



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**



**Heidelberg Air Show
May 2008**



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Chairman's Chat

A few weeks ago, on our way to a warmer KZN, we stopped overnight at the *Green Lantern Inn*...a proud supporter of Triumph.....even their new toilet seats are branded ...Triumph---what comfort!!.

KZN, Pretoria and Jo'burg have planned a getaway to the *Green Lantern Inn*, Van Reenen's Pass, to celebrate the founding of the Triumph Club of South Africa some 40 years ago. Book your accommodation direct with the Green Lantern Inn for the weekend Friday 13th to Sunday 15th September 2019.

The Harties Classic Car Meander event on the 28th July in aid of CHOC, promises to be an enjoyable event. There are still some entries available....check e-mails that have been circulated....hope I will see some other Triumphs on this run.

Our regional concourse is planned for 25th August at the Woodlands Boulevard, Pretoria East - same venue as 2015. At this point in time very few Jo'burg entries have been received. Please advise me urgently if you will be entering your Triumph in the concourse.

Our Noggin this month will take on a different format. We will have a ***Bring and Braai on the Saturday 20th July at the VVC clubhouse***, commencing at 12:00, together with a demonstration of a new Paint Protection product, using one of our members TRs. This should be warmer than our cold winter noggin.

Plenty of reasons to enjoy driving your TR the next few months.

Cheers,
Norman

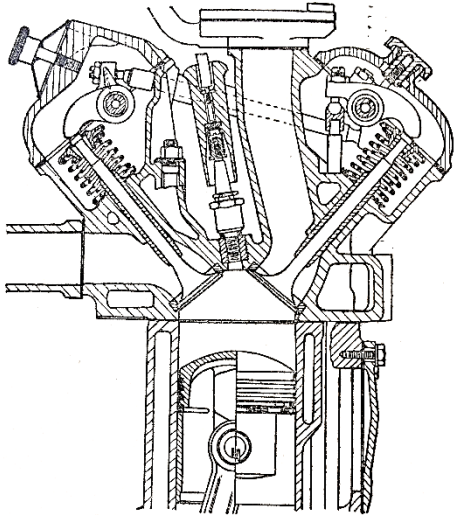
Events Calendar

MONTH	DAY/DATE	EVENT	HOST	STATUS
January	Tue 15	Noggin		
	Sun 20	Glenburn Lodge	Jhb	official
February	Sun 17	Valentine run-Uncle Tim's	Jhb	official
	Tue 19	Noggin		
March	Sun 17	Piston Ring Swop Meeting		optional
	Tue 19	Noggin		
	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	"Cars & Coffee on the dam" at Modderfontein	Jhb	
July	Sun 7	Scottburgh Classic Car Show		optional
	SATURDAY 20	Bring and Braai. Starting at 12h00	VVC clubhouse	
	Sun 28	Rotary Hartbeespoort Classic Meander	Rotary..Brits	official
August	Sun 4	Cars in Park-Zwartkops	POMC	optional
	Tue 20	Noggin		
	Sun 25	Pta/Jhb combined Concourse	Woodlands Boulevard, Pta.	official
September	Sun 01	Wheels at the Vaal		optional
	Sun 08	4th Ave -Parkhurst Show	VVC	optional
	Fri 13th-Sun 15th	Green Lantern Inn, Van Reenen's Pass	Graham Cheetham	
	Sun 15 th	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

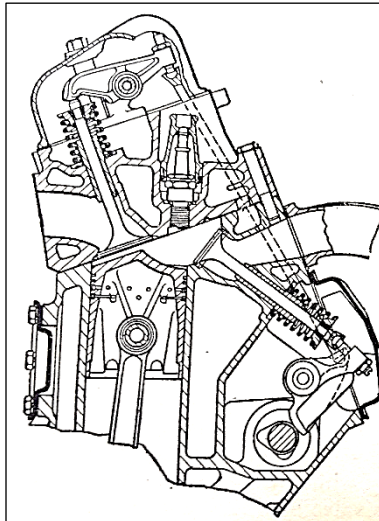
Dates and events subject to change

Some pictures from my British Sports Car volume – 1947

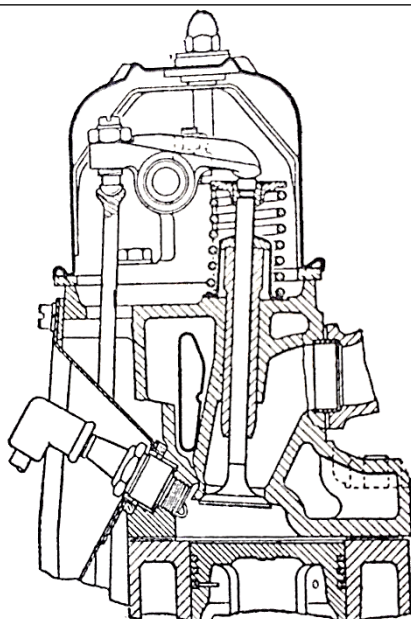
from John Crowther
(more next month)



