



TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA
JOHANNESBURG CENTRE
NEWSLETTER



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From the pictures archive
Chequered Flag museum, Benoni - May 2015

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Please note that all contributions to the newsletter should be directed to John Dobbins, e-mail dobbins@iafrica.com by 25th of each month

Events Calendar

Month	Day/Date	Event	Host	Status
January	Tue 16 th	Noggin		
	Sun 21 st	Glenburn Lodge	Joburg	official
February	Sun 18 th	Post Valentine - Bosveld Lounge	Pta	official
	Tue 20 th	Noggin		
March	Sun 18 th	Piston Ring Swop Meeting		optional
	Tue 20 th	Noggin		
April	Sun 1 st	Angela's Picnic	SAMCA	official
	Tue 17 th	Noggin		
	Fri 27 th -Mon 30 th	TSCC National Gathering -Maselspoort	Pta	official
May	Tue 1 st	Dambusters	Sunbeam Club	optional
	Tue 15 th	Noggin		
	Sat 19 th	Inter club Quiz....braai	Joburg	official
	Sat 26 th	Just Wheels, Brakpan	Muriel Brandt	optional
	Sun 27 th	Cars in Park-Pietermaritzburg		optional
	Sun 27 th	Cars on the Roof	Pta/POMC	optional
June	Sat 2 nd	Mampoer Rally	POMC	optional
	Tue 19 th	Noggin		
	Sun 23 th	Hartebeespoort - Rotary event		optional
July	Tue 17 th	Noggin		
	Sun 15 th	Scottburgh Classic Car Show		optional
	Sun 29 th	Event to be announced		official
August	Sun 5 th	Cars in Park-Zwartkops	POMC	optional
	Tue 21 st	Noggin		
	Sun 26 th	TBA		official
September	Sun 2 nd	Wheels at the Vaal		optional
	Sun 2 nd	National Classic Car Concourse - Mall of Africa	SAMCA	optional
	Sun 9 th	4 th Ave - Parkhurst Show	VVC	optional
	Sun 16 th	Piston Ring Swop Meeting		
	Tue 18 th	Noggin		
	Sun 30 th	Chequered Flag, Benoni??		
October	Tue 16 th	Noggin/AGM		official
	Sun 22 nd or 28 th	Jacaranda Run	MG club	optional
November	Tue 20 th	Noggin		
	Sun 25 th	TBA		
December	Sun 2 nd	Year-end Function	Joburg	official

Dates and events subject to change

April 2019 Fri 5th - Mon 8th Stars of Sandstone - Ficksburg

Editorial

For those of you who missed the Nationals in Bloem I'm sorry for you as it was fantastic and well done to Helen and Bill and team from Pretoria on a job well done. Nols organised an interesting tour of Bloem the highlight of which was the visit to the Boer War Museum so if you have time to kill in Bloem give yourself a day to learn something about our history.

The venue for the concours at the Windmill Centre with poor food and expensive refreshments could have been better; there was nothing for the ladies and those not involved, so take note Jo'burg as we are doing the next Nationals. Those who entered the concours did very well and I personally want to congratulate Jean and Margarita Coppens on a gold medal and second place overall in the d'état class which is more than just cleaning the car. Also well done to Alan and Jenny Grant on 3rd overall. Unfortunately I do not have all the results to hand but Jo'burg did well and we were well represented so thanks to everyone who made the effort and hope you all got back safely. By the way the Wedgewood blue 2000 which I took went well and return in 4 hours from Bloem on a single tank!

I am hoping Pretoria will provide us with a copy of the movie made at the event and previous ones so those who missed can see it was fun

Safe motoring,

John Dobbins

Chairman's Chat

Well...what an excellent and enjoyable Nationals held this last weekend at Maselspoort.

Well done to Bill and Helen and their Pretoria team for a well organised National Concourse....and also the weather that played its part.

Well done to the four Jo'burg members who entered their Triumphs in the concourse (Alan, Gerald, Jean and yours truly)....all came home with a Gold medal each.

Unfortunately some cars gave their share of problems...punctures, keys lost and some trailered back home.....more later in the newsletter.

Johannesburg will be hosting the next Nationals in 2020....watch this space.

