

DOWN MEMORY LANE
all because of a
TRIUMPH



Compiled by The Fergie Scribe - CM "Bob" Pretorius
And TSCCSA contributors



DOWN MEMORY LANE **all because of a** **TRIUMPH**



A Booklet COMPILED FOR *BEDTIME READING* AT THE 18th TRIUMPH NATIONAL GATHERING AT PLETTENBERG BAY IN APRIL 2012.

Compiled by – the Karretjie Talk Scribe – the editor of Fergie (the P E Centre Newsletter)

CONTENTS

Foreword

1. The Triumph Models in South Africa
2. Dates and Venues of National Gatherings
3. Where have the Nationals been held
4. Recollections by various members
 - 4A. Alan Grant
 - 4B. René de Villiers
 - 4C. Nols Pienaar
 - 4D. David Blair
 - 4E. Deon de Kock (and Charles Mitchell)
 - 4F. Robin Dunstan (a MG Car Club member but owned a TR)
 - 4G. Roux van der Merwe
 - 4H. Rob Elliott
 - 4I. Dennis Cook
5. The Spares Fund
6. The Insurance Scheme
7. The History of Triumph
8. Conclusion



FOREWORD

The Scribe wishes to thank all those willing Triumph Club stalwart members (i.e. President Alan Grant, Spares co-ordinator – Rene de Villiers; Triumph Registrar- Nols Pienaar; Dennis Cook and many others, who so generously gave of their time to contribute to this collection of memories "Down Memory Lane ... all because of a Triumph".

Without their contribution and their assistance the contents pertaining to the TSCCSA and the Triumph Register which follow would perhaps not have come to fruition in a single publication.

This publication focuses primarily on the origin of the Triumph Sports Car Club in South Africa.

There comes a time when Triumphites must pay tribute to the founders of the TSCCSA and give recognition to their efforts to make the Triumph marque an integral part of our lives. It is the marque which has brought us together and over the years drawn like-minded personalities together, (sharing a common interest at various venues in our wonderful South Africa).

The aim of putt-putting down memory lane in a Triumph together is an attempt at recalling some of the early and later Triumph escapades in South Africa. The intention is to merely record the "Origins of the Triumph Sports Car Club and the Triumph Register " and include some antidotes together with some of the associated events in a somewhat haphazard manner.

One will find the more recent reports of "happenings" around the country, in centre reports and in the quarterly edition of *Sabrina*. A more complete comprehensive publication relating to all the personalities, cars, escapades, happenings at the various venues and gatherings organised by TSCC centres, is a task left to some future scribe ... and maybe a future publication entitled "Stories of Triumphs and their owners in SA"

The Scribe has included a History of the Triumph marque written by Bill Rothermel (Wikipedia) in an attempt to give a review of the Triumph marque's place in the now global motoring history.

Here's hoping the reader will enjoy what follows. It is meant to inform new members of when and where it all started and perhaps it will bring back memories of when one was there.... and then in those vacant moments when Mommy has a headache...and says ..."@#\$%\$#@ Not that Triumph again"... we have some bedtime reading!

CHEERS! HERE'S TO HAPPY and TRIUMPHANT Motoring!

(Aka) The Scribe of Fergie – *Karretjie Talk* in Madiba Bay



Note:

No compilation would be complete without recording the following honorary members:

Club No	Name
0001	G Cheetham
02	J Dobbins
0007	R de Villiers
0017	A Swan
0036	A Grant
0045	C Schultz
0120	PA Pienaar
0130	J Roets
1173	L Erasmus
0278	N Whitford
0324	H Fairley
0834	Ken Boss
1254	PW Potterton
2076	H Cheetham
1091	L Casieri

Let us also remember those not listed above. Especially those members, who have in some way influenced our Triumph hobby, assisted with our Triumph problems and oil leaks and played leading roles on National and local Clubs level. They have brought us into the Triumph Clan..... *That makes for nogga storie...*

1. TRIUMPH MODELS IN SOUTH AFRICA

The following time scale (i.e.1953-1987) gives the approximate dates when Triumphs were manufactured and distributed world wide. It will give one some perspective where one's Triumph fits into the Triumph Story.

After all... the cars may be older than you are...