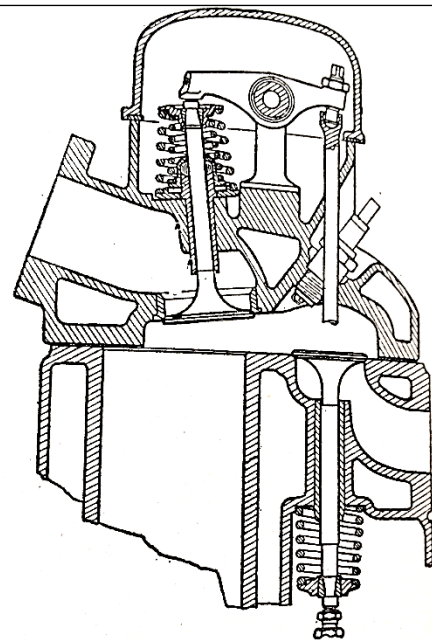
An efficient hemispherical combustion chamber with central sparking plug is obtained in the Bristol-Frazer Nash-B.M.W. design by the use of wide-angle inclined valves, but the simple low camshaft involves a somewhat unusual push-rod layout. Inserted valve seats and plug boss are a feature of the alloy head



A notably advanced form of F head providing pronounced "squish" into a hemispherical combustion chamber. This is the Rover design which permits high compression rates to be used with normal fuel

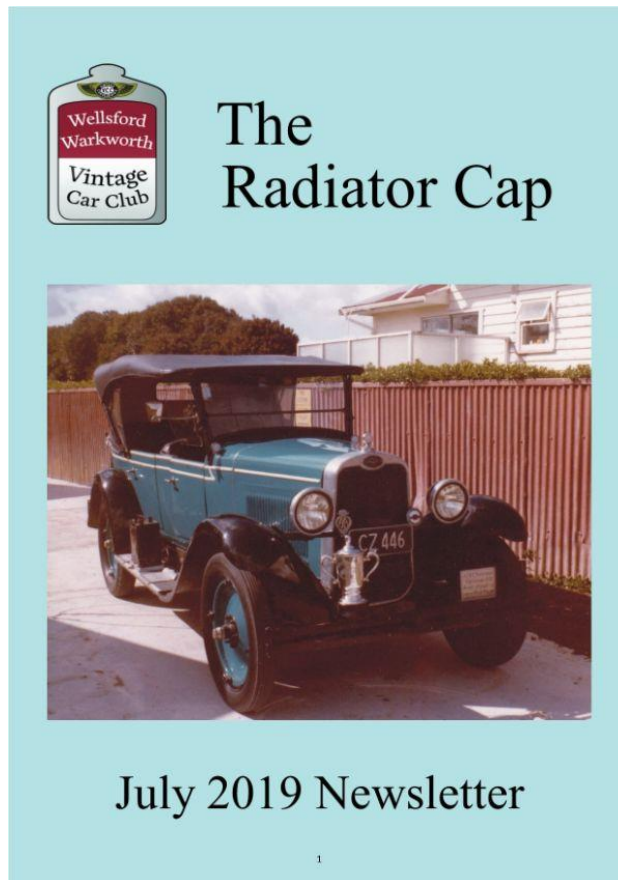


Vauxhall squish-type o.h.v. cylinder head



By using a side exhaust valve and an overhead inlet the latter can be large without restriction of combustion chamber design. This is the Rolls-Royce arrangement generally referred to as the F head

From New Zealand



Click [HERE](#) to view the newsletter as a small PDF (2 MB)

or click on the Yumpu link below to view it as a flip-book

<https://www.yumpu.com/xx/document/view/62719243/radiator-cap-july-2019>

Tuesday, 24 January 2012

from Gary Booyens

MOTOR ASSEMBLIES LIMITED

**A small South African Assembly Plant that
became a major Manufacturer**

Part 6 of 7



Appendix A - Component Suppliers

Without the South African component manufacturers there could not have been such a wide ranging programme and this table lists most of them. Some had their local origins in the mining industry and diversified into car parts. It was also made easier because of parent companies in Europe or the States.

