



TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA
JOHANNESBURG CENTRE
NEWSLETTER



PO Box 1102,
Southdale 2135

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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



**Sandstone Estates, Ficksburg
6th April 2019**



Chairman's Chat

Our first weekend of April, some members attended the Stars of Sandstone, whilst others supported Angela's Picnic.

On our drive back home from Ficksburg, some members stopped at the Golden Gate Hotel to secure our booking for our 2020 **Nationals**....now confirmed from **1st May to 5th May 2020**.

Whilst we were enjoying a cuppa at the Hotel, we had a "by chance" meeting with the Chairman of the Cape Town TR club, Graham Goetze and his wife.....hope this will lead to more Cape Town members at the Nationals next year.

Our Regional concourse (hosted by Pretoria), has been rescheduled to **25th August**---members to please advise me in what category they will enter their Classic.....d'État, d'Elegance, or on show.

Jo'burg needs a good turnout at the Concourse in preparation for a strong contingent at the Nationals.

The Natal branch is currently planning a get-together at the Green Lantern to mark some milestones in the history of the Triumph South Africa chapter.....event tentatively planned for 13th-15th September 2019.....keep this date open.

Another interesting read this month.....Enjoy

Cheers, Norman

Stars of Sandstone

Friday morning we were greeted with heavy rain, and the forecast showed rain most of the weekend on our route. Gerald, Harry and I braved an early drive in the heavy rain in our TRs followed by an Alfa. The rest departed later and encountered a lot less rain. 18 members, 4 Classics and the rest in plastic!!!!

Saturday morning the sky cleared beautifully. At the entrance to the Sandstone farm we arrived at a gravel road that resembled a mud bath. We bravely drove slowly for ≈3km avoiding any slipping and sliding and trying to keep the Classics clean.

The TRs and the Alfa were finally parked in a prime location alongside the railway line.

Sandstone is a well organised and maintained farm operating a business growing meillies and sunflowers as well as housing "everything steam" and vintage...from some pristine steam locomotives and trains, tractors, harvesters, trucks/cars, stationery steam engines, military vehicles, oxen drawn wagon, and planes (Harvards, Tiger Moth and Chipmunks).

The whole farm is kept in an exceptionally clean and tidy state and a real pleasure to wander around examining all the well preserved and operational vehicles in equally pristine shed and barns!

There were two Beyer Garratt articulated steam locos on duty all day drawing coach loads of happy passengers. These locos are rescued from the narrow gauge railways where the Apple Express used to operate. Every member of staff and volunteers were extremely friendly and would discuss at length queries from the public. The 'imported' crews from Devon and Cornwall running the traction and stationary engines were having a tremendous time and found SA to be a wonderful country.

We even saw a Coventry Climax engine coupled to a "fire pump".....these engines were normally fitted to single seater racing cars.

Two members braved the clear skies to "fly"; Jean Coppens in a Tiger Moth and Norman experiencing a barrel roll in a Chipmunk.

The highlight of the day was an afternoon train ride on the narrow train gauge rail for approximately 28km around the farm, accompanied by a variety of machinery, vehicles and oxen driving alongside the train en route, as well as a fly past. The scenery from the train and the layout of the Cosmos in full bloom was absolutely awesome.

This event attracts a large group of international steam enthusiasts, and even some of the train operators are flown in from the UK to assist with this event

This is well worth a visit for those that want to experience something from the past..... It is only held every two years.

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Harley Davidson is Closing many of its Plants Due to Declining Sales. Apparently, the Baby-Boomers all have motorcycles, and Generation X is only buying a very few, and the next generation, the Millennials, aren't buying any at all.

A recent study was conducted to find out why?

Here are the reasons why Millennials don't ride motorcycles, and why sales are down:

1. Pants won't pull up far enough for them to straddle the seat.
2. Can't get their phone to their ear with a helmet on.
3. Can't use 2 hands to eat while driving.
4. They don't get a trophy and a recognition plaque just for buying one.
5. Don't have enough muscle to hold the bike up when stopped.
6. Might have a bug hit them in the face and then they would need emergency care.
7. Motorcycles don't have air conditioning.
8. They can't afford one because they spent 12 years in college trying to get a degree in Humanities, Social Studies or Gender Studies for which no jobs are available.
9. They are allergic to fresh air.
10. Their pajamas get caught on the exhaust pipes.
11. They might get their hands dirty checking the oil.
12. The handle bars have buttons and levers and cannot be controlled by touch-screen.
13. You have to shift manually and use something called a clutch.

Events Calendar

MONTH	DAY/DATE	EVENT	HOST	STATUS
January	Tue 15	Noggin	Jhb	official
February	Sun 20	Glenburn Lodge	Jhb	official
March	Sun 17	Valentine run-Uncle Tim's		optional
	Tue 19	Noggin		official
	Sun 17	Piston Ring Swop Meeting		optional
	Tue 19	Noggin		official
	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	TBA....lunch at Val????		
July	Tue 16	Noggin		
	Sun 14	Scottburgh Classic Car Show		optional
	Sun 21	Pta/Jhbg combined Concourse	Pta	official
	Sun 28	Rotary Hartbeespoort Classic Meander	Rotary..Brits	official
August	Sun 4	Cars in Park-Zwartkops	POMC	optional
	Tue 20	Noggin		
	Sat/Sun????	Graham Cheetam anniversary	KZN	official
September	Sun 01	Wheels at the Vaal		optional
	Sun 08	4th Ave -Parkhurst Show	VVC	optional
	Sun 15	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

Tuesday, 24 January 2012

from Gary Booyens

MOTOR ASSEMBLIES LIMITED

A small South African Assembly Plant that became a major Manufacturer

Part 4 of 7



There were also aspects of the Toyota product that did not meet local marketing or potential customer expectations, in particular so far as ride and handling were concerned. These were related to the very different conditions of the roads and driving speeds between Japan and South Africa. There had been similar problems in Australia so that Toyota was, to a degree, understanding in the desire to modify specifications. The first Corona 1500 models sold utilised a suspension developed for Toyota's own 1600GT and MA's own developments with shock absorbers and tyre sizes.

