



TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA
JOHANNESBURG CENTRE
NEWSLETTER



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

ISSUE NO. 10/17



Bloodhound SSC is a British supersonic land vehicle currently in development. Its goal is to match or exceed 1,000 miles per hour (1,609 km/h) achieving a new world land speed record. The pencil-shaped car, powered by a jet engine and a rocket engine is designed to reach 1,050 miles per hour (1,690 km/h). It is being developed and built with the intention of breaking the land speed record by 33%, the largest ever margin.

Runway testing of up to 200 miles per hour (320 km/h) was scheduled to take place in early 2016. Bloodhound SSC will then be tested on the Hakskeen Pan in the Mier area of the Northern Cape, South Africa where a track 12 miles (19 km) long, 2 miles (3.2 km) wide has been cleared.

In July 2016, it was reported that Andy Green will attempt to break his own World Land Speed Record with Bloodhound (to 800 mph) in October 2017.

[\(See page 5\)](#)

From the picture archive
Bloodhound record breaker lecture
Fairmount Bowls Club, Sandringham - October 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	buccleuchss@telkomsa.net
Newsletter editor	John Dobbins		+27 82 508 0910	dobbins@iafrica.com
Newsletter distribution	John Crowther		+27 83-950-1934	johncr@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

It was great to see Ed Grondel at the Red Baron in Northriding and the pub lunch was enjoyed by John Crowther, John Craig, Mike Gilcrest , Rob McLoed and me and the more beers that were consumed the better we solved the world problems!

Congratulations to Norman Bull, Eddie Steele, John Crowther, Rob McLoed and the rest of the team on a well-run and successful concours. In addition well done to all the medal winners as your efforts are well rewarded.

The AGM is happening this month so please attend and have your say and VOLUNTEER YOUR SERVICES!

It is with great sadness I hear about the passing of Brian Maggs from Capetown who for many years was a very active member of the Triumph Club until poor health curtailed his participation. I am sure you will all join me in expressing our condolences to his wife Sheila and his family.

I don't know what happened to Spring as we went from Winter to Summer in a week but great for top down motoring!

See you at the AGM!!!!!!!!!!!!!!

Safe motoring,

John Dobbins

Chairman's Chat

Well....well....summer has arrived early , having basically bypassed the Spring season.....more reason to drive our Triumphs top down.

This month some members will enjoy a weekend away visiting the battlefields of KZN.

The AGM will be held on the 17th October 2017 at the VVC clubhouse, commencing at 8.00pm.

Members are urged to support this important meeting to ensure the strength of the Triumph movement and the election of the committee.

At the last Noggin I mentioned to members present, that I will not be performing both the function of Chairman and Treasurer. Johannesburg branch has one of the largest memberships and there should be no reason why individuals cannot come forward to fill these posts separately.

Christmas is just around the corner, and the Pretoria committee is currently planning this event.

We will advise details of this event shortly.

Cheers,

Norman

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	Botanical Gardens, orchid exhibition		optional
August	Sun 6	Cars in Park-Zwartkops	POMC	optional
	Sun 13	4th Ave-Parkhurst Car Show	VVC	optional
	Tue 15	Noggin		
	Sun 27	Concours/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		
	Sun 24	National Drive It day		
October	Sun 15-22	Jacaranda Run	MG club	optional
	Tue 17	Noggin/AGM		
	Fri 20-22	Battlefields-KZN		
November	Tue 21	Noggin		
	Sun 26	Parys Festival???		
December	Sun 3	Year-end Function		

Bloodhound

Sky News, Saturday 30 September 2017

Jet engine of supersonic 1,000mph car fired up for first time

The "huge engineering milestone" paves the way for Bloodhound to be driven for the first time at a Cornwall airport in October.



The car's Rolls-Royce EJ200 jet engine is from a Eurofighter Typhoon



More than eight years have been spent on research, design and manufacturing

Bloodhound, which is fitted with a Rolls-Royce EJ200 jet engine sourced from a Eurofighter Typhoon, was started up and taken to maximum reheat - a feat described as a "huge engineering milestone".

The test took place at Cornwall Airport Newquay, and it comes ahead of a planned drive along the airport's 1.7 mile long runway on 26 October. But first, Bloodhound will need to undergo several days of tests to check its bespoke air intake, fuel and electrical systems.

