



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



PO Box 1102,  
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[www.triumphclub-joburg.co.za](http://www.triumphclub-joburg.co.za)

**ISSUE NO. 11/17**



From the picture archive  
**Scottish Games at Glenburn Lodge June 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**

## ***Christmas Lunch***

Christmas Lunch will again be held at the beautiful surroundings of the Kloofzicht Lodge, on **Sunday 3rd December**.

The menu always has something special and the food is always delicious.

Please advise your attendance of this event to:-

Norman Bull:- 083 469 6833

011 849 1113

[normanb0147@gmail.com](mailto:normanb0147@gmail.com)

The cost of this Lunch is **R210** per head.

Please make payment to:

Triumph Sports Car Club

Nedbank

Account: 197 833 1193

Branch: 190 605

Reference: Xmas-(and your name)

## Editorial

November is here already and my Xmas wish list is headed by Health Wealth and Happiness for all of you and your families. Unfortunately it is also the time of the year when road fatalities tend to rise; so drive carefully!

We have been fortunate this year with contributions from some of the members and my personal thanks to all who have made the effort. I shall not mention names but those of you who read the newsletter will know who they are.

There is an interesting article from John Craig on classic cars shaking down for the Paris to Peking Rally whilst he was on a safari in Namibia. It's amazing what can be done in a TR6! I am a little BIASED!

Subs are due soon so please don't forget to pay.

Enjoy your Triumphs in this magic weather.

Safe Motoring,

*John Dobbins*

## Chairman's Chat

A very enjoyable and informative weekend (20-22 October) was had by the 6 couples who attended the Battlefields run. The weather forecast showed plenty of rain, but fortunately the weatherman got it all wrong....no rain the whole weekend.

More about the Battlefields weekend in the next Newsletter.

Our Christmas Lunch will again be held at the beautiful surroundings of Kloofzicht Lodge on Sunday 3<sup>rd</sup> December. Looking forward to all members attending this year end function. Please forward names to me as requested in an earlier bulletin.

Can all the winners of Trophies from last year's end of the year function have their trophies engraved and returned to me,,,,,asap.

Our AGM was held in October, and the following members were elected to the committee:

Chairman: Norman Bull

Vice Chairman: Mike Gilchrist

Treasurer: Rob McLeod

Regalia: Mark Hirst

Secretary/Membership: Eddie Steele

Distribution: John Crowther

Editor: John Dobbins

Door prizes: John Craig/Dave Sawyer

At the AGM, I requested members to forward me their ideas of outings for 2018, so that I can compile a calendar of events accordingly.....I am still open to suggestions.

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		



## Condolences

Please spare a thought for an old member Eric Fletcher who, we learned very recently, is suffering from a pernicious disease which will not permit his being able to exercise activities as he once could.

I'm sure that he will welcome a call from you on 083 461 0719 or [flechet@gmail.com](mailto:flechetr@gmail.com).



## What you find in “Namibia”

*by John Craig*

While on our own safari in Namibia we came across the path of the cars in the 6<sup>th</sup> Classic Safari Challenge of this year which started from Cape Town on the 9<sup>th</sup> October and ends back in Cape Town on the 5<sup>th</sup> November 2017.

We met Allan Breakheath at Sisriem which is the entry point to go to Souousvlei on the 13<sup>th</sup> October. Photos of the cars present are attached and the full route of the tour can be seen on [www.endurorally.com/classic-safari-challenge2017](http://www.endurorally.com/classic-safari-challenge2017).

We had a chat to Allan who showed us all the mods on the TR6 which included dual everything including petrol tank. The car was prepared in England and sent to Cape Town by sea. Allan told us that there was also a TR250 on the Safari but we did not see it in the car park. Allan was doing the safari to get up to speed for the Paris to Peking race; he has done the Mila Melia about 6 times. Lucky chap!