Supplier	Location	Main Products	Parent
Ace Motor Parts	Durban	Hub caps, reflectors, die castings	
AE&CI	Cape Town	Supported and unsupported PVC Vyanide seating and	ICI UK
AE&CI	Durban	Dulux paints	
Airco	Durban	Rear bodies for LDVs	McCarthy Rodway
Armourplate	Port Elizabeth	Toughened safety glass	Pilkington UK
Armstrong Grundy	Port Elizabeth	Armstrong telescopic dampers	Grundy, Australia
Auto Electrical	Johannesburg	Starter motors, alternators, wiper motors	
Auto Industrial	Johannesburg	Machined parts from castings and forgings	
Automotive Products	Johannesburg	& Ferodo brake pads, Lockheed brakes, Borg & Beck	Automotive Products
Bag Stores	Port Elizabeth	RF-welded door, trim and seating panels	
Barwells	Alberton	Iron castings	
Bauer & Schaurte	Parys	Cylinder head and bearing cap bolts	
Borg Warner	Uitenhage	Rear axle assemblies	Borg Warner USA
Bosal	Pretoria	Exhaust systems, jacks	
British United Shoe	Port Elizabeth	Pressed parts	BUSM UK
Bundy SA	Kingwilliamstown	Brake pipes, dipstick tubes	Bundy
Champion	Johannesburg	Spark plugs	Champion USA
Chloride Electrical	Johannesburg	Exide batteries	Chloride UK
Datsun SA	Rosslyn	Pressed parts	Messina Transvaal
Diesel Electric	Pretoria	Bosch alternators, starter motors	
Durban Falkirk (Defy)	Durban	Iron castings	
Dunlop SA	Durban	Tyres, tubes, Dunlopillo	Dunlop UK
Dunlop SA	Germiston	Radiator hoses, fan belts	Dunlop UK
Felt & Textiles	Durban	Rubberised hair, felt, carpet, foam padding	
Firestone	Port Elizabeth	Tyres and tubes	Firestone USA
First National Battery	East London	Batteries to Japanese standards	Wesco
Gear Ratio	Alberton	Timing gears	
Gabriel	Cape Town	Telescopic dampers	

Supplier	Location	Main Products	Parent
Geba Die Casting	Pinetown	Die Castings	
Girling SA	Johannesburg	Girling drum and disc brakes, telescopic dampers	Joseph Lucas UK
GKV	Uitenhage	Forging and machining of crankshafts, con rods &	J/V of GKN UK and
Glacier Metal	Pinetown	Vandervell engine bearings	Associated
Goodyear SA	Uitenhage	Tyres and tubes	Goodyear USA
Greens Radiators	Johannesburg	Radiators	
GUD	Durban	Engine oil, air & fuel filters	
Guestro	Port Elizabeth	Road wheels	J/V of Rubery Owen
Hella SA	Uitenhage	Lights and wiring harnesses	Hella Germany
Hubco	Johannesburg	Scissor jacks and tool kits	
James Brown and	Durban	Grey and nodular iron castings for exhaust manifolds,	
Joseph Lucas SA	Johannesburg	Lucas alternators, starter motors and regulators, Lucas	Joseph Lucas UK
Lauf Lumenite	Roodepoort	Wellworthy and Hepworth & Grandage pistons, pins	Associated
Lectrolite Products	Johannesburg	Reflectors, radiator caps, hub caps, generators,	
Mangolds	Port Elizabeth	Sand and Disamatic iron castings	Murray & Roberts
Motorola	Johannesburg	Motorola alternators and voltage regulators	Motorola USA
Natal Die Casting	Pinetown	Die castings	
National Bolt	Johannesburg	Fasteners	
National Lamp	Grahamstown	Light bulbs	
National Die Casting	Germiston	Bumpers, overriders, chassis pressed parts, die castings	
Non-Ferrous Die	Alberton	Aluminium die castings, inlet manifold castings	
Paulstra	Johannesburg	Engine Mountings	Paulstra France
Payen Gaskets	Port Elizabeth	Engine gaskets	Payen UK
Pigott & Maskew		Rubber mouldings	
Pinetown Foundry	Pinetown	Iron castings	
Plascon	Durban	Paints	
Premier Metal	Cape Town	Seat frames	
Quinton Hazell	Johannesburg	Exhaust systems, water pumps	Quinton Hazell UK
Repco	Port Elizabeth	Brake drums. hub and disc assemblies, clutch	Repco Australia
Rigby	Pietermaritzburg	Seat frames, small pressings	
Rocma	Germiston	Rear axles, oil pumps	
Rowen SA	Durban	Fuel tanks, pressings, component machining	Rubery Owen UK
Ruberowen	See Guestro		
Rubery Owen Metal	Johannesburg	Pressed parts and forgings	Rubery Owen UK
SA Spring	Port Elizabeth	Zig-Zag seat spring assemblies	
SARMCOL	Howick	Rubber mouldings, extrusions, fan belts, engine & fuel	North British Rubber
Shatterprufe Glass	Port Elizabeth	Triplex laminated glass	
Shockabsorber	Durban	Teleflo telescopic dampers	
Silverton Engineering	Pretoria	Radiators, aluminium castings	Associated
Simasco	Cape Town	Sintered parts	
SKF	Johannesburg	Ball bearings	SKF Sweden
Smith Industries	Pinetown	Lodge spark plugs, air conditioning kits	Smiths Ind UK
Thompson Ramco	Uitenhage	Pistons, pins and rings	TRW USA
Timken	Johannesburg	Taper rolling bearings	Timken USA
Transvaal Malleable	Johannesburg	Malleable castings	
Turin Motors	Johannesburg	Component machining - cylinder blocks, heads,	
VECOR (Vanderbijl)	Vanderbijl Park	Forgings	Anglo Vaal
Western Tanning	Cape Town	Leather hides	
Westinghouse	Johannesburg	Bendix brakes	Westinghouse UK
Woodhead Kempo	Springs	Coil and leaf springs	Woodhead UK