When it was fired up, the car's pilot sat in the cockpit - throttling the jet engine with his right foot.

Stuart Edmondson, the head of engineering operations for Bloodhound, said the event was a "fantastic ending" to a week of testing.

He added: "Integrating a Eurofighter Typhoon jet engine into the car is a huge challenge; however, we have succeeded.

"Witnessing the EJ200 jet engine at maximum reheat is a fantastic experience.

"Not only can you see the shock diamonds and hear the deafening noise, you can physically feel the power of the engine as your body shakes."

Now the static tests have been completed, the team is focusing on what it calls "dynamic testing" - and preparing for high-speed 200mph trials at the end of October.

The car was built at Avonmouth near Bristol - and after Wing Commander Andy Green has his first experience of driving Bloodhound, the motor will head to a desert venue in **South Africa**.

Engineers hope it will be able to reach 1,000mph in 2018 - covering one mile in a mere 3.6 seconds.



Wing Commander Andy Green will drive Bloodhound for the first time on 26 October

The car will be fitted with three hybrid rockets - producing 135,000 thrust horsepower when combined with the EJ200 engine.

Bloodhound is the result of more than eight years spent on research, design and manufacturing.

[\(click to return\)](#)

Doll House Gathering

Jon Lewis

The breaking news that Jo'burg's Doll House would be closing its serving windows for the last time on 31 August 2017 was met with some nostalgia by Stuart Grant of Classic Car Africa fame. The property has been sold and is to be developed.

Stuart has a WhatsApp group and Facebook page where he suggested a gathering of classic cars on Sunday 23 July to descend on the Doll House and kick tyres, talk cars and order hamburgers and milk shakes like the old days of yore!

Alan and I went in our side screen TRs and were amazed at the turnout of about 60 cars including a 1923 Rolls Royce Doctor's Coupe a most unlikely visitor!

Having grown up in Cape Town where we had our own Doll House next to the Lighthouse, I was not aware of how popular the Jo'burg roadhouse was for snogging and drag racing in that order.

While the service was understandably slow, the atmosphere was great and the slap chips and milkshakes went down very well.

Classics makes such as Morgan, Alfa, Ford, Chev, VW, Ferrari and of course Triumph were all there.

So now if you want a roadhouse, it's off to Boksburg as there are still a few operating there.

Cheers,
Jon Lewis



A Four-Wheel Drive Stag?

Extract from Class Cars magazine Dec. 2003

In Feb 1973 this unique Triumph Stag was converted to 4-wheel drive by Ferguson Formula Developments Limited (FFD). A 4WD Stag automatic had been built in 1971 but this new one had a manual gearbox and overdrive. It worked well and could have scooped the glory later claimed by Audi but it was kept quiet; nothing appeared in the press and no driving impressions were offered.

The heart of the car is the controlled centre differential, a viscous coupling that maintains the correct balance between the front and rear drive outputs.

It is often thought that 4WD increases roadholding. It doesn't. The grip between tyre and road cannot be increased; 4WD increases the margin of safety when accelerating, cornering and braking by combining the characteristics of front and rear wheel drive which may lead to the illusion of enhanced roadholding.

4WD really scores in traction control particularly in rallying where loose surfaces, ice and snow are common. This car had electronically controlled anti-lock brakes, similar in principle to modern ABS technology.

Making a prototype is one thing but producing a Stag 4WD would have been costly. It takes two to three days of skilled work to change the clutch. The starter is only reached by removing the front suspension and transmission assemblies. Also on twisty roads the front tyres wear quickly due to shorter track control arms and an extra 244lbs (101kgs), mainly over the front wheels.

Despite being a really good-looking car, reliability was not completely successful although its many problems were all solved later by independent specialists. British Leyland decided to concentrate on making cars for the masses – Austin-Morris was the thing to build. It seemed unable to focus on what was important which might explain why the 4WD Stag was hushed up. Such a pity.





CLASSIC ENGINE OILS

WHY USE CLASSIC OILS ?

The formulations required for modern vehicles are very different from those needed for older vehicles. Oils for modern engines comply with the latest API ratings of SN/CF and specific ACEA and OEM specifications dealing with fuel efficiency, extended drain intervals and aftermarket exhaust treatment systems and are specifically designed for the modern engine needs.