Cheers,

Norman

Unfortunate incidents



Jon Lewis' TR3A – fuel supply problem



John Roets' TR3 – sheared cylinder head stud



Gino Casieri's burst rear tyre



and his flat spare!



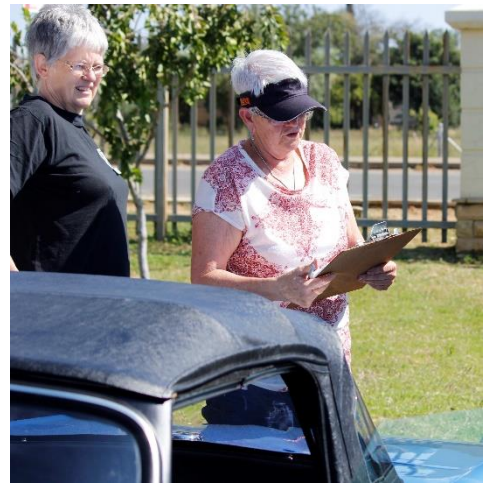
Rene de Villiers – hot wiring, after misplace his key



Giselle Gurnell – ignition problem

Concours Results

name	car	class	centre	score	%
Denys Fourie	Stag	D'Etat	PTA	979	97.90
Alan Grant	TR2	D'Etat	JHB	978	97.80
Jean Coppens	Stag	D'Etat	JHB	978	97.80
Giselle Gurnell	TR7	D'Etat	PTA	965	96.50
Terry Eaton	TR7/TR8	D'Etat	KZN	941	94.10
Alan Dickens	TR7/TR8	D'Etat	BFN	928	92.80
Bill James	TR6	D'Etat	BFN	928	92.80
Alan Dickens	Saloons (large) - 2000, 2500PI, Chicane, Estates	D'Etat	BFN	920	92.00
David Blair	Spitfire Mk4/1500/GT6 Mk3	D'Etat	KZN	911	91.10
Bill Sales	Spitfire Mk4/1500/GT6 Mk3	D'Etat	PTA	907	90.70
Dave Lugg	TR2/3/3A	D'Etat	KZN	842	84.20
Geoff Kriel	TR2/3/3A	D'Elegance	BDR	413	99.52
Mike Bilson	Spitfire Mk1, Mk2, Mk3, GT6 Mk1, Mk2	D'Elegance	PTA	413	99.52
Gerald Habig	TR2/3/3A	D'Elegance	JHB	412	99.28
Deon de Kock	TR4, TR4A, TR5, TR250	D'Elegance	PE	412	99.28
Stuart Turner	TR6	D'Elegance	BDR	410	98.80
Eleanor Muller	Spitfire Mk4/1500/GT6 Mk3	D'Elegance	BFN	410	98.80
Debbie van de Westhuizen	TR4, TR4A, TR5, TR250	D'Elegance	KZN	409	98.55
Andre Greyling	TR7/TR8	D'Elegance	PTA	408	98.31
Dennis Cook	TR4, TR4A, TR5, TR250	D'Elegance	CT	406	97.83
Norman Bull	TR2/3/3A	D'Elegance	JHB	405	97.59
Terry Murphy	TR7/TR8	D'Elegance	PTA	405	97.59
Eddie Hughes	TR7/TR8	D'Elegance	CT	404	97.35
Chris Buckley	TR6	D'Elegance	KZN	401	96.63
Danie Barkhuizen	TR2/3/3A	D'Elegance	CT	401	96.63
Darryl Hurter	Saloons (large) - 2000, 2500PI, Chicane, Estates	D'Elegance	KZN	401	96.63
Brian Hansell	Stag	D'Elegance	KZN	398	95.90
Ron Harris	Spitfire Mk1, Mk2, Mk3, GT6 Mk1, Mk2	D'Elegance	KZN	398	95.90
Helgard Joubert	TR7/TR8	D'Elegance	PTA	396	95.42
Brenda Murphy	TR7/TR8	D'Elegance	KZN	393	94.70
Ed Grondel	TR2/3/3A	D'Elegance	PE	381	91.81
Andre Pretorius	TR7/TR8	D'Elegance	PTA	377	90.84
Rob Lilburn	TR7/TR8	D'Elegance	KZN	375	90.36
Ed Fox	TR7/TR8	D'Elegance	KZN	364	87.71
Barrie le Roux	TR7/TR8	D'Elegance	BFN	359	86.51







Angela's picnic April 2018

John Austin-Williams

The day dawned cool, cloudy with light drizzle but soon cheered up. The first Triumph to arrive was Jaws in his "hearing-aid-beige" 1967 Triumph 2000 Mk1 followed soon thereafter by John Dobbins in his powder blue Triumph 2000 Mk1. Indeed a rare occurrence to have two 2000 Mk1s at the same event!