Part 7 next month

The Triumph Car Story- part 4

Chapter 4

MONTE CARLO OR BUST

In 1929 the New Avon Body Co. Ltd. entered into a ten year contract with the Standard Motor Company for Standard to supply rolling chassis for their coachbuilding facilities. Avon and Standard would enjoy an amicable alliance for some years through Standard's founder Reginald Maudslay who died in 1934. Things then turned around dramatically. Captain John Black, the new Managing Director of Standard, was soon helping Avon out considerably with financial backing, so felt justified in personally appointing to office Reginald's son, John R. Maudslay, as Chairman of the ailing Avon Company in October 1935. Celebrating this new partnership the two men, together with their respective wives, travelled down to the Monte Carlo Rally in Maudslay's 20hp Flying Standard Avon Continental Drop Head Coupe, somewhat typifying his extravagant lifestyle, later a bone of contention, and Black's ambitious inclinations. Black evidently spent most of the week down at the famous Casino, neglecting his wife in the process. But it was Maudslay who ended up disgracing himself back at their hotel room, after having too much to drink one afternoon. This, along with the issue of Maudslay's lavish personal expenses, precipitated the proverbial 'clashing of personalities' so prevalent in those turbulent times among Captains of Industry. By 1936 Avon was seriously struggling, mostly due to competition by SS Jaguar with their Standard-produced six cylinder engines. In 1937 Avon declared bankruptcy, went into receivership and the Standard Motor Company adopted the role of Creditors. The Company Secretary and Chief Accountant for Standard at the time was Leslie Dexter (see photo page 18), who would have overseen the original financial negotiations between these two companies. An enigmatic character, Dexter had become a strong associate of Black's during the 1930s period, sharing a strong conviction and endearing humour. Sadly Leslie Dexter died of TB in 1937 aged only 40. Full pay was awarded him throughout his lengthy illness, and there were so many flowers at his funeral in Stoneleigh that Captain Black had to lay on no fewer than three Company Works Buses to carry them all back from the funeral parlour! Dexter's popularity was such that his widow Isobel received countless letters of condolence from all departments of the Standard Motor Company, including their office in Canberra. 37 Perhaps the most remarkable part of this saga concerns the occasion in 1930 after the Dexters first moved to Kenilworth in Warwickshire. In what has been described as 'a bit of a romantic gesture,' John Black actually offered to adopt their four year old daughter Fay. His own daughter Rosalind, an only child of eight at the time, was not only showing signs of solitude, but was also proving to be somewhat of a difficult child, so it was felt that a little 'company' would do her good. Fay, who is now well into her eighties, was to have her own pony, later to be educated in a finishing school in Switzerland and would of course have been brought up in the comfort of that grand country home, Mallory Court. But it was not to be. The Dexters never took Black up on the offer, but without any love lost. After sending his telegram of condolence following Dexter's death, John Black went on to employ Isobel Dexter's nephew Tim Smedley, who'd come over from New Zealand to widen his engineering experience. He was put to work on engineering projects in one of the Shadow Factories during the war, working on Bristol Mercury Aircraft Cylinders. One colourful character who first appeared on the scene in 1927 was Louis Blanchard. Standard wanted to inspect a Mathis car to compare with their Standard 9, so he brought one over from Strasbourg where he worked as an engineer for Mathis after his time as a racing mechanic with Bugatti. He soon became employed as Chief Tester in the Service Department at Standard, eventually being hired as Black's personal chauffeur. Back at Mallory Court, Captain Black's gaming instincts would continue. The main Standard dealer in Coventry in those days was a fellow named Sammy Newsome, who once related to his son Paul about the occasion when he was invited to dinner one evening. At the end of the meal, Black enquired if he might be interested in a game of cards. After receiving the affirmative reply hoped for, Capt. Black rang for his Butler Tom Thorne, expressing the need for cards. Thorne duly returned a few minutes later bearing a tray laden with currency of various denominations, together with a pack of cards. The game would then begin. Perhaps Black's compulsion for gambling and risk-taking spilled over into his personal financial investment dealings while with the Standard Motor Company. Archive documents bear reference to regular share transactions going on, including many instances of buying and selling in the names of both my parents. When he was famously questioned by the Inland Revenue about his £4,000 entertainment allowance, submitted in 1949, Black simply explained by letter that his wife Lady Black was finding it too much of a strain to continue offering hospitality at Mallory Court for the many guests who expected to be entertained. 38 The reality was that the whole Standard entourage would customarily enjoy the local hotels, pubs and restaurants on Company expenses. Yet, rather than becoming wealthy in his own right, Sir John Black successfully built