A classic car engine however, can have the opposite characteristics with cork/graphite/rope seals, low pressure gear driven oil pumps, larger oil galleries with greater dependence on "splash" and "cling" lubrication, lower revving with larger machine clearances. Such a widely different engine design can demand a totally different lubricant and the Castrol Classic Oils range offers formulations for older vehicles that have been specially blended for the work they have to do.

Inadequate detergent can result in gums and lacquers clinging to the hotter engine components, and blocking oil galleries - But, too much detergent can cause a build-up of metallic ash in the combustion chambers and piston crowns. In older engines with traditionally high oil consumption, this can cause detonation and pinking.

In older engines where the carbon has built up over a number of years detergents can have a scouring effect, causing the carbon to flake off, blocking up oil galleries and spray jets. High levels of detergent can also "wash" traces of carbon from seals and gaskets, revealing oil leaks where the carbon itself is creating a seal.

Insufficient anti-oxidant and the oil can quickly thicken during high temperature motoring, with large amounts of carbon, gum and varnish clogging oil galleries, filters and piston rings.

Anti-wear additives are added to ensure that if the oil film between moving parts breaks down prematurely, metal to metal contact and irreparable engine damage is prevented.

Engine internals can become pitted with corrosion and rust from acids and water vapour formed during combustion. With the correct corrosion inhibitors, the components are well protected.

Special dispersant additives prevent soot, wear metals and the by-products of combustion settling out in the sump and other areas of the engine, and forming a thick sludge that can block filters and oil ways.

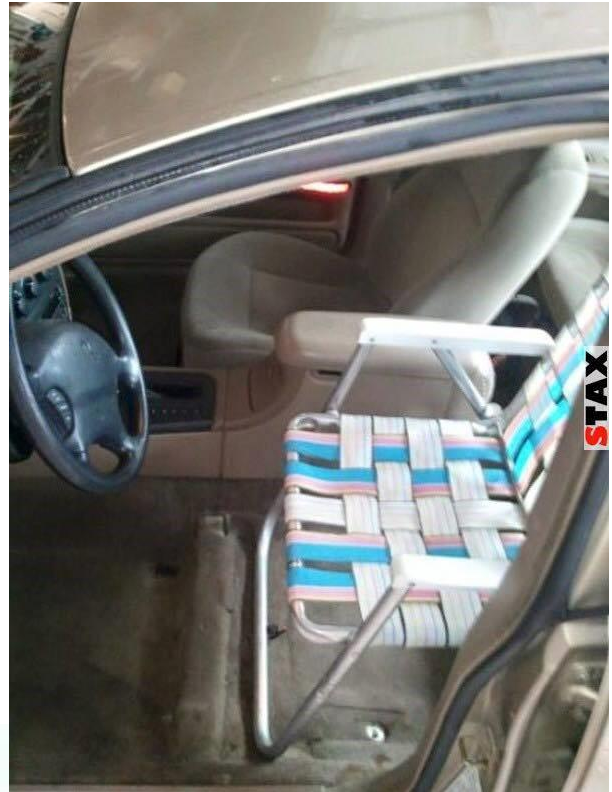
If there is inadequate pour point depressant the oil ceases to flow at low temperatures, with excessive strain on the oil pump or in certain cases, oil starvation on start-up causing complete failure of the lubrication system.

Castrol Classic Oils are specially formulated in the style of the original products, but using the most appropriate and carefully balanced additive technology to provide the best protection and performance for your classic engine.



Welcome to Joe's Garage – (last) 4

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



Be Warned


Chairman's Address To A Triumph Committee

Year unknown

"Whilst in this meeting, speak in a low soothing tone and do not disagree with me in any manner.

Please be informed that when one has reached 'my age', noise and disturbance can cause gastric hyperperistalsis, hypersecretic of the hydrochloric acid and rumbus of the gastric mucosa and I become BLOODY UNPLEASANT!"

Extracts from a *Standard Triumph* accessories catalogue



FOREWORD

STANPART Accessories are designed to fulfil two basic requirements: to enhance the styling and elegance of the car, and increase the comfort and safety of travelling.

All STANPART Accessories are given vigorous test before they are accepted and where possible individually styled to suit the model. This ensures economy in fitting and efficiency in operation.

Always ensure that genuine STANPART Accessories are fitted to your car, they are fully guaranteed by the Standard Motor Company.

(For comprehensive price list and conditions of sale, see separate leaflet).