An important change with the advent of local manufacture of the Toyota engine was that three specialists were sent from Toyota Motor Company (TMC) to oversee the final approval stages in late 1968. These were Hosono (Engine Design), Hikosaka (Machining) and Ohno (Quality). This was the first time that MA personnel had direct access to the factory engineering staff, and the personal interactions were very helpful in getting a better understanding of their approach and to establish contacts for the future.



Toyota engineers during their visit to Motor Assemblies, from the left: Mr Kondo - Resident Service Engineer; TMC Engineers Hikosaka, Hosono, and Ohno; Mike Compton, Tim Gallwey and A Abe - SA Office Manager

Chapter 7. Growing up.

The demand for vehicles was increasing with the general economy and with it that for Toyota vehicles while there were still products from the Japanese range that could be added and that had market potential. However, making forecasts into the future it was also clear that in spite of the additional space at Mobeni, more still was going to be needed. Neither the

Jacobs nor Mobeni sites were capable of expanding, nor were any neighbours willing to sell. A suitable green-field site was going to be needed. To this end Dr Wessels initiated some studies.

During this time of growth there was increasing friction between Toyota Marketing led by Basil Landau and MA led by John Sully, the former wanting new models assembled and into marketing-required specifications and the latter determined to do what he thought best within his opinion of the plant capability. This problem was not to get easier as time went on and was also the catalyst for Mike Compton leaving in 1969 to join Magirus Deutz as Chief Engineer. He was replaced by Colin Downie, and Tim Gallwey was moved to the engine plant, a change facilitated by the move of Triumph 2000 production to the BMH plant in late 1968.

Sully had transformed Motor Assemblies. When he started in 1957 it occupied just the original site in Jacobs covering some five acres. During his tenure he added a paint shop down the road and later a new body shop. Then he took over the Mobeni site for truck production, and finally he established the massive new plant at Prospecton. The number of employees had risen from 750 in 1957 to some 3 500 in 1972. He ran a tight and lean operation which was very profitable. But his *modus operandi* was reaching its limits.

The problem was that previously he had never occupied a senior management role nor any position within the motor industry. His own appointment was due to the patronage of Noel Horsfield of McCarthy Rodway as in fact was that of Roy Bruce and Mike Compton. They, together with his inherited most senior staff member, Les Mitchell, did largely what they were qualified and paid to do but the rest were pressurised to do as they were told by what might be described as a benevolent dictatorship and in reality there was no team.

As the operation changed Sully appointed staff who fitted well into his organisation but whose qualifications were in any case borderline or inappropriate, making them even more compliant with Sully's concepts. The first of these newcomers was Ernie Comley as Chief Engineer as a consequence of Roy Bruce leaving for Illings. Whereas Vehicle Engineering fell nominally under Bruce, after his departure it reported to Sully. The second of these appointments was that of Colin Knowler as Planning Manager, also answering to Sully. Comley did not stay with MA very long and was replaced by George de Greef. None of these appointments in the late 1960's had ever worked in the motor industry, itself making the transition from assembly to manufacture. The result was to be the lack of a professional approach with an understanding of the needs of high volume manufacturing, especially for sophisticated systems and procedures, and a stifling of initiative among the personnel. It was becoming clear that things needed to be changed but how and to what?

It was a classic example of a company having grown from a small operation to a large one which needed to add a sophisticated management system. Also, the skills and knowledge needed to run a large organization are markedly different from those required to run a small company and to grow rapidly to meet market demand. No longer could one man, even such a dynamic person as John Sully, give direction covering all the activities and complexities involved in constructing a new facility, installing state-of-the-art manufacturing facilities with complex technical issues and increasing the labour force to over 3 000 people. Given the rapid expansion there had been neither the time nor opportunity for him to learn the new approaches that were needed, and it is not clear that he ever realized the need to change. It was too much to expect the leopard to change his spots.

The first study initiated by Dr Wessels was to ascertain where a new plant should be located, either in the Durban area or for example Pretoria / Rosslyn where so many new plants had already been built. With the reduction of CKD pack sizes resulting from increased local content the old arguments for locating a plant at the coast were less valid. But with Port Elizabeth providing a home to some of the larger component suppliers the economics for a Transvaal location were not that good. In the end the decision to remain in the Durban area was based on the excellent skills of the then current, largely coloured (mixed race), work force. An important bonus to be considered was that the attraction to English-speaking Durban was much better for white managerial and technical staff, rather than to the Afrikaans-speaking Transvaal, nor would the existing staff be lost.