Gradually the Triumph stand "filled up" with the arrival of the stalwart regulars and by mid-morning a nice across-the-board Triumph display materialised.

As per usual, at this relaxing and enjoyable social event, there was a fascinating array of motor-vehicle-eye-candy, the most impressive for me was the unrestored John Franken Deere Model A two-cylinder tractor, circa mid 1940s.

The John Franken Deere Model A tractor photo credit is Aldo Ronchese.



HMS Triumph

Mike Gilchrist



With the news focus presently on the two Koreas, you might be interested to find the name HMS Triumph involved in the conflict between the north and south during the '50s.

HMS Triumph was launched only a few months before the end of the war and was commissioned into the Royal Navy on the 6th May 1946. It was an addition to the Colossus Class Light Fleet as an aircraft carrier.

Built on the Tyne by Hawthorn Leslie & Co. she had a displacement of 13 350 tons. 212 metres in length, 24 metres beam and a draught of 7.2 metres. Engines: Two Parsons geared steam turbines returning a speed of 25 knots (46km/h) and a range of 12 000 nautical miles (22 000kms). Crew, including air crew: 1300 with a contingent of 48 aircraft.

HMS Triumph was one of sixteen aircraft carriers ordered, commonly referred to as British Light Fleet Carriers. However only eight carriers were completed due the end of hostilities. Their classification of design was an intermediate design between the expensive full size Majestic carriers and the less expensive escort carriers. Despite being intended as a dispensable warship, all of the carriers exceed their planned three year service life. The Colossus Class was named after the lead ship.

Because of rapid development and obsolescence of equipment brought on by the pressure of war, some of the carriers were heavily modified resulting in increased full load displacement. This led to six carriers being reclassified as Majestic Class.

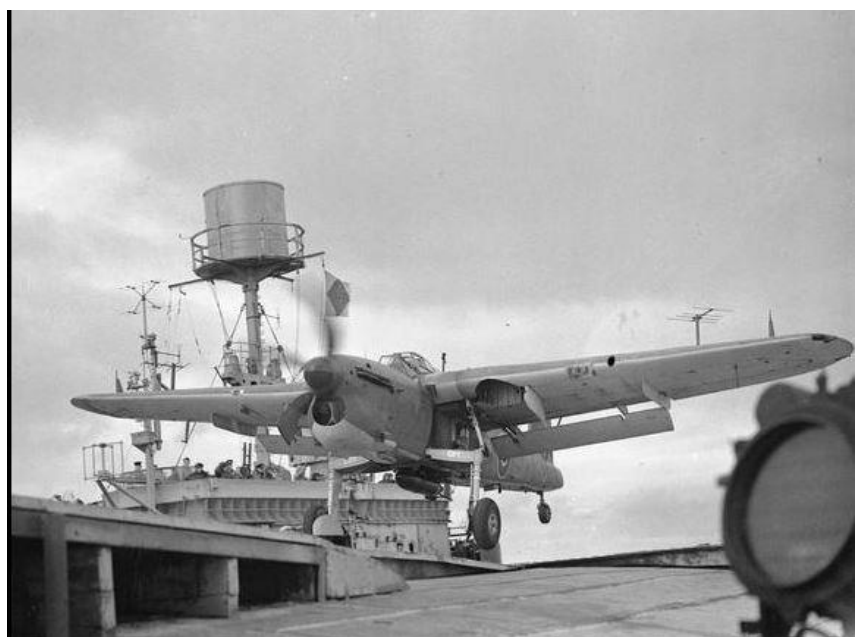
The ship was designed to carry twenty four Fairey Barracuda torpedo bombers and twenty four Supermarine Seafire fighters. The Barricudas were later replaced by the Fairey Firefly and the Seafire replaced by Hawker Sea Fury fighters.