1953 –1955	TR2	
1955 –1957	TR3	
1957 –1961	TR3A	
1961 –	TR4	
1962 –	TR3B	Spitfire 4 (Mark 1)
1962–1965	TR4	Spitfire Mark 2
1965–1967	TR4A	Spitfire Mark 3
1968–1976	TR6	
1970–1978	STAG	Spitfire Mark IV
1973 –		Spitfire 1500
1975 –1981	TR 7	GT6

2. DATES AND VENUES OF TRIUMPH CLUB NATIONALS

Every 2nd year the Triumph Clan, from the various Triumph Club Centres across the length and breadth of South Africa, gather to enjoy and share Triumphs, Triumph experiences, Triumph *karretjie talk* and Triumph camaraderie, not to forget the traditional comestibles and refreshments enjoyed ! Each of these venues allows members to experience and to take home special memorable memories. (*Do you remember when you were AT...*



3. WHERE HAVE THE NATONALS BEEN HELD

1. 1978 Maselspoort (1st)
2. 1980 Hendrik Verwoerd Dam (now Gariep Dam)
3. 1982 Golden Gate, OFS
4. 1984 Swartvlei , Sedgefield
5. 1986 Rob Ferreira
6. 1988 Golden Gate , OFS
7. 1990 Willows
8. 1992 Loskop dam
9. 1994 Midmar Dam (*Deon's and Yvonne's wedding and Neville officiated*)
10. 1996 Oatlands, Simonstown
11. 1998 Saint Amanzi
12. 2000 Gariep Dam
13. 2002 Stormsrivier (*The Scribe's first...and have not missed one since*)
14. 2004 Port Edward
15. 2006 Hermanus
16. 2008 Maselspoort
17. 2010 Drakensville
18. 2012 Plettenberg Bay
19. 2014 (SEE YOU THERE!)

4. RECOLLECTIONS BY VARIOUS MEMBERS

Although there were "Triumph Car Club" activities during the **1950's and early 1960's** there was never a club specifically devoted to the preservation of Triumphs and which became what we call the Triumph Sports Car Club of South Africa.

Like all human enterprises the activity must have a purpose or reason to exist. The basic reason for the TSCC began with a need to source parts, enjoy sharing knowledge preservation and use of the cars. The resulting social interaction and development of friendships is the benefit we receive.

Here follows the recollections of various members in the form of letters written to the Scribe. An attempt has been made as far as possible to leave them as they were received.

4A. The beginnings ... by Alan Grant (April 2011)

Triumph Sports Car Club of South Africa... when and how it started.

A short personal note, on the way I remember the events.

Like all history, it depends on who you talk to and what you read, to get "their facts"! Here are the chronological facts that I think I know! ... that resulted in the formation of the TSCC of SA.

The beginnings of the Triumph Car Club movement, as we know it in South Africa, took place almost simultaneously in the minds of several South African motoring enthusiasts, in 1970. Coincidentally, and independently of the TR Register in England; formed in January 1970.



Remember that the fastest method of communication between normal citizens was by telephone. We thought twice about the cost of making "trunk calls". So it is remarkable how many parallel thoughts and actions took place, with no referral to those in other parts of South Africa.

In Cape Town, in 1969 Chris Schultz bought a "non runner" TR 3, made it a "runner", used it as daily transport, liked it and decided to restore it. Nobody restored TR "rust buckets" in 1970!

In 1972 Chris and Mike Allen were instrumental in starting a club in Cape Town, with like-minded people, who were discovering the simple robust performance of the TR. A meeting took place at almost exactly the same time as the same thing was happening in Johannesburg. Pity we do not have detailed records, but I guess Cape Town started a few weeks earlier!

In Johannesburg, in 1970 I bought a TR 3, so that I could give it a quick few coats of paint and sell it at a profit, in order to buy an MG TC. The December "varsity vac." was spent with Andrew Swan, fettling the TR.

Once the TR was repaired to running order, the decision to keep it as every day transport was easy. We had discovered the simple joys of a torque, power and simplicity. This enthusiasm resulted in Andrew buying a TR 3. (Andrew Swan became the first President of the TSCC of SA). In early 1972, by complete coincidence, without knowing of the existence of the activities in Cape Town, we in Johannesburg arranged a meeting to establishing a club for TR enthusiasts. We met at Lawrence Erasmus' house. Ten or 15 excited owners arrived in cars of varying degrees of decay and "ripeness" for restoration. We agreed to arrange events, spent time discussing the design of a club badge, had very little thought about how we would fund the club! A few activities took place, mainly around motor sport as the Historic Racing Car Register of SA had just been founded. The TR seeds lay a little dormant, until 1974.