The second study was therefore the design and layout for a new facility including having the capability of expansion and bringing in-house activities such as component machining now either done or planned at sub-contractors.

Prior to these expansion plans Dr Wessels came to Durban more or less every week and he took a very active interest in the progression of the studies. However, by doing so he got to know the personalities involved and the way they managed and were managed. Visits to plants in Europe and Japan were organised to evaluate methods and potential sites were looked for in the Durban area.

The decision on location was to buy land at Prospecton on the south side of Durban in what had been a swamp but had been filled in from a neighbouring hill. One aspect of the plan was to combine truck and car production on one site with one body shop and one paint shop. In the longer term this was a bad decision as truck assembly and quality issues are markedly different from those for cars so that eventually a separate truck plant was again set up. Construction commenced in May 1970 and the first vehicle, a Stout truck, was produced at the end of May 1971. The plant covered 34.6 hectares with 81,000 square meters under roof and was later expanded to 63.4 hectares with 233,000 square meters under cover.



An aerial view of the new Motor Assemblies plant at Prospecton in the 1990s. The body shop is in the foreground, the paint shop next, and then the vehicle assembly shop. Beyond that is the engine machining and assembly shop and on its right is the trim shop. Prospecton Road runs next to these buildings and to the right is the Product Engineering Centre and the training school.

Another decision was to take on the machining of the Toyota cylinder block and head as the volume had now reached some 1000 engines per month. For this purpose Sully at last and no doubt under pressure from Dr Wessels, recruited someone from within the industry, Tucker Lochhead from VWSA, an engineer who had received extensive training in management and he gradually effected some changes in the way things were done. Lochhead then recruited Peter Hutchinson from GM to be Engine Production Manager and in time support people were recruited in turn from others in the industry. Likewise Alec Spero was recruited from GM to be Chief Inspector for the engine plant and cut his teeth on MA activities with monthly visits to Turin Motors to sort out routine problems. Another important development was built on the contacts from the earlier visit of the engine specialists. That was the secondment of a young engineer from TMC for a year, one Takahashi. He strengthened the link to the factory engineers and thus greatly facilitated the flow of technical information and was a useful source for explanations of Toyota terms and procedures.

At the same time the increased volumes prompted a move from having engineers deal with a variety of components for a specific make or model, to specialists in particular areas. Hence Tim Gallwey concentrated on engines and control of their quality with a small incoming inspection operation, and taking charge of engine testing rather than it being under the assembly foreman. At the same time a group was formed around Keith Bennett within Vehicle Engineering to deal specifically with pressed parts across the range. This latter was taken a step further when a joint company was formed with neighbouring company Rowen for the production of pressed parts. An interesting product from this company was a kind of modular design for the air cleaner body whereby one set of pressings was used to provide four different layouts for the two engine sizes in two different body shells, again unique to SA. Also at this time a scheme was started in Vehicle Engineering to train technicians within the company through a three-year sandwich programme with the Natal Technical College. Thus were laid some foundations for a more professional approach to running the company.

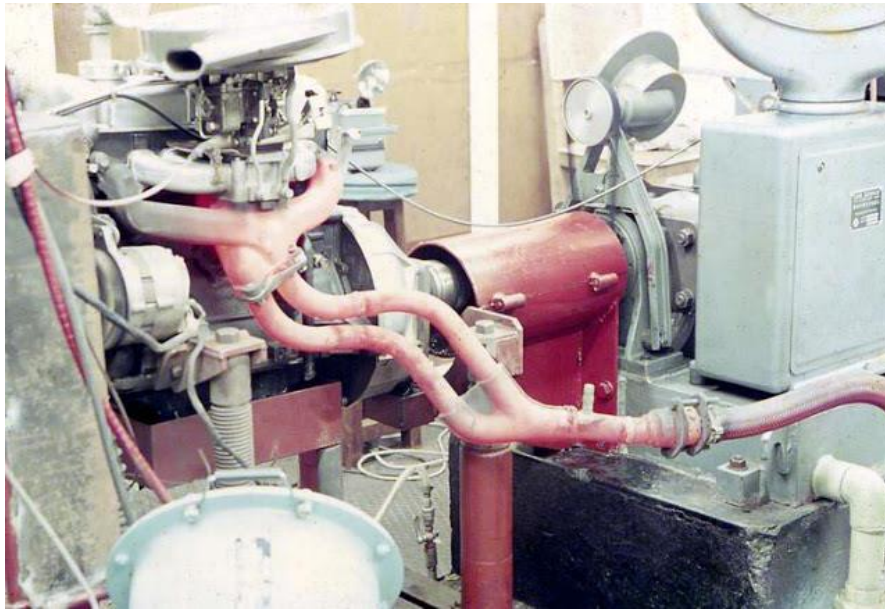


Technical staff from the Engine Plant and Vehicle Engineering at a celebratory dinner were from the left: Malcolm, Eddie Whiting, Peter Hutchinson, Tim Gallwey, Tucker Lochhead, Naoto Takahashi (TMC), Colin Downie, Eddie Sharpe, Keith Bennett, Don Clark and Bert Wessels.

With the introduction of the Corona in 1966, Vehicle Engineering was expanded to include a test garage, and performance testing was conducted on public roads – down the south coast for some, and on the dual carriageway near Mooi River for altitude testing since it was at some 1 500m above sea level. Similarly a routine car test route was later established by going from Durban to Umzinto then via Ixopo to Pietermaritzburg and Mooi River, followed by a return leg via Greytown and Stanger back to Durban. Driving on this route alternated between clockwise and anti-clockwise directions. For testing of oil consumption it included one or more laps of the Roy Hesketh circuit near Pietermaritzburg.