We missed the cars leaving Sisriem but met the breakdown staff when going for some frosty refreshments at the lodge where they were staying. Two breakdowns that morning – a Volvo top pivot arm broken (they found a spare in their boot) and the 3.8 Jaguar broke its axle and was to be trailered to Windhoek. The dirt roads that they had to travel were generally in good condition except in the area where they left. The roads were badly corrugated because of the tourist trucks using them so we were not surprised to hear of the breakdown and after all the TR talk we had we renamed our Toyota Hilux a TR10!





## Steering Explained

### UNDERSTEER

When you hit the wall with the front of your car.



### OVERSTEER

When you hit the wall with the back of the car.



### HORSEPOWER

How fast you hit the wall.



### TORQUE

How far you take the wall with you.



\* \* \* \* \*

from Mike Gilchrist



♪♪♪♪

*Mine for evermore.*

*Will you still need me, will you still feed me . . . .*

♪♪♪♪

This month's quiz (no prizes offered)

Where or what is *Wenhaim*?

I have spent much time searching Google and failed – the closest I got was *Wenham* Engineering Ltd., Wenham South Road, Templefields Industrial Estate Harlow, Essex.

I'm convinced it's a UK bus – 'Metrobus', RH drive, high viz. jacket, registration plate size & font.

Is it possible that the destination sign was 'doctored'? Check the 'i' & 'm'.

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



At the age of 9 years, Sir Frederick Henry Royce's father died and the young Royce had to work to contribute to his family's income by selling newspapers and delivering telegrams. By the time he turned 15 years he had had no formal education.

Just like W.O. Bentley, Royce worked as an apprentice at the Great Northern Railway Company in Peterborough after he received financial support from his aunt. However, after only three years his aunt died and he had to leave to go to work for a toolmaker. This, it has been said, was a very valuable experience. He worked briefly at a tool-making company in Leeds and then for the Electric Light and Power Company in London. In 1882 he moved to Liverpool continuing to work for the Electric Light and Power Company and acquired a great liking for the new science of electricity. He worked hard at night school to repair his deficient education.

By 1882 he was chief electrical engineer for Liverpool's first electric street-lighting system. Two years later he moved to Manchester and entered an electrical and engineering business partnership with friend and equally ambitious young engineer Ernest Claremont, which developed into Royce Ltd., in Manchester, manufacturers of dynamos, motors and electrically driven cranes,.

The association between Royce and Claremont was to last many years of financial success and the two men also became brothers-in-law.

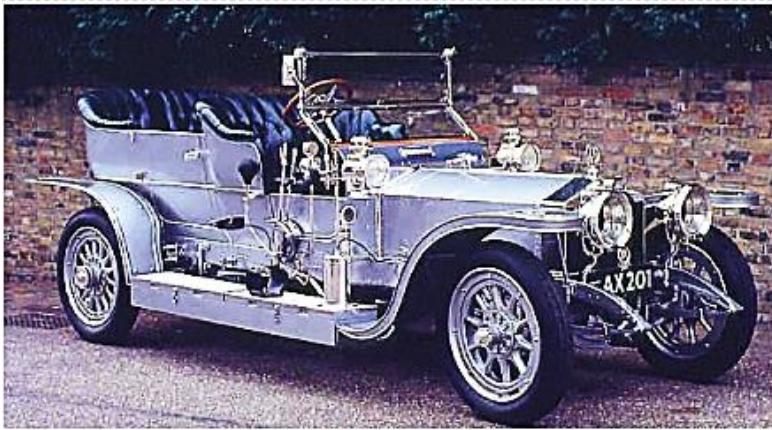
Following a decline in trade after the Second Boer War and the arrival of increasing competition in cranes and dynamos from Germany and the United States, Royce began considering the motor car as a potential new product for the company. He bought a 1902 small De Dion and a two-cylinder Decauville. He improved the design and then decided to manufacture a car of his own which he did in a corner of the workshop in 1904.