Meanwhile, in Durban, Graham Cheetham, and John Moore had each bought TR 3s and found that more performance than an MGA, suited their motoring aspirations. In 1974, having learnt about the TR Register in England, Graham had the foresight to advertise in South African Car Magazine, inviting TR enthusiasts to form "The TR Register of South Africa".

* " *TR REGISTER FORMED*

I wonder, through your columns, whether I could mention the formation of the TR REGISTER of SA, which was formed to cater for all Triumph Sports cars, in early 1975? Groups of enthusiasts of these fabulous cars have got together in both Johannesburg and in Durban, and as a result the Register was started to keep information about them, and to provide spares and technical advice.

It would be most encouraging if TR enthusiasts from other parts of the country could get in touch with the Register, so that they too could enjoy the benefits of membership.

The Register Newsletter "Sabrina" is issued quarterly and the cost is R 2.50 per annum.

For further details of the Register would TR owners please contact me at the address below.

*Graham Cheetham,
TR Register of SA,
4 Highways,
Marion Hill Road, Pinetown, Natal 3600 "*



Alan recalls:

I can remember the odd serious discussion regarding the cost of subs. We once argued about a 30cent (thirty cents!) increase.

The result was The TR REGISTER OF SOUTH AFRICA, with John Moore as chairman and Graham as registrar/newsletter editor /events coordinator. Establishment of regional committees, created a "national body" communicating on matters of common interest.

Members were kept informed by a regular quarterly newsletter (the first Sabrina was published in 1974.)

This more organized approach paved the way for the establishment of the "spares fund" by Rene De Villiers and John Roets. Although the spares fund was established in Johannesburg it served all the regional centers. Rene kept a very methodical record system. (some things never change!) Rene and John devoted enormous amounts of effort and personal resources in acquiring parts.

In 1978, Graham Cheetham and John Moore organized the first Triumph National Gathering. (Maselspoort) This bold and far sighted decision has continued to achieve the goals of preservation and use of Triumphs. This first gathering was held at the Maselspoort resort near Bloemfontein.

Not long after this national gathering it was recognized that encouraging all enthusiasts of Triumph cars, not just the side screen TRs, would enhance the membership and enjoyment of the club. A meeting was convened at **the Green Lantern Inn** at Van Rheenen in Natal, being the midway point between Durban and Johannesburg. It was agreed that the club name should be changed to "THE TRIUMPH SPORTS CAR CLUB OF SOUTH AFRICA. "



If you visit the pub at the Green Lantern Inn you will find all Triumph Sports Car regalia as part of the decoration.

The founder members were lucky enough to "have the opportunity at the beginning" but the real heroes are those members who continue to work enthusiastically to keep this wonderful association running, oil leaks and all!

4B. RENE DE VILLIERS

The TSCC SA Club at National Level

With centres of the TR Register active in the main centres of South Africa, Graham Cheetham, who, together with some enthusiasts, had started the Register in Durban (and who had affiliated it to the TR Register in the UK) felt that all members of the Register should get together at regular intervals. To this end he proposed and organised the **First National Gathering to be held from 6 to 9 October 1978.**



The year 1978 has a special significance as it was the Silver Jubilee of the TR range of sports cars, with the TR2 first being sold twenty five years earlier in 1953.

It was also the twenty five year celebration of the record timed run of just under 125 miles per hour of a near-standard TR2 on the Jabbeke freeway in Belgium with Ken Richardson at the wheel. So as to encourage members to attend from all centres, he selected a venue which was approximately central, namely the Maselspoort holiday resort outside Bloemfontein.

We were travelling in a convoy which included, among others, Campbell and Gloria Miller in their immaculate TR4. Some distance before Bloemfontein there is a turnoff marked Glen/Maselspoort. Although Graham had said that it was tarred road all the way this was a dirt road. But not just any old dirt road – it was (and still is) probably the worst dirt road in the whole of the Free State. Not knowing any better, we took it. Soon we, and Campbell most of all, were cursing and praying. Cursing the road and praying that there would be no other traffic. We crawled into Maselspoort, hot, bothered and dusty. As soon as he had unpacked, Campbell was off to town (on the beautiful tarred road) to have his car put on a hoist, and to have the underside cleaned. And what a good thing that he did.