up the Company into a highly efficient working machine, formulated through both Standard and Triumph, during his twenty year management, Yes he was a great opportunist, a real showman and notorious for his gamesmanship, but his contribution to the export field, together with his strategic planning and decision making, definitely helped to put Britain on the global map in the manufacturing world. Never one to do things by halves, with John Black it was either Monte Carlo or Bust! John Maudslay & wife at Torquay Rally A young John Black in Wales 1936 with Flying Twenty drophead coupe with SS Jaguar Sports Car 1936 Rosalind Black 1938 Standard 'Flying Eight' outside Canley Factory on holiday Captain John Black (middle) in this early photo 39 Leslie Dexter (1897-1937) Rosalind on right at Temple House (See also photo on page 18) 1936. Her love of horses endured John Black publicity photo 1936 Joan living behind the veil '40's style "Rather tall, trig, almost 'Guardee', blondish with scarcely a grey hair, he does not look his 52. A certain sternness is redeemed however, by the recurrent twinkle. The general effect is one of rugged, repressed energy. There is something of Monty's effect of taut steel wires about him. His speech is slow, easy, cultivated, reassuring; but the lips are apt to remain grim. A formidable man." Extract from: Sir John Black by Cecil Chisholm 1948. 40 Captain Black seated in the rear (nearside) being chauffeur-driven in his special bodied 1938 3½ litre SS Jaguar Drop-head Coupé. "Coventry Gauge and Tool Co. Ltd" in the background.

William Lyons and John Black association

Ever since 1929 when Captain Black first joined Standards a strong association had been forged with William Lyons, largely based it should be noted, on abject rivalry. Beginning with 'Swallow Coach-building' and as founder of the iconic SS brand (widely thought to stand for 'Swallow Sidecars') Lyons was fortunate in giving Standards the contract to supply their powerful six-cylinder engines, complete rolling chassis and running gear for his magnificent lowslung sporting motor. By 1935 the SS Jaguar with its newly designed chassis would be selling extremely well. 1937 brought forth the more powerful four door 3.5 litre models while Standard continued to manufacture top quality engines throughout the thirties and up till 1948 when they were still supplying parts for some of the Jaguar range. The big mistake on Black's part was to sell all their machining capability for those six-cylinder engines to Lyons, a decision he would soon learn to regret. After the War, together with his new found status and having personally sealed the acquisition of Triumph, Sir John Black was now in a position to fire a double volley across Jaguar's bows in the form of the Triumph Roadster and the Renown. But it was the long awaited TR2 which would complete the 'Hat trick' and place Black firmly on that highly competitive stage of Industrial Post-War Britain. He would never fully enjoy the fruitage of his ambitions though, by retiring from the race, but his contribution to the historic Export Policy would leave a legacy of lasting value to the Triumph Insignia

Chapter 5

THE FORTIES

By 1940 back at Mallory Court Laura Griffith had gone but Rose Mouldes was now included along with the ubiquitous Thomas Thorne the Butler and Mary his wife living in their own cottage on the Estate. Thorne it appeared would always be there, rather Jeeves-like, to support The Captain in his times of need. (It is reported that he may have been in fact his Army Batman during the First World War, but no proof was forthcoming). Being a great traditionalist Thorne even had a squeak engineered into his shoes to alert people of his impending arrival! He was technically employed by the Standard Motor Company and although serving his master in several different capacities he finished up working in the Company Executive Dining Room. The world stage, however, was not so stable. In Britain, before the War, efforts had been made to consolidate resources for the manufacture of aircraft. Captain Black had already approached the Government with a view to cooperating with plans for a mass production policy enabling more effective use of the facilities at hand. Thus was born the concept of the Shadow Factories 1 which basically amalgamated many of the Motor Companies of the day under one umbrella. Having enthusiastically backed this Government Scheme my father gained contracts to build and operate two of these factories, simply known as Aero 1 and Aero 2. One covered over 6 acres, the other 7 acres. A total of 4,323 people worked in the first factory and 6,064 in the second, employing no less than 2,000 extra workers for these assembly lines on this gargantuan Aviation Project. They came to be known as "Fletch North" and "Fletch South". The general idea was that, if you could manufacture the various components in different locations, it would minimize the possibility of total loss if one area was to be targeted