Likewise routine specialist engine tests were commenced to monitor aspects more related to reliability issues, and regular “teardowns” were instituted to check for correctness of assembly including torques. The latter established that torque wrenches were being misused and twice-weekly calibrations were introduced. Similarly, after moving to the new plant, Colin Downie instituted a system whereby a few cars were taken regularly from the finished car yard and marked up with masking tape to show any appearance defects. In these various ways the first steps were taken towards establishing product quality auditing systems, although at that stage there was no formal collection or analysis of data. One would have expected these activities to be under the aegis of the Quality Control department but their rôle then was seen as catching faults on the line and “firefighting” to implement fixes when they occurred, and to liaise with Service personnel.

In the old Jacobs plant the Factory Inspector had threatened to have air conditioning installed because of the high temperatures and unacceptable working conditions. The design of the new plant aimed to achieve a significant improvement in working conditions by heavy insulation of the roof and the installation of extractor fans to alleviate the effects of the hot and humid Durban climate. On the whole its layout and design was the same as the old plant as the same people were involved i.e. the Plant Engineer George de Greef and Planning Manager Colin Knowler. But for the new engine assembly operation the system was changed from manual movement on a roller conveyor to assembly on a fixture which was moved continuously by an under-floor conveyor. Similarly, special hot test stands were installed where each engine was run for some 10 to 20 minutes and the dynamometers were reserved for more specialised testing, facilitated by the installation of programme control equipment whereby stepped sequences could be run under semi-automatic control.



Toyota 7R SOHC 4-cylinder 1600cc engine on endurance test at Mobeni in late 1968. The interior of this test cell was hot and noisy and ran for 24h at times. To reduce exhaust back pressure to the required standard it was difficult to silence and the neighbours complained including a visit from a local Durban city councillor!

With regard to block and head machining the increased volume meant that special purpose dedicated machines could be justified on a once-through layout. However, due to the limited size of the staff, it was not feasible for the in-house selection of machines and design of jigs and fixtures. As a result a turn-key approach was adopted whereby a number of vendors were invited to tender for the manufacture of complete lines for these two components. The negotiations were handled by Tucker Lochhead with assistance from Hutchinson and eventually an order was placed for a sum of about R5M. In addition there was the cost of the new dynamometer cells, hot test stands and specialist measuring equipment such as a 3-dimension co-ordinate measuring machine and specialist calibration equipment. At the same time the increase in large pressed parts required the acquisition of specialist grid-line surface tables whereby body panels and complete body shells could be checked dimensionally. Similarly, whereas previously inspection and Standards Room activities had been combined, they were now separate. Thus the Standards Room provided a service to engine plant machining and to incoming inspection in the engine plant, assembly plant, and body shop, plus to Vehicle Engineering for dimensional examination of first-off samples.

Engine machining raised a new problem. It became necessary for the inspectors to read instructions and to fill out record forms. The African personnel now prevalent in the plant were unable to cope and the solution was to seek people with at least Standard 8 education. It was complicated by ridiculous Government regulations whereby Africans living on the East side of the city (e.g in Kwa Mashu) were not allowed to work on the West side. The same applied vice versa to those living on the West side. This resulted in the recruitment of Indian inspectors. They were a great success but complicated the buildings situation as apartheid rules required that they have separate change rooms, showers, and canteen but some compromise was worked out.

With the move from the old Jacobs plant Dr Wessels took an equity stake in Airco Engineering and they then moved their truck body operation into the space that had been vacated at Jacobs, as they were running out of space in the existing premises. It was the second such move involving a supplier company, as Wessels had taken over the First National battery company which subsequently supplied all Toyota batteries. Quite some years later this process was extended by taking over a number of other component manufacturers.

Once the new engine plant was running Tucker Lochhead's responsibilities were changed to a broader remit as Sully realised the need for a more professional operation. Thus he took overall charge of production. One change was to appoint Bob Stapleton from Accounts as manager of the paint and body shop side of things, a not very predictable person for the job. Another change was to send Tim Gallwey to TMC for three weeks of training in their quality systems and his subsequent appointment as Assistant QC Manager. On the assembly side he recruited Brian Ewer, a graduate electrical engineer who had been trained as a manager at Felt & Textiles, John Sully's old firm. Yet another change was the appointment of someone to analyse production data in terms of cost or consumption per vehicle, which produced some startling results such as the excessive consumption of sound deadener. How come this had never been done before?

Separately from all this, a new professional Personnel Manager was recruited from a major local company. Up until this time it had been a very amateurish operation (probably the most amateurish in the whole company), mostly concerned with the formalities of hiring and firing. There were many anomalies in appointments and pay levels, without any proper structure for assessing appropriate skill levels across departments or for determining pay levels, promotions, or salary increases. In some areas there was no proper management structure, let alone any proper system anywhere for personnel development, nor any system for training despite repeated suggestions from Dr Wessels.