Records of the time relate how Dr Andrew Swan and Alan Grant had a late start from Johannesburg. Apparently Andrew had to perform an operation which resulted therein that they left Johannesburg in their two TR3's at around midnight. As was standard practice for him at the time, Alan ran his black TR3 with aero screens. Andrew had a windscreen but no hood. Although it was officially spring the very rapid drive in open cars in the small hours of the morning was a memorable one. On nearing Bloemfontein, they first tried the atrocious Glen/Maselspoort dirt road, only to make a u-turn back to the main tarred road. Road markings at the time left much to be desired, especially if one was freezing in a speeding TR in the dead of night. On the Cape side of Bloemfontein they realised they had overshot the turn-off. Back they went, but when they again reached the Glen turnoff another u-turn was called for. They finally trundled into Maselspoort at just after five o'clock in the morning just as the rest of us started stirring. At least they were compensated by the sight of some thirty TR's – more than they had ever seen together in one place before.

On the first evening, a welcoming braai was held. On Saturday the 7th we showed our cars at the local Hypermarket, followed by a gymkana at the Brandfort race track and a dinner dance later the same evening. Sunday was the day of the TR Register's Concours, followed by a curry and rice supper, in turn followed by a film show. Last named consisted of four movies we had borrowed from Darryl Uprichard from county Durham England. These 16mm films were duly returned to him by surface mail after the event. As an aside, it is of interest to note that it was as a result of a letter from Darryl published in "Motorsport" in November 1969 the TR Register was formed in the UK in January 1970. The last sentence in Darryl's letter reads as follows: "*Personally I find the TR an exciting car with much character. A "TR" Register perhaps?*"

Accommodation offered were rooms and rondavels which ranged from R2.50 to R6.50 per day. The concours was hotly contested between Campbell Miller's white TR4 and Roux van der Merwe's British Racing Green TR2.

Judging of the concours took place in two stages, with the top 3 or 4 scorers in each category proceeding to the second stage. We were fortunate to enlist the services of Chris Hofmeyr, a VVC member resident in Bloemfontein as an independent judge, who made some very complimentary comments on the standard of the cars as compared to a similar competition he had judged for the MG Car Club some two years earlier. Campbell won by a narrow margin (92,75%) over Roux van der Merwe (91,25%), and added the trophy to his growing collection.

All-in-all 31 TR's attended, and the following names were recorded in a subsequent issue of Sabrina: TR2's: Roux van der Merwe and Tim Robertson. TR3's and TR3A's: René de Villiers, Graham Poynton, Graham Cheetham, Rob Ingleby, Janse Uys, Trevor Hall, John Moore, Geoff Harvey, Ian Johnson, Richard Gant, Chris Ferreira, Richard Baker, Andrew Swan, Alan Grant, Peter Johnson, and Lourens Erasmus. TR4's: Ian Johnson, Campbell Miller, Doug



Ward, Nols Pienaar (with son Arnold as a babe-in arms), Gavin Turner, Tony Harris, Derrick Cowie. TR5/6's: Mike Weston, Derek Heath, and Peter van der Westhuizen. Neil Harty and John Bird are also recorded as having attended, apparently as passengers only. The trophy for the member who had travelled the furthest to attend the National Gathering went to Rob Ingleby from the Cape Town Centre. In his Chairman's Chat after the Gathering, John Moore commiserated with Trevor Hall whose car was extensively damaged on the trip back to Natal. The entire event was an unparalleled success with the most TR's ever together in one place in South Africa.

In correspondence with myself, Graham Cheetham, on 22 November 1978, broached the subject of expanding the TR Register to also include Triumph cars which were not TR's. With the Register expanding at a steady rate, he had noticed that owners of Spitfires, Stags, Chicanes, etc were also looking for a home. It was agreed to take this matter further.

The **third Annual General Meeting of the TR Register of SA** was scheduled for **24 March 1979**, and in view thereof that most members at the time were in the Durban and

Johannesburg areas it was decided to hold it at the Green Lantern Inn at the top of Van Reenen's Pass.