He built three experimental cars of his own design. Their outstanding qualities came to the attention (via Henry Edmunds, a director at Royce Ltd.) of the London motor dealer Charles S. Rolls who sold quality cars. So impressed by the quality of the cars was he, that he soon agreed to take Royce's entire output and have exclusive rights to sell Royce's cars which would bear the name Rolls-Royce. The first Rolls-Royce car, the Rolls-Royce 10hp, was exhibited at the Paris salon in December 1904. A plethora of models then ensued culminating in the launch of its six-cylinder "40/50" automobile in 1905, later named the Silver Ghost (produced from 1907–25); the automobile earned a reputation as the "best car in the world" by the British motoring press. The Ghost was followed by the Phantom. This partnership was formalised in 1906 by creating Rolls-Royce Ltd. with Royce providing technical expertise and Rolls the financial support and business skills. By 1907 the company was winning awards for the engineering reliability of its cars with their most popular car being the Silver Ghost.

The Silver Ghost was to make him famous, the basic design of which was to remain unchanged for twenty years and to be a monument to his ability to improve by evolution. For decades Rolls-Royce produced only the chassis and engines for its cars, leaving it to expert coach builders to construct coachwork to individual customer requirements. In 1939 Rolls-Royce Ltd. began making entire cars.



Royce & Company remained in business as a separate company making cranes until 1932 when it was bought by Herbert Morris of Loughborough.



Royce was first taken ill in 1902 and to cope with demand the works was moved from Manchester to Derby in 1908. Continued ill health problems did not prevent his designing the factory but as a consequence of his poor health was forced to leave Derby. He demanded that all new designs, plans and drawings of the factory be inspected personally by him before construction.

The fledgling but dynamic company suffered a major setback on July 12th 1910 when the Rolls partnership ended as Rolls, at age 32, was killed in the crashing of his Wright Flyer at a flying meeting at Bournemouth. Before this tragic accident Rolls set a record by being the first man to make a return crossing of the English Channel.

Ernest Claremont later became Chairman of Rolls-Royce Ltd.

Later that year Royce became very ill, stricken by an illness considered by his specialists to be fatal. This was the culmination of years of undernourishment, over-work and lack of rest. Royce recovered however, but ordained never to return to the factory at Derby, ensuing a need for him to work remote from the pressures of the factory.

It was arranged by Henry Edmunds for him and visiting designers to live in a new house - Villa Mimosa, in the south of France during the winter months. This was a crucial time in the development of the company and it was essential that the genius of Royce should not be lost. Therefore additional accommodation, a drawing office and a garage for two cars was included in the design. Royce was looked after by a dedicated nurse, Ethel Aubin until his death in 1933.

In the summer he was to live at St Margaret's Bay near Dover (later West Wittering in West Sussex) accompanied by two or three designers. A year later, at Villa Mimosa, Royce was once again taken seriously ill. He was rushed to England undergo a serious operation - an operation in these days not often successful, yet again Royce recovered to work hard for another 22 years. From then onwards there was to be no workshop activity for him, his sole activity being confined to the solution of problems by logical reasoning and deduction. The designer was his only tool and designing his sole means of research, whilst drawings were his chief means of communication. Now separated from his wife, with no children and devoid of any direct contact with the factory personnel and the day to day worries of development engineers and test department, there were no distractions.

On the 4<sup>th</sup> August, 1914 Britain was at war with Germany. Leaders of industry felt the shock just as profoundly as the Rolls-Royce board members, fearing a collapse in demand for expensive luxury products at this time of war. Their policy of refusing any government request to switch to aero engine work quickly changed when the MD was called to a meeting to build a batch of Renault aero engines and in the process unknowingly opened a far-reaching new era for the young Derby-based company who had hitherto, a total lack of experience in the field of aero engines.

The poor design of the Renault engine inspired Royce to develop a far better product.

The company's board quickly agreed to a military plea to develop a new 200hp air cooled aero engine. Royce insisted that it be cooled by water rather than air, as this was the company's area of expertise. The new 20litre V12 design was based partly on proven characteristics of the company's successful 7litre 40/50 car engine and partly on a German Daimler six-cylinder aero engine that Rolls-Royce had acquired earlier in 1914 for detailed examination.

