



TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA  
JOHANNESBURG CENTRE  
**NEWSLETTER**



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**ISSUE NO. 12/17**



From the picture archive  
VVC gathering on 4<sup>th</sup> Street, Parkhurst - September 2014

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**Please note that all contributions to the newsletter should be directed to John Dobbins, e-mail [dobbins@iafrica.com](mailto:dobbins@iafrica.com) by 25<sup>th</sup> of each month**

## Editorial

It is hard to believe that we are already in December I suppose as one's age gets longer the years get shorter!

The Xmas lunch is this month so I hope you all have a great time and do not consume too much (Xmas) spirit!

I hope you all have a good festive season with family and friends and we look forward to seeing you at lots of events in 2018 even if it is not in your classic.

Talking about 2018, January kicks off with a couple of really great events with the MG and SAMCA Vaal run to Stonehaven, Vanderbijlpark on 14<sup>th</sup> January; meet at the Blockhouse on the R59 at 9.30.

Then on 26<sup>th</sup>-28<sup>th</sup> January there is *Passion For Speed Festival* at Zwartskops Raceway in Pretoria where you can see a huge number of classic cars racing and hopefully Alan Grant in his Triumph Protea and Lotus Formula Ford; a great weekend for classic car and bike enthusiasts!

The George Old Car show is on the weekend 10<sup>th</sup>-11<sup>th</sup> February at it is great!

Safe motoring and all the best for 2018,

*John Dobbins*

## Chairman's Chat

The end of the year has arrived...quicker than we thought...or is it the years are catching up with all of us.

Once again a bumper Christmas lunch was held at the Kloofzicht Lodge, together with the Pretoria branch. The selection of food never fails to ignite my taste buds. Thank you Helen, Bill and your team for arranging this event.

Our 2018 Nationals is only 5 months away...sounds like a lot of time to prepare your Triumph...but don't get caught...time waits for no man.

Finally, Hannelize and I wish all our Triumph members a peaceful and Blessed Christmas and hope that 2018 can only be better than this current year.

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 @ Kloofzicht Lodge		



## BATTLEFIELDS WEEKEND

**Friday** afternoon a convoy of 5 Triumphs (TR3, TR3A, TR4, TR4A and TR5) and a plastic set off for Van Reenen, in partly cloudy weather.....Eddie and Ada, Jon and Wendy, Dave and Patty, Gerald and Jeanne, Norman and Hannelize, Rob and Jackie.

A pit stop and snack at Harrismith and then on to Van Reenen, arriving at the Green Lantern around 17:30 for an ale or two. There we had the opportunity to view some Triumph history at the hotel.



After a few ales we set off on a 5km gravel road to the Oban Guest Farm, arriving there as the sun was setting over the mountains. The ales at the Green Lantern helped the drivers manage the poor gravel road to the guest farm!

**Saturday** awakened at daybreak by the farm alarm...geese, roosters and peacocks. After a hearty breakfast, boarded a bus, with our very knowledgeable guide, Bruce and headed for Ladysmith to the Siege Museum.

Two hours were spent viewing and absorbing the history of the Anglo Boer War and the British Commonwealth.....even found a comic strip between Commander-General Piet Joubert and my namesake (John Bull)....also an interesting newspaper proclamation (during the period of famine) all eggs laid in the morning were the property of the government and had to be delivered to the hospital to feed the sick and elderly.

After Ladysmith, set off for Colenso where we viewed the gun positions that the British set up to protect the Tugela River. However, the cunning Boers foiled the British and the British had to retreat.

On route to Spioenkop, stopped at the location where Winston Churchill was ambushed by the Boers whilst a passenger on the train.



Finally arrived at Spioenkop, a steep drive to the top of the mountain. One was able to read and picture the various strategies that the Boers engaged in, in the battles to defeat the British. There was a sombre feeling whilst viewing the events that took place on top of the mountain, the mass graves of some 600 British soldiers....gone in the prime of their lives.



Returned to the Guest Farm for a tasty and enjoyable evening braai and a good fresh farm air....sleep.

After our **Sunday** breakfast, took a walk on the Guest Farm to view the rocks where the Italian prisoners of war had engraved their names of the rocks....this is where they hid during the war.

Departed home and all Triumphs arrived safely home, without any hassles....you can rely on a Triumph.

Our thanks to Bruce, our most informative and knowledgeable guide and to Kim and Kier of Oban Guest Farm. A very special thank you to Jean and Margarita for organising this enjoyable weekend. Unfortunately they could not join us as the Australian airline cancelled some flights whilst Jean was there on business and he only arrived back in Johannesburg on the Saturday evening....after our battlefield excursion.



