

The weather didn't play ball on the morning of theSeptember when we headed out to the Hartbeestpoort Cableway, as evidenced by a small turnout and the number of SUV's used in lieu of Triumphs. It was such a pity because the venue is terrific and would rate world class in my opinion. The road chosen by the organiser (yours truly) was the most direct (R511)but not really suitable for sports cars; as one member warned prior to this "I wouldn't take my 4x4 on that road-you are mad" It wasn't that bad but in future the R512 will be the better bet. Our Pretoria friends swelled up the numbers thankfully although they did arrive late somewhat, with one car suffering a breakdown – not a Triumph, I might add.



Be sure not to miss this next year as we have had several requests to go again.

Expensive breakfast @ 360
Joan, Coral, Gino, David and Patricia, Ed and Leonie, Malcolm, Eddie, Glenda, Cliff and Gary.

For our September Noggin, Wenzel Kerremans offered a fascinating but lengthily insight into what it takes to drive in a gruelling 14 360kms 37 day historic race in what is famously known as the Peking to Paris Race. Partnered by Anthony Watson and driving a 1929 Rolls Royce 20/25, they managed a 52nd spot out of 68 cars in the pre-1941 category. A total of 107 cars took part, including fellow Rolls, Bentleys, Stutzes, Lagondas, Fords, Chevs, Dodges Buicks, Olds, Studebakers, an Aston Martin DB5, Alfas, MGs, Tatra, a 1907 Itala 7 litre and of all cars, a winning Vauxhall 30/98 in the pre-1921 category. It was quite evident that, besides durability of the cars, ground clearance and ability to run on 70-octane fuel was of utmost importance; the early cars with simple engine and the big diameter spoke wheels, fitting the bill comfortably.



The 2010 race route starting from Peking (Beijing), followed the historic Silk Route into Mongolia, and then south into Kazakhstan, Uzbekistan, Turkmenistan, through Iran, Turkey, Greece, Italy and finally France. It didn't come cheap at a shade under R2m but the experience was unparalleled, requiring a great dose of goedsipa; oftentimes having to drive that much harder than other competitors because of a lack of top speed. They would often drive for twenty two hours, arriving at the night stop after the dinner plates had been cleared. Unscheduled camping and breakdowns would also mean tedious hours at the wheel. Hats off then to all the competitors and thanks to Wenzel for the great photographic presentation.

Well, thankfully the AGM is done and dusted and with very few changes to the committee. I thank everyone concerned who kept the wheels turning last year. It is a big job that would be made easier when shared amongst members. Harry and Elaine found no takers for their positions on the committee and agreed to continue. As I appealed to those who attended the AGM and as I appeal to those who read this now, their job can be made easier by being more active. As much as they attend all the events, there may be times when it is impossible for them to attend an event and will require input from yourselves. Please assist if they call upon you to record attendance for the Victor/Victrix Ludorum shield; ultimately awarded at the Christmas lunch. As elsewhere noted, there are different points for members arriving in their Triumphs, classics and plastics. May I remind you also, if you represent the marque at an important event, please have it in your mind to broadcast this info to Harry. And while you are there, why not write a short account of your experience at the venue? Those of you who so very kindly gave up their time for the CANSA walk, must have had overwhelming feelings of what went on that day. I invite you to share those feelings with other members through the medium of your newsletter. Elaine will only be too pleased to slot info like this in her newsletter.

On the same evening, I was in the privileged position to bid farewell on behalf of our members to Cliff and Coral. They are off to greener pastures in the UK. The UK's gain and SA's loss, I would say. John Dobbins also had a word to say to them, having known them since school days.

Since he is not new to the world of journalism (after all he was an esteemed Editor of this very newsletter) I'm happy to say that Cliff will be our international correspondent based in Surrey. Bon Voyage to the Turnbills !

Blackhorse Brewery & Restaurant: 27th October



We had a fair turnout in perfect weather on the October Sunday Run with twelve cars.

The day before, I had some doubts about whether or not we would be able to go; the whole of the Johannesburg area had such violent storms, typically, right in the middle of the Currie Cup Rugby final. The standing order in our household is to unplug all electrical appliances – damn!

An unusual beast of a car was busy fuelling up at our rendezvous point in Northriding; a 27litre, V12 cylinder Liberty tank – engined monster on a '33 Rolls Royce 20/25 chassis.

John and Wendy lead the pack through 60kms beautiful scenery on good tarmac in the Magaliesburg area. Interested members enjoyed a fifteen minute tour of the micro-brewery whilst the others got a head-start sampling their fine beers.



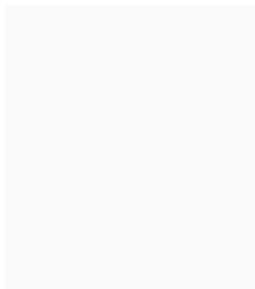


Good beer, delicious food and great friends rounded off a lovely summer's day.

We can look forward to a long awaited photographic presentation from Mr John Crowther for the November Noggin. Now if you have a bucket list this Goodwood Revival event has to go straight to number one. I get the feeling that this won't be last time for our four members who recently returned from a two week visit. They have taken bags of photos and stored lots of memories and now offer to share their experience with a presentation limited to fifty photos-mindful of the marathon Peking to Paris event.



Jean and Margarita Coppens have very kindly organised another nice run into the country for November's run; quite a new venue, I'm told. There are a lot of attractions within the complex and a chance to stock up on some affordable groceries.



THE WINDMILL

Christmas Lunch is not far off and we've scheduled the 1st December. Details to follow soon.

Finally, please pray for Donald McDonald who at the time of writing has been admitted to Wilgeheuwel Hospital.

Alistair Kennedy is recovering from an operation which is expected to take some time to get back to full strength.