jaws” Austin-Williams also had his 1969 Land Rover Series IIA, six-cylinder, “Olive, Still Alive - Loving It” at the event.

POMC (Pretoria Old Motor Club) hosts an annual “Cars in the park” event on the first Sunday of August every year, held at the Zwartkops Race Track, west of Pretoria. As always, the event this year was a resounding success and members of the TSCC put up its gazebos for a day of fun and relaxation. Also, as always, there is plenty to see, what with hundreds of suppliers of everything of interest to petrol heads on display. Our thanks to Bill Flynn and his team for making all Triumph owners feel at home.



A total of 17 Triumphs attended CITP.



A goal was set by the Land Rover club to beat the 2025 Land Rover attendance figure of 66.

“Olive” was one of over 80 Land Rovers on the 2nd of August 2026.

With Olive are Jaws’s daughter Jenny and son Richard, they each drove a TR7 to the event.



Jenny and Richard with TR7s “Daleen” and “Willem”.





Triumph 1500 Front Wheel Drive, a rare car indeed. Only built in SA and Isreal.
1300 body with the 1500 engine, quite different to the UK 1500.



Triumphants enjoying the outing. Photograph: Giselle Gurnell.



Triumph based Bond Equipe. Apparently the only one in SA.
Found in bits sans engine and bonnet and built up using Spitfire and Herald parts.



Cape Town region report back.

Gerhard Vorster, Chairman of the Cape Town Regional Centre provided the following report:

It is from a cold and wet Struisbaai that I write this feedback on what the Cape Town centre has been up to recently. We had quite a dry season up to now, but we need quite a lot more rain before the dry summer months arrive. The Canolas are in full bloom and makes for a very colourful yellow scenic drive. The centre is doing well and our outings are well supported. We had outings to Melkbos, Glencairn and Royal Yacht club in Cape Town. What makes this interesting is that our members are arranging the meetings at places that they have been to or have access to.

We also have a full program for the rest of the year with car shows, a visit to the Darling wild flower show, a visit to a wine farm and a wine tasting, etc. We also arranged for a car boot sale and bring and braai for our August month end Saturday noggin. We opened the event for other clubs as well, so we should get an interesting array of people and parts available. We will also participate in the biggest car show in the Western Cape on 1 November at the Killarney Race Track.

The organising of the next National Gathering is under way and we have a committee that are working on the arrangements. We were in touch with the event management of Gariep Dam, but we can only make bookings during 2027. There is quite a lot to do and we will put a great program together for you.

That's it for now, please drive safely and look after yourself, until next time.

Triumphant Regards,
Gerhard

TECHNICAL CORNER.

You would think that with the benefit of many decades of experience and technological advances fuel gauges in the modern car would be 100% reliable. Think again: In July 2026 Toyota recalled 2000 of its Urban Cruiser Models due to a problem with the "fuel level indicator" an item which we used to call a petrol gauge. Mis-reading "indicators" could, literally, leave motorists high and dry so they recalled the cars for fixing.

Malfunctioning petrol gauges in the TR2/3/3A range of cars are nothing new, but then again these cars are 70 years old and, like some of their owners, fluid levels can be problematic on occasion. Replacing a fuel tank sender unit is expensive and complicated. A new sender unit costs in the region of Pnd Stg45.00 which at today's exchange rate and import duties translates into approximately R2 250,00. To replace the unit you have to remove, or at least tilt the fuel tank which means you have to remove the filler pipe unit and the two straps holding the tank in place plus you have to be very careful not to kink the outlet pipe at the bottom of the tank. If, to be on the safe side you decide to disconnect the outlet pipe, you first have to drain the tank. So, keep a fire extinguisher close at hand. At the rate which I work on cars these days we are looking at two days of work at the very least.

Fortunately, for the Classic Triumph Car Owner there is an easy way out, which is not available to the owner of the modern car such as the said Urban Cruiser. The way out is called a fuel dipstick. Now, the Sidescreen TR's fuel tank may look square, but it is not. It is, in fact, slightly trapezoidal in shape, and it has a sort of a step, or a ledge if you will, at the bottom which means you cannot simply measure said tank with a tape measure.

Again, fortunately for you, I have done the math and offer you the following: A full tank holds about 12 gallons of fuel, i.e. about 55 litres. Take a wooden dowel of, say, 10 or 15 mm in diameter, and about half a meter in length. Make a mark 10 centimetres from the end. I recommend you make this mark by filing a notch in the dowel. Paint and/or coki or normal pen marks will dissolve in time. The 10cm level is your reserve tank level. Make another mark 10 centimetres from your first mark, in other words 20cm from the end. This is your half-tank level. Make your last mark 15 centimetres from the second mark, in other words 35cm from the end where you made your first mark. This is your full tank mark. File a cross or some other marking in the top end of the dowel so that you can remember which side is "up". When you use your dipstick, the fuel level will be very visible on the dry, bare wooden dowel and it will dry within a few minutes. I keep mine lying next to the door sill, tucked in under the carpet – nicely out of the way. When you stick the dipstick into the tank, make sure you miss the float, and the baffles in the tank, plus make sure you get it right down in the bottom where that step/ledge is.

As they say in the classics: QED (quod erat demonstrandum) Quite Easily Done.

René de Villiers.

Scribe/Compiler of SABRINA.
10th August 2026.