The all-in cost per couple for the weekend from 23 to 25 March 1979 was R30.00. The weekend was a mix of business and fun – from a gymkhana, to bowls. And, of course, the AGM.

Twenty two members were recorded as present at the AGM, at which meeting it was agreed to form the **Triumph Sports Car Club of SA**, which was to include the TR Register of SA and any other registers which may be formed in the future. It is of importance to note that the **TR Register of SA** was not disbanded. Club membership fees were increased to R7.00 per year, with R3.00 of that amount going to local centres.

A major item on the agenda was the proposed purchase of new and used TR parts from the widow of the late Trevor Crozier for between R300 and R400. A list of about 160 line items was tabled, including 7 side screen frames, 5 windscreens, 4 front over riders, 5 sumps, 2 chassis, 1 engine block, 1 cylinder head, 1 new crankshaft and 4 used crankshafts.

This get together, too, was a resounding success. It is of interest to note that the hamlet of Van Reenen has one of the smallest, if not the very smallest, consecrated chapels in the world. This very quaint little building can be found at the head of the pass on the opposite side of the main road to that on the Green Lantern Inn. Another point of great interest is that the tarred road which runs right outside the Inn is in fact the original road between Johannesburg and Durban. This is a single carriage road some 5 metres wide, and approximately 2 kilometres of the road still exists. One or two of the original shops also still stand along this stretch of road. By the end of 1979 (to be precise, on 8 December 1979) Graham Cheetham noted that since John Moore's resignation, there had been no suitable candidate for the position of National Chairman in the Durban area, and he suggested that the Johannesburg Centre Chairman should take on that function.



The **fourth Annual General Meeting of the National Club** was again held at the Green Lantern Inn over the weekend **22 to 24 February 1980**.

Twenty two members were present at the actual AGM. On this occasion, the all-in cost of accommodation and food had increased to the dizzy height of R18.00 per adult for the entire weekend. On finances, Graham Cheetham reported that for the year the Club had generated an income of R2391.00 and had incurred expenses of R3055.00. Consequently, the Club had had to dip into accumulated funds, which left it with net accumulated reserves of R304.00 at year end.

At the meeting Graham reported that the committee of the Club had ceased to function at National level due to general disinterest from members in the Durban area.

He accordingly proposed that the activities of the National Committee be transferred to Johannesburg. He indicated his willingness to remain the editor of Sabrina as well as National Registrar. The meeting duly appointed Dr Andrew Swan as National Chairman/President, and myself as National Secretary. Many photographs were taken in the course of both the AGM weekends, and to this day these can be seen in the pub at the Green Lantern Inn.

During June 1980 it transpired that some members of the Cape Town Centre were under the impression that membership of the National Register was voluntary or optional. The Centre had also started its own spares fund activity and there were indications that the Centre felt that it should operate as a separate entity. The National body felt very strongly that the Club should remain one entity and that splinter groupings should be avoided at all costs. In the event, no formal approach was received from the Cape Town Centre, and it was decided to, in need, raise the matter at the upcoming the next national gathering

Second National Gathering held from 11 to 12 October 1980 at the Hendrik Verwoerd Dam. Twenty cars and 45 people arrived at the National Gathering which was held in the midst of the fuel restrictions which applied at the time. Special (illegal!) arrangements had to be made to uplift fuel along the road, especially on the return trip.

It was at this National Gathering where the famous incident took place which Alan Grant can so eloquently report on. It so happened that two members of the Free State Provincial Traffic Department arrived whilst we were in the middle of our timed

Gymkhana event. Any and all events of that nature were strictly taboo at the time, and we could visualise the organisers, including myself, being arrested on the spot. Some persuasive talk saw said Officials taking part in the events! It was also at this Gathering where a few Triumphs from Welkom pitched up, notably a purple metallic and a gold metallic Stag (if memory serves). Both cars were in fine condition, but not what could be considered of d'Etat quality. The owners were quite put out when they did not walk off with the silverware. Campbell Miller's TR4 (again) took top honours and John Roets' red TR3A with aero screens and wire wheels took the trophy of most popular car of the day. At the end of another vary successful event, the Club remained intact and proceeded to go from strength to strength in the years that followed.