A development on the quality front concerned paint. In earlier days there had been some chemistry input to the paint shop operations and this had been treated as part of the production operation. Now that overall volumes had risen substantially it became necessary to set up the beginnings of a paint laboratory, and weaning it away from the production operation was not easy. However, in time, specialist equipment was purchased so that proper specialist tests could be carried out on the paint itself, on vehicle body parts, and on incoming components. However, vendors then required the provision of test specifications against which to evaluate their products. By this time a new TMC on-site representative had been appointed with strengthened responsibility. He brought with him a full set of Toyota standards documents and these were used to set up the beginnings of materials test requirements. In combination, these developments emphasised the need for the appointment of a graduate in the emerging field of materials science who would also be able to look after metallurgy, rubbers, plastics, adhesives and so on.

Roundabout this time there was a change in the manner of dealing with suppliers. In the earlier days these had tended to be adversarial in nature and somewhat at arm's length. But, as the technical level advanced, there was a slow change towards a more collaborative approach on the basis that neither side could afford to have the other go under. As a result vendors started to alert MA to their problems and requested discussions on how to proceed. As part of this process the manufacture of the piston gudgeon pin highlighted the need for a more cautious approach in SA. In Japan TMC could use a low chromium alloy but in SA this carried the risk of metallurgical problems due to the less tightly controlled production operations, so in time a higher chromium alloy was adopted along with oil quenching rather than water. The lesson was similar to that of the variability of Volvo pressed parts from Datsun due to the inconsistency of the local manual labour.

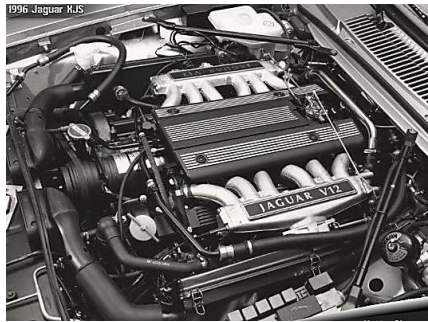
An interesting feature of the new plant was the office block. Its design was heavily influenced by the layout Sully had seen at Volvo who had adopted an open-plan layout. The ground floor was taken up with a large kitchen and canteen. Above it was the so-called technical floor occupied by engineers and planners and the top floor was for administration such as Accounts and Supplies. However it was not long before corner cubicles were erected as people in supervisory positions found a need for privacy and for documentation security. It also led to what Volvo people described privately as "over communication" as subordinates could see when their immediate superior was free and consequently requested their involvement in decisions rather than making them using their own initiative. Over time these expanded in number so that eventually all three sides of the floor were taken up with such cubicles, in rejection of what had seemed like an enlightened step.

The new plant saw the abandonment of the old dip tank approach for the application of anti-corrosion material to the underside of the vehicle which had extended halfway up the doors. It was very effective in the field, so much so that NMA bought the old tank and then made some publicity about their "improved rust protection measures". But it was very messy and seriously disliked by the body shop production management. So it was replaced by installing the latest E-paint technology for the undercoat whereby the whole body was immersed in the paint which would ensure wrap-around effects. It was the first such plant in SA. But it required the provision of suitable holes so that the bodies would not float which meant that the traditional truck bodies had to be modified. The other big change was to replace phosphating with zinc chromating. These changes were expected to affect significant improvements in product quality and in productivity but there were serious unforeseen problems.

Part 5 next month

The Life of the Jaguar V12 Engine

from Mike Gilchrist



Jaguar enjoyed considerable success with their racing programme during the late '40s and '50s with their Walter Hassan/William Haynes/Claude Bailey designed XK engines. Famous racing Jaguars enjoyed winning multiple times at Lemans with models: XK120, XK140, C- and D-Types – all beautiful wind cheating designs leading up to the legendary E-Type. It goes without saying that research from racing improves the breed and the reliable engines ended up in the sedan cars available to the public. Imagine the Marketing Department's dream use of the Hamilton/Ralt's record breaking 106mph average speed for 24 hours racing at Lemans in 1953!

Being designed as a road car for the public, the E-Type and the XK140 before it, the team soon realised that it was not going to be competitive enough to win races even with the 4.2 litre straight six engine.

Around this time Jaguar bought Coventry Climax and with it came two brilliant engineers: Harry Munday and the return of Walter Hassan. Although Claude Bailey worked on a V12 in the '50s the two were tasked with producing an engine with the potential to regain their former glories in the field of racing. Using what was still an advanced reliable power unit they used two XK engines in a 60° V formation on a common crank case and a purpose made crankshaft to form a V12 of 5.3 litres and what would become an industry first - the weight saving advantage of an all-alloy casting.



4 valve

Once fully bench tested the body design department headed by Malcolm Sayer designed a mid-engined open top car as shown below. Named the XJ-13, it was perfect for the all-alloy V12 DOHC four valve per cylinder engine with Lucas fuel injection. Test driver David Hobbs tested its capabilities extensively to potential race winning standards, but with the appearance of the 7 litre Ford GT40 the prototype was rendered obsolete.



A further set back killed the project completely when the FIA announced that the following year's prototype engine capacity would be reduced to 3.0 litres.

The prototype was a one of a kind test bed when test driver Norman Dewis crashed it comprehensively during an advertising photo shoot for the V12 E-Type. Abby Panels rebuilt the car some years later and made its first appearance in 1973 driven by Lofty England at Silverstone.