by the dreaded Luftwaffe. This mass production technique proved so successful that a similar principle was later used after the war in those same Shadow Factories for the purpose of running great numbers of popular selling vehicles, especially the Standard Vanguard, off the assembly lines. The Ferguson tractor led the cavalcade from the Banner Lane factory. In 1940 many places in England were bombed including of course the complete devastation of Coventry. By the end of October that year, after London, the south east of England and a number of cities had been bombarded mercilessly 1 A comprehensive list of what was produced in the Shadow Factories can be found in the Appendix pages 104-105, "Shadow Factory Production" 42 the Battle of Britain culminated resulting in 915 aircraft lost to the R.A.F. and some 1,733 to the Luftwaffe. 1,066 De Havilland Mosquito aircraft had been manufactured by Standards in Coventry during the conflict and then assembled at the Ansty airfield (5 bombs fell there on June 25th 1940). Then there were the 20,000 Bristol Hercules aircraft engines, 750 complete Oxford Trainers, 10,000 service vans, 54,500 Claudel Hobson carburettors, 2,800 Beaverette armoured cars, 5,000 fire pumps, 417,000 cylinders for Pegasus and Mercury engines, 63,000 constant speed propeller units, 3,000 Beaufighter fuselages, 250,000 bomb release mechanisms plus many other vital components. For his contribution to the project of these Shadow Factories as Chairman of the Joint Aero Engine Committee my father received his Knighthood in July 1943. Technically he was now described as a Knight Bachelor, an accolade normally reserved for Captains of Industry. Despite now being a Knight I always felt that the title 'Captain' really suited him best for the following reasons: He was in his own right an Army Captain and then of course a Captain of Industry but he was also, along with his great love of the sea, very much the Captain of his own Ship, as it were, despite the many Mutinies he had to suffer! And we could mention too that he was in an ironic way Captain of my mother's heart! A newspaper turned up recently having been found under somebody's floorboards, evidently used for blocking out a draught. It is a copy of the Sunday Dispatch of Nov. 12th 1944. One item caught my eye, and somehow captures the mood of those Wartime days, entitled "Gun Girls will get new Jobs." "Arrangements are being made to transfer a number of the Gun Girls- members of the A.T.S. at mixed Ack-Ack batteries-to more sedentary jobs. With the lull in the battle against the flying bombs, and the decrease in enemy air raids over this country, many of the gun sites at which the girls work as plotters and on prediction machines are becoming redundant. On the other hand, there is demand for A.T.S. at Record and Pay Offices as clerks, and at other units as drivers. There are 18 girls needed to operate the complicated fire control mechanisms at every gun site and seven more are needed for each predictor. The closing down of gun sites in parts of the country where there have been no raids for a long time will therefore release hundreds of girls for other duties. No sites will be scrapped however, without full consideration of the military risks involved. In many instances girls transferred will be financially better off as they will receive tradesmen's rates of pay in their new jobs." We often manage to forget exactly what our parents and grandparents had to go through. After the War all that was left of the Triumph Motor Company, after the bombing, was in fact the Name which my father cleverly yet significantly adopted. He bought Triumph for £75,000! A new post-War image had now been created. The Standard Works had also received a certain amount of damage despite the existence of the Company Barrage Balloon, designed to deter any unwanted aircraft. (Black lived a good part of the War in a flat at Canley). 43 The Gates of Buckingham Palace July 1943 on the occasion of John Black's Knighthood. Charles Band, the original Chairman of Standards, is on the left with Joan in middle. A proud moment together. John and Joan at Buckingham Palace soon after their wedding. Production never stopped at Canley being outside the city. December 1945 (c) BMIHT 1,066th Mosquito. A building firm by the name of Garlicks Ltd. of Coventry who had also built the Shadow Factories repaired all this War damage, incurring a hefty bill noted in the archives (£616 1s 10d: Air raid damage to the Paint Shop which had been hit on 26th Sept 1940) Funnily enough at Mallory my father would often comment to my mother when looking out of the window in the morning: "Garlick's back!" implying the regular building work done there too. In 1945 Sir John Black applied to the College of Arms for permission to 'Bear Arms' which basically meant he could have his own Family Crest. Having been granted Arms, he set about having the design drawn up with a personal theme to suit his new status. The result was intriguing yet traditional. A heraldic helmet graced the top of this crest with a 'Black Bird' perched above it. The lower centre motif was of a car steering wheel, which was appropriate of course. Then above this symbol an open book revealed an inscription declaring when translated that "Britain is an Island Eight Hundred Miles Long". These were the opening words of the Anglo-Saxon Chronicle perhaps offering a traditional English theme. On the other hand this may well have been a stab at convention, something for which Black was well known. He deplored any form of pretentiousness, which could be construed as a kind of contradiction when you consider the lavish lifestyle he enjoyed! Nevertheless he despised the Nouveau riche with their 'Folie de Grandeur'. Consequently he is reputed, on at least one occasion, to have made a point of ordering an extremely