Supermarine Seafire



Hawker Sea Fury fighter



Fairey Barracuda torpedo bomber



Fairey Firefly: two-seat fleet reconnaissance/fighter/bomber

To launch and recover aircraft, the carriers were fitted with hydraulic catapults, arrestng gear and crash barriers. All aircraft were stored in a single hanger serviced by two lifts.

The 'Air Group' were deemed to be part of the main armourment of the ship. The mounted weapons were to be for close range anti-aircraft defence, being six four barrelled two pounders and sixteen twin barrelled 20mm Oerlikon cannons. Later these were replaced by superior Swedish made single or twin Bofor 40mm rapid fire guns.



40mm Bofor guns used on both sides of WW2.

Service.

In 1950, HMS Triumph was diverted from a cruise to Japan and ordered to the west coast of the Korean Peninsular where she would be the sole British carrier in the Far East. She immediately commenced operations after joining the US Fleet, 827 Naval Air Squadron, using a number of now vintage Seafires and Fliereflies. These aircraft joined fighters from the American carrier Valley Forge, striking airfields in Pyongyang, Koryo and Haejun. Further combat air patrols and anti-submarine ops contined, destroying gunboats, railway yards and oil tanks. She played a vital role covering the D-Day landings at Incheon. By the end of the operation 13,000 troops and their equipment made the landings. General Douglas MacArthur delivered a citation following Triumph's involvement, helping

USS Jamaica launch a devastating bombardment on North Korean positions, destroying a hidden cache of weapons, which resulted in the top of a hill being completely obliterated.

Her role in the conflict ended soon after and replaced by sister ship Theseus. HMS Triumph was selected thereafter to be a cadet training ship, travelling frequently to the West Indies, Scandinavia



and the Mediterranean carrying three Sea Balliol aircraft. During 1952 she was used for trials using an angled deck (to the long axis of the ship) leaving additional space for aircraft, a practice in design used to this day. In 1954 she was diverted from a return journey from the West Indies to ferry survivors of the stricken HMT Empire Windrush. The distressed ship was ironically on its way back from Korea carrying wound soldiers, military personnel and their families. The survivors were picked up in Gibraltar.

Her cadet training duties ended in 1955 after changes to the training system rendered her redundant. Her last years of service between 1956 and 1965 resulted in a major conversion to become a heavy repair ship and troop carrier. 1975 would see her docked at Chatham Dockyard where she was used as a backdrop for the annual Navy Day festivities. Her life ended ignominiously when she was scrapped in Spain, 1981.

Compiled by: Mike Gilchrist

Acknowledgements: Wikipedia , Seaman Malcolm Routh, Navy Daily

Footnote. *Empire Windrush* was originally a German Cruise ship named *Monte Rosa*, converted to a troopship during WW2. She was acquired by Britain as a prize of war and used as a troop ship and renamed after a river in England. She was used in 1948 to carry the first boatload of new immigrants to the UK from the Caribbean. The passengers were recruited to help rebuild Britain as much-needed labour after the war. These and their descendants are the same people who are currently implicated in an immigration row.

(HMT = Hired Military Transport)

Tail End Giggle

Graffiti

Stop global whining

Jesus is coming – look busy!

If you can't beat them, arrange to have them beaten

If you have something to say, raise your right hand . . . and cover your mouth with it

For every action there is an equal and opposite criticism

Get it done by Friday – *Robinson Crusoe*

Don't use a big word where a diminutive one will suffice

Eagles may soar, but weasels don't get sucked into jet engines

If at first you don't succeed then skydiving is not for you

Procrastinate later

The information went data way

C:\> Bad command or file name! Go and stand in the corner

With friends like these who needs enemies?

Be nice to your kids – they'll choose your nursing home

If you smoke after sex, you're doing it too fast

Men exist because cats can't mow the lawn

Friends help you move. Real friends help you move bodies

There's no Police like Holmes

Beauty is in the eye of the beerholder

The early bird gets the worm, but the second mouse gets the cheese

Cole's law: thinly sliced cabbage

Witch Parking, all others will be toad

All that glitters has a higher refractive index

Quantum mechanics: the dreams that stuff is made of