## Sywell Pistons and Props 2017

from Rhys Collins

We went to this small event at an old airfield about a 30 minute drive from our house last weekend. During the war Wellington bombers were repaired here and aircrew were trained on Tiger Moths. We spotted three Stags (no formal club representation) but there was a good selection of Triumphs around the parking.

The most interesting was a former Survey Car for the 1970 Daily Mirror World Cup Rally – XLB 929 G. British Leyland entered a team of 2.5PI Mk2s and this Mk I was one of the survey cars that went to check the route and support the team.

Enjoy the photos.

Hope all is well down in Suid Afrika.

Cheers,

Rhys



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**Sywell** is a village and civil parish in the Borough of Wellingborough, Northamptonshire, England. At the time of the 2011 census, the population was 792.

**Sywell Church** has a short tower dating from the 13th century. There is a stained glass window by Willement dating from 1839 which is very fine and uses heraldic glass dating from 1580.

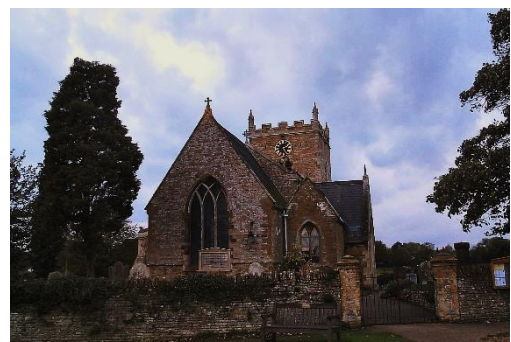
**Sywell Hall** has a long straight front with two small and one larger gable ends. The house appears to date from Elizabethan times.



Village hall



The village sign



Sywell Parish Church

## Tail End Giggle

### **Dilbert's Words of Wisdom and Dilbert's Law**

I can only please one person per day. Today is not your day.

Tomorrow is not looking good either.

I love deadlines. I especially like the whooshing sound they make as they go flying by.

Tell me what you need, and I'll tell you how to get along without it.

Accept that some days you are the pigeon and some days the statue.

Needing someone is like needing a parachute. If he isn't there the first time, chances are you won't be needing him gain.

I don't have an attitude problem, you have a perception problem.

My reality cheque bounced.

On the keyboard of life, always keep one finger on the escape key.

I don't suffer from stress. I am a carrier.

Everybody is somebody else's weirdo.

Never argue with an idiot. They drag you down to their level then beat you with experience.

A pat on the back is only a few centimetres from a kick in the butt.

Don't be irreplaceable - if you can't be replaced, you can't be promoted.

After any salary rise, you will have less money at the end of the month than you did before.

The more crap you put up with, the more crap you are going to get.

You can go anywhere you want if you look serious and carry a clipboard.

Eat one live toad first thing in the morning and nothing worse will happen to you for the rest of the day.

When bosses talk about improving productivity, they are never talking about themselves.

If at first you don't succeed, try again. Then quit. No use being a damn fool about it.

Everything can be filed under 'miscellaneous'.

Never delay the ending of a meeting or the beginning of a cocktail hour.

To error is human, to forgive is not our policy.

Anyone can do any amount of work provided it isn't the work he/she is supposed to be doing.

Important letters that contain no errors will develop errors in the mail.

If you are good, you will be assigned all the work. If you are really good, you will get out of it.

You are always doing something marginal when the boss drops by your desk.

People who go to conferences are the ones who shouldn't.

If it wasn't for the last minute, nothing would get done.

At work, the authority of a person is inversely proportional to the number of pens that person is carrying.

When you don't know what to do, walk fast and look worried.

Following the rules will not get the job done.

Getting the job done is no excuse for not following the rules.

When confronted by a difficult problem you can solve it more easily by reducing it to the question, "How would the Lone Ranger handle this?"

The last person that quit or was fired will be held responsible for everything that goes wrong.