prestigious bottle of wine at an expensive restaurant only to deliberately mispronounce its name. A case in point was the name Nuits St. Georges which he pronounced “Newts Saints Georg-ees” in an affected English accent! He hated falsehood or snobbery in any form, possibly going back to the Army. 45 With his First World War experiences behind him Sir John Black continued to sympathize with those who were directly affected by the events of the Second World War. This was why he always guaranteed the position held by personnel who had served in the Armed Forces and who had then returned to England. In short, he kept their job for them after the War. His support of the British Legion included that of their Scottish Pipe Band which he sponsored generously. Also the Bungalow in Wales proved to be an ideal convalescent home for wounded servicemen before and during that conflict. Certainly a tranquil setting such as that would have greatly contributed to their recovery. It is known that among them Douglas Bader, who was not the most agreeable person to get on with, spent part of his recuperative period up at Pensarn (A stile was even converted into a gate for him). The airport too, strategically located nearby, would have proved invaluable in those times when speed would have been of the essence. Meanwhile back in Coventry the Standard Vanguard was becoming the most popular motor running off the conveyor belts for the home market as well as abroad. Interestingly a very similar 2 litre, 4 cylinder engine was adapted for use in the Ferguson Tractor which proved to be so lucrative in that Post-War period. (It was also put to good use in the Triumph Renown and Roadster, TR2, TR3 and TR3a, TR4 and TR4a, Swallow Doretti, and the Morgan Plus Four and also the Peerless and later Warwick car). Triumph had become a subsidiary of the Standard Motor Company utilizing their existing engines and components to great effect. The name would also challenge the other British manufacturers of the day. The vast aero engine factory in Banner Lane now became home to the production on a grand scale of the TE 20 Tractor. That ‘Little Grey Fergie’ effectively revolutionized farming on a global scale. Around 60,000 cars and 70,000 tractors were being produced annually during their heyday down in Coventry. A total of no less than 517,651 ‘Fergies’ were manufactured and sold worldwide between 1946 and 1956. Harry Ferguson¹ had devised a top-link sensing system which would enable the plough to remain at the same level over extremely rough ground. His famous converging three-point linkage would provide stability. The problem with earlier tractors had been their tendency to tip over due to the weight of the plough overbalancing. Trailers could be conveniently hooked up or dropped by way of a pick-up hitch without the driver having to leave his seat. The dozens of implements too were attached to the tractor by way of this special lynch-pin and could be elevated easily when turning round for the next furrow. Manoeuvrability was increased by the independent brake system on its two large wheels allowing for tighter turning, although not his own design. Ferguson later utilized a Four-wheel-drive concept, endearingly known as the ‘Ferguson Formula’ that was eventually used on racing cars and the Jensen FF. 46 ‘A Tale of Two Industrial Giants’ - Harry Ferguson and John Black on their ‘Little Grey Fergie’ the TE 20 in 1946. (c) BMIHT. Ferguson died on Oct 25th 1960 at his home Abbotswood aged 76. Harry Ferguson’s famous publicity Stunt at Claridge’s in 1948 with his TE 20 tractor. He was awarded more than £6million in an out of court settlement on Patent infringements by Ford! 47 My father had some lovely reminiscences to tell us about Harry Ferguson, an equally controversial character of the day, with whom he’d gone into partnership in a big way. Harry was an Ulsterman and a great personality too. He used to arrive from Ireland normally with a whole Boat load of women as his regular entourage. When anyone would visit him at his home in the Cotswolds he would make a great display of welcoming them in typical Irish style. By the time they had been ushered in by one of his attendants Harry would have rushed upstairs and then, making an entrance in a sweeping gesture, would greet his guest with a “Top of the morning to you!” as he gracefully glided down the staircase. Abbotswood, his manor house near Stow-on-the-Wold stood in 2,000 acres. In 1948 Ferguson staged a publicity stunt at Claridge’s Hotel in London. After being ‘challenged’ concerning his tractor’s abilities to manoeuvre anywhere Harry drove his prized machine out of the ballroom and down the Hotel steps which had been conveniently covered with dust sheets for this stunt! The precaution had also been taken of draining the oil from the engine to protect the ballroom floor. It was later revealed, when the Fergie was totally stripped down, that no damage whatsoever had resulted! It appears that Oliver Lucas², extremely well known in the motoring world as part of the Lucas Battery dynasty, was instrumental in getting Ferguson and Black together which is borne out by a signed Claridge’s menu to that effect. It became evident too that it was Lucas’ tractor which was used at Claridge’s. He went skiing regularly with my father at Murren, returning home once with a broken leg! (Oliver Lucas died in 1948). They must surely have been intriguing times to be living in! Down in Warwickshire Sir John Black did live in some style, at home of course, but also in his sumptuous office quarters at work with beautifully polished furniture and modern equipment; yet he never neglected the conditions or facilities in the factories. Hence if anything was broken, he’d have it replaced and usually upgraded. A case in point I heard about was concerning the wash hand basins which received constant