The V12 engine however found its way into the Series III E-Type for 1971 – during the fuel price war, and soon after into the XJ XJC, XJ-S and Daimler Double Six luxury cars. However, the quad-cam and fuel injection was deemed too complex, bulky and noisy for a car in this class and so reverted back to two valve per cylinder single overhead cam and 4 x side draught Stromberg carburettors.

As the years went by, Raymond Mays further developed the V12 in response to reducing fuel consumption and higher engine outputs. For 1981 the HE model, for what is known as the Mays Fireball: used flat crowned pistons and corresponding improvements to cylinder head breathing, high compression and fuel injection. In this format fuel consumption was reduced by 50%. Engine capacities increased over the years from 5.3 to 6.0 and finally 7 litres; the latter for racing.

The E-Type and later the XJS V12s enjoyed racing success in the U.S. under the Group44 Racing Team piloted by Bob Tullius. (Here is a Triumph connection: he later raced the IMSA Triumph TR8 with great success). The E-Type V12 XKE won the 1975 Sports Car Club of America championship event. The XJ-S won the Trans-Am Championship for 1977 and 1978.

Tom Walkenshaw Racing (TWR) took over the XJR prototype from Tullius for the World Sports Car Championship and won outright in '88 and '91, including Le Mans for '88 and '90.



TWR Jaguar XJ-S

Jaguar JR9



The Triumph Car Story- part 2

Chapter 1

EARLY DAYS

I suppose it all really started when I was researching my family history, something that has always fascinated me. I realized quite early on that I actually had a considerable reservoir of information, stories, anecdotes and images which had been handed down to me by my mother who had sadly died in the year 2002 at the ripe old age of 90 years. Sifting through the family photos became a veritable ritual when visiting her at Villa La Follyette, that gloriously pink hillside villa above Montreux in Switzerland which she inhabited during the last 40 years of her life.

I came to put names to faces and places that otherwise may well have remained anonymous. After her Demise, as she would often refer to her departure from this worldly scene, I appreciatively inherited that photo collection. These mostly encompassed the 40's era of our family's life but with some going back to an unknown world of lost values and etiquette, only glimpsed at nowadays, when you could be betrayed by the way you held your knife and fork. I soon discovered that my father had already led an epic life of adventure long before marrying my mother in 1943. So what did I really know about this intriguing character? He was born John Paul Black on February 10th 1895 at 151, Kings Road, Kingston-upon-Thames in Surrey, as one of six sons and two daughters.

His father, John George Black, originally from Lancashire, was a clerk in a Public Records office in London at that time. His mother, Ellen Elizabeth Marion Smith, was born in Hastings, Sussex. Judging by the Victorian corner-shop style of their house, Ellen Black may well have run a business on the premises to assist her large family. My father's early years are a bit hazy but I do know that at the age of only seven he was climbing a tree with a couple of his brothers when one of them tickled him under the arm. He was swinging from a branch at the time resulting in him breaking his neck which at that age could have proved fatal. This was something that would affect him for the rest of his life, often looking rather rigid when walking and making it extremely difficult while attempting to reverse a car, as he couldn't properly turn his head to look round. The only other thing I heard about those early years was that if there was ever any dispute between the brothers at home their father would make them fight it out together with boxing gloves in a makeshift gym that they used for such purposes.

With two younger brothers, Robert and Leo, and three older brothers, George, Norman and William, there must have been plenty of choice! His two sisters Florence and Norah were older than him with the latter going on to become an accomplished artist. He was educated at St. Paul's School in London and would later study Law at London University, his father's preference. His first job on leaving school in 1910 was with Stanley Popplewell & Son, the Patent Agents. This was something which would bring him into contact with the Morgan Motor Company. In 1911 he joined Granville Bradshaw, later one of the founder members of ABC, who was building aero engines at Brooklands with a staff of six, including a young John Black. After University he became articled to a solicitor in 1914. But the First World War brought an end to his future prospects in Law progressing at that time. 7 Two of his brothers, George and Norman, were killed in action prompting him to sign up for the Royal Naval Volunteer Reserve. He was 19 years old then and his family had now moved to No. 213, Park Road, Kingston Hill, a handsome Victorian Villa in the area.

The National Archives at Kew reveal some intriguing details about his career in the Armed Forces during the 1914-1918 period of the Great War.

Entered the Royal Navy Department 13 August 1914

Name: John Paul Black

Number: London 10/3610

Address: 213, Park Road, Kingston Hill, Surrey.

Height: 5 9 ½

Chest: L. 37 D. 34 ½

Colour of Hair: L. Brown.

Colour of Eyes: Blue.

Civil Employment: Articled Pupil.

Previous Service: Signalling and Buglering.

15 September 1914: Rating A.B. (Able-bodied Seaman)

18 February 1915: Rating ACT. L.S. (Acting Leading Seaman)

28 December 1915: Rating ACT. P.O. (Acting Petty Officer)
 23 December 1916: Qualified as 1st. Class Machine Gunner
 26 May 1917: Discharged appointed to a Commission.

Evidently too when in the Naval Division in 1915 he served with the Drake Battalion being sent to Gallipoli where his Company landed at night on the Peninsular, although not being involved with any direct action there. They subsequently returned to a Naval Base on the Greek island of Mudros where they could generally recuperate before moving on. Many during that campaign suffered with dysentery. After progressing to the Machine Gun Corps (Heavy Branch) he was promoted to Second Lieutenant in 1917. That Corps developed into the Tank Corps where he gained the rank of Captain in 1918 while serving in a Reconnaissance Brigade as an Intelligence Officer. There was talk of his escaping at some point from a Prisoner of War Camp, not heavily guarded, and also evidently being gassed, no doubt at Ypres where he saw action with the Tank Regiment (It was reported that 2nd Lt. J. Black of 16 Company was wounded in 1917).