SPOT LAMP

Part No. 501111
Suitable for the Vanguard I, B and III models.

Part No. 501703
Suitable for the 8 h.p., 10 h.p., and TR Sports Models.
Finished in heavy chrome, producing a beam of 100,000 candle power allowing a greater safety margin when travelling at night.

FOG LAMP

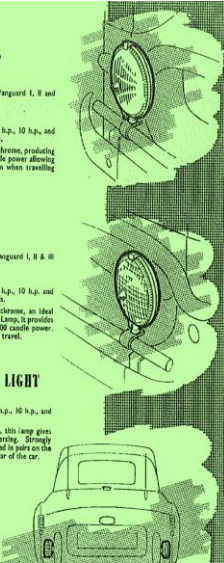
Part No. 41339
Suitable for the Vanguard I, B & III models.

Part No. 501702
Suitable for the 8 h.p., 10 h.p., and TR Sports Models.
Finished in heavy chrome, an ideal companion for the Spot Lamp, it provides a flat top beam of 80,000 candle power. An essential for Winter travel.

REVERSING LIGHT

Part No. 502251
Suitable for the 8 h.p., 10 h.p., and TR Sports models.

Finished in chrome, this lamp gives maximum vision for reversing. Strongly recommended to be fitted in pairs on the off-side and near-side rear of the car.



HUB COVER PLATES

Part No. 105409
Suitable for the 'Family Eight' only. These plates add elegance to the appearance of your car.

WHEEL RIM FINISHERS

Part No. 503303
Suitable for the Vanguard I, B & III models.

Part No. 504455
Suitable for the 8 h.p. and 10 h.p. models.

Part No. 503340
Suitable for the TR Sports Car, disc wheels only.

Finished in chrome, these wheel rim finishers can be fitted to home by just pressing into place on the wheels. Apart from adding to the attractions of your car they save time in cleaning the wheels.

RADIATOR STONEGUARD

Part No. 402530
Suitable for the 'Family Eight', 'Super Eight' and 'Family Ten' models.

Apart from adding to the frontal appearance of the car, this stoneguard gives positive protection to the radiator.

FRONTAL GRILLE KIT

Part No. 552142
Finished in chrome, this is designed to accentuate the sporty styling of the 'Family Eight' only.

BADGE BAR

Part No. 552391
Suitable for the 8 h.p., 10 h.p., and TR Sports models.

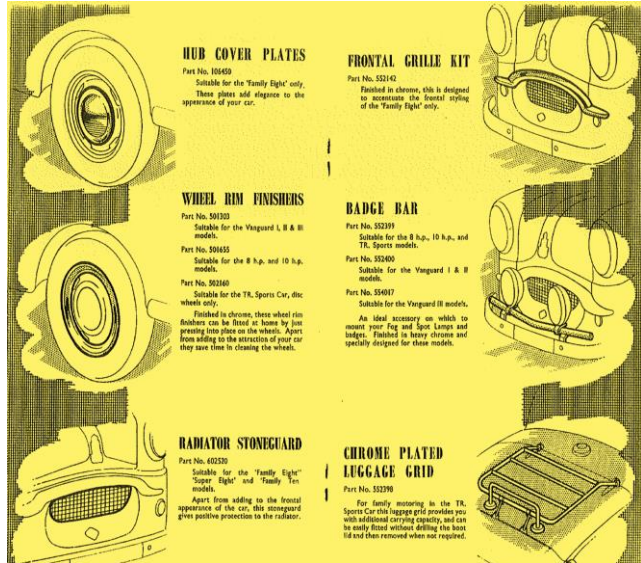
Part No. 552400
Suitable for the Vanguard I & II models.

Part No. 552407
Suitable for the Vanguard III models.

An ideal accessory on which to mount your Fog and Spot Lamps and badges. Finished in heavy chrome and specially designed for these models.

CHROME PLATED LUGGAGE GRID

Part No. 553796
For family motoring in the TR Sports Car this luggage grid provides you with additional carrying capacity, and can be easily fitted without drilling the boot lid and then removed when not required.



AERO WINDSCREEN

Part No. 700894
Specially designed for the Triumph Sports Car—competition or rally work.

SPECIAL CARBURETTOR JET NEEDLES

(No illustration)
Part No. 108899
Suitable for the T.R.3 Sports Car.

Part No. 504020
Suitable for the T.R.3 Sports Car. Recommended for high performance (competition work).