## Frederick Henry Royce (1863 –1933) – a short biography. *from Mike Gilchrist* Part II



By October 1914 Rolls-Royce was fully committed to aero engine work, with development underway as well on two smaller derivative engines. All later engines gained names of birds of prey: Eagle for the big V12, Falcon for the smaller 150hp V12 and Hawk for the 75hp in-line six-cylinder unit, effectively one bank of the V12 Falcon.

Anxious to avoid problems similar to troublesome rival engines, Royce urged his engineers to put maximum effort into effective bench- and flight-testing, while continuously striving to improve reliability and increase performance. The Eagle made its first test-bench run at the beginning of March 1915 and within two days it achieved 225hp, exactly the target figure Royce had set just six months earlier – and 12 more than that which the military had contracted.

Royce tested rival suppliers ruthlessly, testing their engines to discover the weakest components and designing and proof-testing replacement parts.

The engine first flew in a Handley Page bomber in December 1915, the first flight of a Rolls-Royce aero engine. Throughout World War I Rolls-Royce struggled to build Eagles in the quantities required by the War Office. The final version during peace time and for civilian use continued until 1928 and in total 4,681 Eagle engines were built. The Eagle's final accolade was with an epic achievement seven months after the Armistice. Piloted by John Alcock and navigated by Arthur Whitten Brown, a Vickers Vimy IV powered by two Eagle VIIIs won headlines worldwide with the first non-stop flight across the North Atlantic earning its crew knighthoods for their achievement.

Royce's devotion to technical excellence in the Eagle would lead to the creation of the most successful aero engine of the next world war – the Rolls-Royce Merlin.



In October 1928 he began design of the "R" engine in his studio in the village of West Wittering. Less than a year later the "R" engine, in a Supermarine monoplane, set a new world air speed record of 357.7 miles per hour and won the Schneider Trophy of 1929.

The Royal Air Force's entry for the 1931 race for the trophy was hindered by political opposition of the Labour Government who decided not to finance the next attempt in 1931, thus preventing their planes, pilots and policing access of the route over the Solent.

Lady Lucy Houston, a philanthropist, suffragette and a staunch anti-Labour Government activist offered to donate a substantial amount of finance to save the project if the authorities reverse the order. She has been acknowledged as an aviation pioneer - "the saviour of the Spitfire".

Rolls-Royce increased the power of the R-Type engine by 400hp to 2,300hp. The improved Supermarine S.6B seaplane won the Schneider Trophy at 340mph and later broke the air speed record becoming the first aircraft to fly over 400mph.

Her gift provided a valuable impetus to the development of the engine technology that would ultimately be vital in the Second World War and in particular the Battle of Britain. The accelerated research on engine development for this effort would otherwise have taken six to ten years to achieve.

Following the success of the "R" engine, Royce developed and launched the PV-12 (private venture) in October 1933, knowing that it would be of use to the RAF. The engine's first test was in 1934, a year after he died. It became the Rolls Royce Merlin engine and was introduced on the eve of World War II. It powered many aircraft (including the Supermarine Spitfire, the Hawker Hurricane, the de Havilland Mosquito and the Avro Lancaster bomber).

In 1931 Rolls-Royce acquired Bentley Motors Ltd. (founded in 1920 by Walter Owen Bentley), a maker of fine cars. As part of integrating its acquisition Rolls-Royce management discontinued the Bentley 8-litre car due to the perceived market overlap with the Rolls Royce Phantom II.

This meant the acquisition brought with it the Bentley brand, debt, engineers & manufacturing employees but with no products to produce.

A "20/25" straight six 3.6 litre engine was put into a chassis. An open four-seater body and a Bentley radiator completed the design. The engine was modified and the car was taken down to West Wittering to get Royce's approval. They were somewhat apprehensive of what he would say, but he gave it his blessing. He told them that such a fast car should have a means of varying the stiffness of the springing. The night before he died he sat up in bed, drew a sketch on the back of an envelope and handed it to Miss Aubin with instructions to 'get this to the lads please, straight away'. He died before it reached Derby. The hand written instructions on the envelope were that of Miss Aubin, Royce being too weak to write. This was a sketch of the adjustable shock-absorber.

From his earliest successes in the infant electrical industry which he joined in 1884 aged just 21 to his death in 1933, Royce uncompromisingly pursued his basic principle of establishing the best design using the finest materials available, worked by the highest levels of craftsmanship. In his own words:

**"Whatever is rightly done, however humble, is noble"**

**"Strive for perfection in everything you do. Take the best that exists and make it better.  
When it does not exist, design it."**

Whilst a high standard of ability to design was essential it was by no means the only qualification needed. One's acceptability to Royce depended also on personality, manner of speech and mannerisms, style of dress and private life.