Although not being able to substantiate all these details as historical fact, my mother passed on a lot of information over the years about his early life that he had personally related to her. He definitely became one of the youngest Captains in the British Army at the time, being barely 23 years old. The two medals he was awarded were the Star and the Victory, customarily given to soldiers for services rendered in that War. (London Gazette reported that he was later made an Honorary Colonel on 12th. August 1939). Quite a record! Whether it was actual shell shock that contributed to his losing most of his hair when relatively young is not certain but his noticeably bald head in later life definitely became part of the Black hallmark! The War Diaries of the 11th Battalion Tank Corps remind us of the startling reality that a great number of those leaving these shores for France were still very young indeed. It reads: "For the first eight days in January 1918, recreational training was carried out in Captain in the Tank Regiment 1918 bitterly cold weather. Route marches, Battalion Runs, Snow-balling and BobSleighing were the chief items."

After the First World War he was no doubt reunited with his family down at Kingston while recovering from those wartime experiences and earnestly contemplating his future. But the chain of events which now shaped the next sequence of his life would prove to be highly providential. One day he found himself sharing a railway carriage with an old compatriot of his from the War. Having no plans of his own at this stage he was pleased to learn that his comrade could introduce him to one of William Hillman's daughters who was not only of a mature yet marriageable age but would guarantee any future husband a job in the lucrative Motor Industry. The travelling companion in question was most likely a certain Thomas Sydney Dick who had also served in the Tank Regiment reaching the rank of Major, during which time he managed to have married one of Hillman's daughters himself, namely Dorothy Ann in 1915.

He began as Joint Manager of Hillman's in Coventry, later to become Managing Director of the Auto Machinery Company, a subsidiary of Hillman's. Furthermore his nephew Alick Dick went on to work for Standards, eventually taking over as Managing Director after my father's sudden departure. By the end of 1919 Black found himself fully ensconced in a caravan at Daw Fields, a 17 acre plot at Corley outside Coventry, where he stayed for the next six months. He finally succeeded in setting fire to this temporary abode which presumably necessitated the search for alternative accommodation. The obituary of Thomas Sydney Dick can be found in the Appendix 10.

In the 1920's when most other motorists would have been sporting those old-fashioned 'hooters' to alert fellow drivers of their existence, Captain Black had a 'Bell' fitted to the front of his vehicle.

Shooting in the early 30's. The pursuit of many a country gentleman then. Conveniently, Alfred Pargetter who actually owned Daw Fields, decided with his wife to move from the solitude of their own country home opposite, which they had built in 1913 and put it up for rent for a couple of years. My father was about to arrive as the new tenant of White Cottage where water was pumped from a well by a wind pump and a shed containing a series of batteries provided lighting for this pleasantly primitive property.

Now known as Captain Black he joined Hillman Cars initially as a Sales Manager, going on to marry Margaret Verena Hillman on April 20th 1921 at Keresley near Coventry. Her father William Hillman the motor magnate lived at Keresley Hall, a manor house he had built in 1894 after all six girls had been born. Margaret herself lived there from the age of seven until her marriage. (It is now the Royal Court Hotel and one of the largest in the region). Actually William Hillman died the same year as his daughter's marriage to Captain John Black in 1921, after handing over the running of the family business to him and Spencer Wilks, who also married one of his daughters Kathleen Edith in 1910.

Wilks went on to become Director of the Rover Company. The connections between the Hillman family and the Motor Industry are so vast that I understand a complete book is now being researched on the subject! According to their marriage certificate John Black was 27 years old at the time and Margaret Verena was 34 and so seven years his senior. He being humbly described as an Engineer, his own father now being promoted to Professor of History which well fits the apparent achievement of translating the Domesday Book, though not single handed, as my dear mother often reassured me. Witnesses at the wedding ceremony were Percy Rowland Hill who also married a Hillman girl, Evelyn, together with Spencer and Kathleen Wilks. William Hillman and family headstone at Keresley (lying flat on ground to left of main gate.) So it must have been a real family affair.

The story goes that on their honeymoon my father actually attempted to drown his new wife Daisy, as she was known. But they soon managed to settle down to married life while living at White Cottage in Corley which was in fact only about two miles away from Keresley. Their daughter Margaret Rosalind was born there on June 26th 1922. John Black was now described on the Birth Certificate as Director Motor Car Company. An interesting 'Deed of Family Arrangement' pertaining to William Hillman's Will dated 1924, dealing with the distribution of his Estate in favour of his widow, identifies Percy Rowland Hill and Spencer Bernau Wilks as the Trustees. William's Widow Fanny Moreton and their only unmarried daughter Fannie Mabel were still resident at Keresley Hall.

One of the Beneficiaries in the document is named as Margaret Verena Black who is shown to be living at Woodlands, Keresley. So John and Daisy had now moved house again, although obviously staying locally. Their first tragedy, though, was to appear soon after when their son John was born in 1926 at Woodlands. He died only four hours later of a lung disorder. In fact his name along with others of the Hillman family is engraved on William Hillman's headstone marking a family plot in St Thomas' cemetery at Keresley. The other names on the gravestone are: William Hillman 1847-1921, Fanny Moreton Hillman 1851-1927, John Spencer Wilks 1927-1929 (another child), and Fannie Mabel Hillman 1874-1964.