FITTED SUITCASE

Part No. 800808
Suitable only for the TR Sports models.

Specially designed and available in the trim colour of the car, ensures maximum possible carrying capacity for personal luggage (state colour of trim when ordering).

SKID PLATE

Part No. 301444
Suitable only for the TR Sports models.

For the rally driver—ensures protection for the lower part of the radiator in really rough cross country rally.

REAR WHEEL COVER KIT

Part No. 532083
Suitable only for the TR Sports models.

Designed to add to the appearance of the car as well as reducing wind resistance for maximum high-speed work.

HARD TOP KIT

Part No. 900771
Suitable only for the TR Sports models.

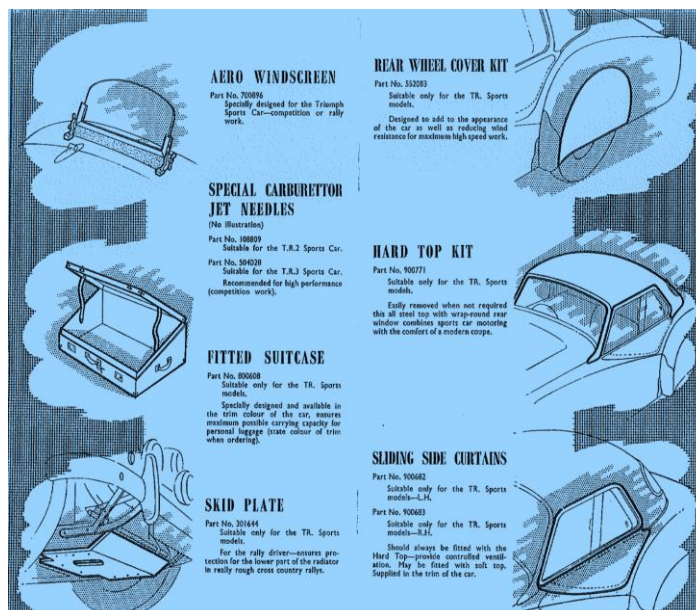
Easily removed when not required, the all steel top with wrap-around rear window combines sports car motoring with the comfort of a modern coupe.

SLIDING SIDE CURTAINS

Part No. 900682
Suitable only for the TR Sports models—L.H.

Part No. 900683
Suitable only for the TR Sports models—R.H.

Should always be fitted with the Hard Top—provides controlled ventilation. May be fitted with roll-top. Supplied in the trim of the car.



Tail End Giggle

Did you hear about the fat, alcoholic transvestite?
All he wanted to do was eat, drink and be Mary.

What about the insomniac, agnostic dyslexic chap who would lie awake at night wondering if there was a dog.

I got invited to a party and was told to dress to kill.
Apparently a turban, beard and a backpack wasn't what they had in mind.

My mate just hired an Eastern European cleaner; took her 15 hours to Hoover the house.
Turns out she was a Slovak.

Since the snow came all the wife has done is look through the window.
If it gets any worse, I'll have to let her in.

I've been charged with murder for killing a man with sandpaper.
To be honest I only intended to rough him up a bit.

After years of research, scientists have discovered what makes women happy. Nothing.

Seven wheelchair athletes have been banned from the Paralympics after they tested positive for WD40.

Just a reminder to those who stole electrical goods in last year's riots....your one year manufacturers' warranty runs out soon.

Two Indian junkies accidentally snorted curry powder instead of cocaine.
Both in hospital...one's in a korma.. The other's got a dodgy tikka!

An Englishman has started his own business in Afghanistan! He is making land mines that look like prayer mats!
It's doing well! Prophets are going through the roof!!

A boy asks his granny, 'Have you seen my pills, they were labelled LSD?'
Granny replies, 'f%#k your pills, have you seen the dragons in the kitchen?'

A woman standing nude in front of a mirror says to her husband: 'I look horrible, I feel fat and ugly; pay me a compliment.'
He replies, 'Your eyesight is perfect.'

Wife gets naked and asks hubby, 'What turns you on more, my pretty face or my sexy body?'
Hubby looks her up and down and replies, 'Your sense of humour!'

An elderly couple is attending Mass.
About halfway through, the wife leans over and says to her husband, 'I just let out a silent fart; what do you think I should do?'
He replies, 'Put a new battery in your hearing aid.'