damage and deterioration through regular use by large numbers of factory workers. They were progressively improved in quality to such an extent that eventually expensive brass taps and ceramic basins became the order of the day. His bonus wage scheme too was innovative in that productivity was rewarded with increased pay by offering an incentive to those who chose to work harder. And it really worked with over 12,000 personnel to be counted on the payroll at its peak! Apprentices were particularly well looked after. His regular visits to the shop floor were eagerly anticipated by his workforce with whom he had such a good rapport, many of whom he was on first name terms with. He sorted out pension problems, sick leave and family concerns with a number of individuals while enjoying the customary cup of tea with them. One amusing tale about one such visit on a winter's day was related 2 A brief history of Oliver Lucas can be found in the appendix pages 109-110. 48 to me a while ago. My father asked one of his employees to open a small kiln used for testing purposes, which in itself was nothing unusual. When the fellow in question expressed reluctance to do so, insisting that: "the contents inside would spoil", he then commanded him to obey. On opening the door, it was revealed, sitting neatly on a tray, were three pork pies being warmed up for the forthcoming lunch break! Whether he had 'inside' knowledge is not certain but I'm sure he would have seen the funny side of it. Yes he loved the everyday working people, feeling more comfortable with them than almost anybody, but he could not abide contemporaries who had aspirations of grandeur in some form, perhaps because he felt challenged by their ambition. Two work colleagues he particularly got on well with were Mike Whitfield, the General Manager and Jack Croft, the Press Officer, both of whom spent many happy times up in Wales with him. I understand, too, that they later owned or rented their own cottages in the same area. The Standard Motor Company also boasted a number of Clubs and Societies for their taskforce. These included: Football, Rugby, Hockey, Cricket, Boxing, Swimming, Tennis, Table Tennis, Golf, Badminton and an Arts and Crafts Society. The Band, Orchestra and Dramatic Society completed their extensive range of social activities. It is apparent too that a Holiday Camp was likewise in progress. The Social Club was inaugurated in 1932 by the Duke of Gloucester and is the only building left standing. It could be noted at this juncture that at some stage during his first marriage Captain Black joined the Freemasons, probably due to the large number of contacts he had gained, both business and social. Whether it was a bit of a Celebrating the success of the first 10,000 Ferguson Tractors, with Sir John Black wearing his famous 'Trilby' hat. This publicity shot was taken in 1947. (c) BMIHT. 49 Ferguson had his own private suite at Claridge's which he used when doing business in London. Above is the signed Claridge's menu paying tribute to Oliver Lucas bringing John Black and Harry Ferguson together. But their working relationship wasn't without its problems. Old Boy's Club in those days or had more serious connotations for him is not certain yet very little can be ascertained of his association with that most secret of organizations. It came to light recently that Captain Black joined the Drapers Club in Coventry during the twenties where he entertained the Rootes Brothers for lunch sometime before 1929 when they took over the Hillman Motor Company. The intriguing thing is that all the members of that Club were Freemasons who belonged to St. Michael's Masonic Lodge. In fact the only reason I knew that he was a Freemason was because of two large Brandy glasses that sat on a glass shelf in my mother's lounge in Switzerland. Engraved on the outside of these bulbous vessels were Masonic symbols in the form of a triangular shape on one with a curved pattern on the other looking slightly hieroglyphic (Both were engraved with the monogram REB above the date 1833 and Lodge number 4, within shields below crows among flowers and masonic devices with star-cut foot). All that my mother knew was that they "belonged to Daddy" but had no knowledge of their significance to his life. They were sold at auction by Christies of Geneva along with some of her furniture and artefacts soon after her demise. In fact, as far as she was concerned, his business life, which must have afforded some discretion, was kept quite separate from his family life, although the two must have overlapped on occasions. Remove meat to shallow baking dish; season meat with a little salt and pepper. She knew almost nothing about motor cars but, as his wife, still managed to enjoy many of the social functions that accompanied his high profile status as a Company Director.

Part 5 next month

From New Zealand

Tail End Giggle

How Do You Decide Whom To Marry? (written by children)

- You got to find somebody who likes the same stuff. Like, if you like sports, she should like it that you like sports, and she should keep the chips and dip coming*Alan, age 10*
- No person really decides before they grow up who they're going to marry. God decides it all way before, and you get to find out later who you're stuck with. *Kristen, age 10*

What Is The Right Age To Get Married?

- Twenty-three is the best age because you know the person FOREVER by then.*Camille, age 10*

How Can A Stranger Tell If Two People Are Married?

- You might have to guess based on whether they seem to be yelling at the same kids.*Derrick, age 8*

What Do You Think Your Mom And Dad Have In Common?

- Both don't want any more kids. *Lori, age 8*

What Do Most People Do On A Date?

- Dates are for having fun, and people should use them to get to know each other. Even boys have something to say if you listen long enough.*Lynnette, age 8 (isn't she a treasure)*
- On the first date, they just tell each other lies and that usually gets them interested enough to go for a second date.*Martin, age 10 (Mmmmm??)*

When Is It Okay To Kiss Someone?

- When they're rich.*Pam, age 7*
- The law says you have to be eighteen, so I wouldn't want to mess with that..... *Curt, age 7*
- The rule goes like this: If you kiss someone, then you should marry them and have kids with them. It's the right thing to do. *Howard, age 8*

Is It Better To Be Single Or Married?

- It's better for girls to be single but not for boys. Boys need someone to clean up after them.
..... *Anita, age 9 (bless you child)*

How Would The World Be Different If People Didn't Get Married?

- There sure would be a lot of kids to explain, wouldn't there?*Kelvin, age 8*

And the #1 favourite is....

How Would You Make A Marriage Work?

- Tell your wife that she looks pretty even if she looks like a dump truck. *Ricky, age 10*