To quote Ivan Evernden, MBE Chief Projects Engineer.

*"He worked mentally all his waking hours, making small sketches on the backs of envelopes or any odd piece of paper that was to hand. However, he could read with extreme rapidity, the most complicated drawing to the extent that he could see the components in the flesh, visualising the mechanism working and so sense the loads to which the parts would be subjected and the stresses and strains which would ensue."*



*I can recall more than one instance when he took up a design discarded by a competitor as a failure and made it into a success because he realised that the idea had been good but the execution faulty. He believed in the process of evolution and often said 'I am a mechanic and not a pioneer'.*

*Perhaps his most outstanding quality was the patient attention he would give to the very smallest detail of a design. He would spend an hour or more with one at the drawing board reviewing every conceivable solution of a simple problem, which to many would seem to be a trivial matter. The expression 'good enough' never failed to invoke his wrath".*

Royce was awarded the OBE in 1918, received knighthood in 1930 and was created a baronet of Seaton in the County of Rutland in 1930 for his services to British Aviation. He had no children and the baronetcy became extinct on his death.

*Mike Gilchrist.*

Acknowledgements: Rolls-Royce Enthusiasts' Club. Ivan Evernden.

Nigel Blackwell, Wikipedia.

*(Thanks Mike, for these fascinating and interesting articles – ed.)*



## A Different *Triumph* - by a submariner

from Derek Coop



A regular in the name of a submarine. One of the “T” boats that served in WWII and presently serving with the Royal Navy as one of the seven fleet submarines, three have been decommissioned, *Triumph* is scheduled to be the last in service and expected to decommission and retire in 2022.

Her pennant Number is S93, displacement of 5208 tons, length 85.4 metres and a beam of 9.8 metres.

For your information, a “ship” carries boats in the event of a sinking, hence a submarine is always referred to as a “boat”.

My joining of the Submarine Service was initiated in 1957 whilst I was serving in the workshops of HMS *Dolphin*, at that time the submarine base. The decision was made that with the introduction of the “Porpoise” class, an Ordnance Artificer would be included in the crew. So, two of us serving in *Dolphin* were “persuaded” to volunteer. In hindsight, no regrets. I served on the First Commission on Porpoise, then in Dolphin Training School, then on submarine HMS *Otus*, the “O” boats being an improved Porpoise Class, commissioned in Greenock, Scotland and back to Dolphin Training School. From there I was drafted to be Second Commission on MS/M *Valiant*, the first Nuclear Boat built “all English”. Then to retirement (40 years old) and to come here to work for Globe Engineering in Cape Town and the SA Navy in Simonstown. THEN?

Life on submarines was more of an existence though the living quarters have been improved considerably. In my time we did have our own bunk, 73” x 24” x 21”; not much! We shared the mess, our living quarters for relaxing and dining. Seven of us in a space some 8’ x 6’ with the height being variable. Fortunately, two would probably be on watch, four playing cards and one “working”?? You have to be “friends”. Once the bunks are up there is no room – you lie down with your own reading light with an on/off switch.

Much time was spent in travelling from A to B, exercising and tracking the “possible enemy”; in my time, the Russians. Nowadays I believe they are deployed with the modern missiles ready for firing at “whoever”. I sincerely hope that they are an efficient deterrent.

Times at sea were variable; I was involved at the time when “we” were watching the Russians. Leaving the base heading northwards, once clear of Northern Ireland, we dived and stayed under for about six weeks whilst we were watching whatever was happening in the seas to the north of Russia. They were doing similar things, having ships watching what goes on to the north of Ireland.

A disturbing incident that occurred during my time happened whilst sailing at periscope depth when, for some reason, our electrician decided to make a repair in the control console. Having released the panel securing clips, he slipped, fell backwards and pulled the panel away sufficiently to break several circuits. This in turn caused the fore hydroplanes to move and the bow to dive. The boat dived out of control, tipping over and causing all the loose bits to fall to the floor with much swearing from the crew. After a little time, control was recovered and with the ‘planes reversed we headed for the surface. Thankful to be on an even keel all the crew worked to clear up the mess in order to continue. Much crockery was lost and remaining cups were very few. Later, after the many discussions, it happened that we had been at an angle of 48° bow down.