In 1928 my father joined the boards of Humber and Commer. But after Hillman, Humber and Commer had become part of the Rootes Group he relinquished his position and took up a new post. By 1929 and at only 34 years of age Captain John Black became General Manager of the Standard Motor Company after accepting the invitation from Reginald Walter Maudslay. The Company was in dire straits but within nine years he managed to pull things round again by increasing production from around 7,000 cars annually in the year 1930 to nearer 50,700 vehicles in 1939. He became Managing Director of the Standard Motor Company in 1934, the year when Maudslay died (He was joint M.D. with Maudslay in 1933).

1935 brought the distinctive 'Flying Standard' range into play, giving a fresh identity, building up to the bestselling year being 1939 obviously cut short by the War. 1935 - John Black on the left riding to the Warwickshire Hunt, one of his sporting passions 14 Alicia Joan Pears Linton 1930 15 Temple House on the Arbury Estate earlier inhabited by the Knights Templar I have very few photographs of those Daisy Hillman days but there is one of a house they were evidently living in during the early thirties. Temple House on the Arbury Estate near Nuneaton is a rather imposing fortress-like structure which is not surprising when you consider that it was actually named after the Knights Templar when it was bequeathed to them in olden times and used as a Cell. By studying a map of the area it soon becomes evident that all the locations where the Hillmans and Blacks lived were really quite close together in a circle between Coventry, Nuneaton and Leamington Spa. I know also that during that period my father used to go riding a lot at Kenilworth with the Warwickshire Hunt and on examining the brass buttons he was sporting on his blue velvet smoking jacket, which I still have, I discovered the initials A.H.C. below the figure of a fox. This refers apparently to the Atherstone Hunt Club.

There are also a couple of photos of him on horseback evidently at one of those events. Incidentally Frank Golding, a well-known chauffeur of his, had been a groom before and had no doubt met his future employer in that capacity somewhere around the Stables. His passion for riding even took him into the workplace. He would occasionally be seen on a Saturday morning riding into work! It would be safe to say that his sporting prowess covered such a wide range of activities that he could be described as a real 'all-rounder', in the true sense of the word. He enjoyed Fishing, Shooting, Sailing, Riding, Squash, Tennis, Skiing and Golf, not to mention his love of Cards, if that could be termed a sport! He told us once that he'd survived a whole week down at Monte Carlo on the proceeds he'd earned at the gaming table (his Butler, Tom Thorne, later kept a tray of money on hand for such occasions).

It was in 1933 at a dance somewhere near Nuneaton, that he first met my mother Alicia Joan Pears Linton. She was 21 years old at the time, while he was 38 and a married man. She had endured a sheltered upbringing, to put it mildly, from which she spent most of her formative years trying to escape. 'Joan', as she was always known, on sharing the same first name with her mother and grandmother, had been brought up in the locality at Arley Rectory (2 miles from Corley) by a Reverend Uncle by the name of Marmaduke King and a suitably strict Aunt, Catherine Primrose. Her parents James and Alicia Linton were abroad in Persia then, pursuing their respective careers in Church and Medicine. My mother Joan had been born out in Isfahan in 1912 with her four brothers to follow, before all children were to move over to England for school. Her premature birth occurred while on a camel caravan, resulting in her father having to cut the umbilical cord in the middle of the desert! But now in 1933 she was living at Handsworth Rectory, a quiet Birmingham suburb in those days, presided over by her father who had returned from Persia with her mother and who was now the Assistant Bishop of Birmingham. I remember her telling me that the neighbours were horrified to notice the "Bishop's daughter wearing slacks in the garden"! How times have changed. She had never really met anyone quite like my father before, as she often recalled. At the same time she never realized what a 'merry-go round' of a life she was about to embark on. They used to meet mostly in secret, often in the middle of a wood where their car headlights would light up the darkness that enveloped them.

It is strange, sometimes, how we can find ourselves being entertained by fictional accounts of such goings on yet when faced with the reality of a scandal in our own personal lives and relationships it is almost impossible to bear. Fiction and Reality do, on occasions, appear to merge together in the paradox which is somehow part of our human nature. We struggle to preserve our moral integrity but easily become desensitized by the decadence displayed all around us in the Media, which in turn can serve to influence our attitudes and ultimately our behaviour toward our fellow human beings. Ironically, as soon as we attempt to recount the 'story of our life' it becomes almost fictional by losing the reality of the moment and becoming just another narrative. To a certain extent, Life is a compromise between Birth and Death, those two great realities which seem to bind us all together on this great journey of ours.

Part 3 next month

Tail End Giggle

One-liners

Did you know:-

- A man, a plan, a canal – Panama. one of the longest palindromes
- Eleven plus two is an anagram of twelve plus one
- Repeating word: –
- The artist of the pub sign, "The Dog and Partridge" was criticized for not leaving enough space between *Dog* and *and* and *and* and *Partridge*.
- Soldier, you're probably going to die! To die, sir? Well, to die or tomorrow.
- You, private! What's your name? O'Reilly, sir. Oh really? No, O'Reilly.

Let's have some of your one-liners