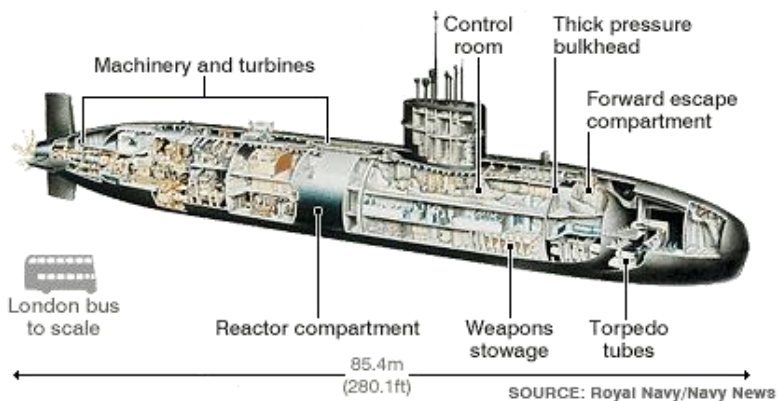
One has to adapt; I took about four days to change from “working” to being on leave and vice versa.

Home coming was a real treat, spoiling the family, upsetting the routine that the wife and mother had set up! Probably leaving after two weeks and she had to get back into her routine. Not easy for either of us.

Not the more common marriage routine, but some advantages!!

*General characteristics*

Class and type: Trafalgar-class submarine  
 Displacement: Surfaced: 4,500 to 4,800 t (4,700 long tons; 5,300 short tons)  
 Submerged: 5,200 to 5,300 t (5,200 long tons; 5,800 short tons)  
 Length: 85.4 m (280ft)  
 Beam: 9.8 m (32ft)  
 Draught: 9.5 m (31ft)  
 Propulsion: 1 × Rolls Royce PWR1 nuclear reactor  
 2 × GEC steam turbines  
 2 × WH Allen turbo generators; 3.2MW  
 2 × Paxman diesel alternators 2,800shp (2.1 MW)  
 1 × pump jet propulsor  
 1 × motor for emergency drive  
 1 × auxiliary retractable prop  
 Speed: Over 30 knots (56 km/h), submerged  
 Range: Unlimited  
 Complement: 130  
 Electronic warfare and decoys: 2 × SSE Mk8 launchers for Type 2066 and Type 2071 torpedo decoys  
 RESM Racal UAP passive intercept  
 CESM Outfit CXA  
 SAWCS decoys carried from 2002  
 Armament: 5 × 21-inch (533 mm) torpedo tubes with stowage for up to 30 weapons:  
 Tomahawk Block IV cruise missiles  
 Spearfish heavyweight torpedoes

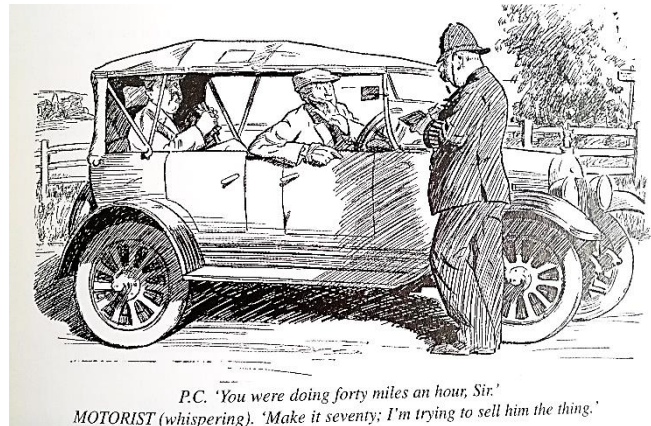


Name	Boat	Pennant
<i>Trafalgar</i>	1	S107
<i>Turbulent</i>	2	S87
<i>Tireless</i>	3	S88
<i>Torbay</i>	4	S90
<i>Trenchant</i>	5	S91
<i>Talent</i>	6	S92
<i>Triumph</i>	7	S93





## Tail End Giggle



My wife's an angel.  
Lucky you, mine's still alive.

I was doing some decorating, so I got out my step-ladder. I don't get on with my real ladder.

First politician: "Did you hear my last speech?"  
Second politician: "I certainly hope so".

She likes military men; she's just married a second lieutenant.  
Why?  
The first one got away.

As his sight was failing, a Czech man decided to go and have his eyes tested. The optician showed him a wall chart displaying the letters **CVKPNWXSCZY** and asked the man if he could read it.  
"Can I read it?", the man replied. "I know him".

I had an operation and the surgeon left a sponge inside me.  
Is it painful?  
No, but gosh, I get thirsty.

Two cannibals were eating a clown.  
One said to the other: "Does this taste funny to you?"

It is better to have loved a short man than never to have loved a tall.

A girl phone me the other day and said "Come on over, there's nobody home"  
I went over. Nobody was home.

I stayed at an hotel in Majorca that overlooked the sea.  
Sadly, it also overlooked hygiene, good service and edible food.