My association with what was to become the Triumph Sports Car Club of SA began in early 1976 when John Mowat advertised some TR spares for sale in the "The Star" newspaper. I duly met him and also Andrew and David Swan who were then studying medicine at Wits University. John Mowat passed my name and address to Graham Cheetham, who together with a group of TR enthusiasts in Durban had formed the TR Register of SA. I submitted the details of my TR3, which I had bought for R150.00 on 21 September 1969, to the TR Register on 10 February 1976 and was duly allocated membership number 7.

The inaugural meeting of the Johannesburg Centre of the TR Register of SA was held on 7 April 1977 at Alan Grant's house in Orange Grove. Andrew Swan, who had been acting in the capacity of Chairman was formally elected as Centre Chairman. It was agreed that membership of the National Register be a condition of belonging to the Johannesburg Centre.

It was also agreed that an annual subscription fee of R3.00 be levied, in addition to the R2.00 annual subscription fee payable to the National TR Register. Membership would be extended to owners with Triumph Roadsters and the TR range of sports cars from TR2 to TR7. Associate membership would be offered to owners of other Triumph sports cars. It was finally agreed to mail invitations to the 44 known potential members of the Register in the Johannesburg area, to meet on 19 June 1977, and to also publish the invitation in **Sabrina**, the official TR Register publication. It is of interest to note that one of the 44 names on the list was that of Charles Ellis who had been the last chairman of the Triumph Sports Owners Association in Johannesburg until its collapse in about 1964.

During June 1977 the Johannesburg Centre also received its share of the first shipment of 100 T-shirts that Graham Cheetham had ordered. The asking price for a T-shirt was R3.25 each.

In the August 1977 issue of Sabrina, the Johannesburg Centre reported that on 19 June 1977, 17 TR's had arrived at the Swan residence in Inanda, namely 6 x TR3's; 6 x TR3A's; 4 x TR4A's and one TR6. There were 23 owners of TR's present on the day, and among the names recorded were Chris Ferreira, Richard de Beer, Fred Perryman, Andrew Swan, J Patterson (Pretoria), Alan Grant and René de Villiers. The day was declared an unqualified success.

It was initially agreed to meet quarterly, but in September 1977 it was agreed to have "in between" monthly meetings in the form of "noggin 'n natters".

By December 1978 there were 47 cars on the register, namely 7x TR2's; 13xTR3's; 10 x TR3A's; 1xTR4; 6 x TR4A's; 1 x TR5 and 9 x TR6's. At the time it was reported that R114.60 had been collected in subscriptions, that there was R28.48 in the bank and 12 cents postage stamps were on hand.

One of the first events the Johannesburg Centre held was a fun day at the Heidelberg Motor Museum which was organised by Harry Fairley. On that day, officials of the museum started up the Peugeot racing car painted in "official" French Blue. The museum and the car itself had, of course, since those early days relocated to Johann Rupert's museum at L'Ormarins outside Franschhoek in the Cape.

During 1978 the Austin Healey Club invited the TR Register to participate in the first National Classic Car Concours d'Elegance, to be held on 13 August 1978 at the Jukskei Motor Museum in Witkoppen Road near Fourways. The Johannesburg Centre exhibited its cars at the Boksburg Pick 'n Pay on 29 July 1978 with a view to selecting five entrants for the event. Ms. Marion Newton of Radio Highveld gave extensive coverage to the last named, and at the National Classic Car Concours, Campbell Miller with his TR4 took top honours with a score of 94,06%. Doug Ward with his TR4A was placed 9th. At the time this was very big news indeed.

No one had expected much from these crude cars powered by an agricultural engine. There were some nice Austin Healeys and MG's and a very nice Alfa Romeo, but they all had to bend the knee to the TR4. The TR Register of SA had arrived in no uncertain terms.

At the 18 September 1979 Annual General Meeting of the Johannesburg Centre of the TR Register it was agreed to restructure the Club's management. Andrew Swan was elected as non-executive President, whilst an Executive Committee consisting of four members was formed. Alan Grant was elected Chairman of this committee, with the members being John Musty, John Roets and René de Villiers. The Executive Committee held its first meeting on 26 September 1979 at the Grant residence (now in Greenside) and two of the major events that were discussed were the Brooklyn School Festival on 20 October 1979 and the Tit Car Club's inter-club meeting to be held at the Heidelberg Motor Museum on 10 November 1979. Both events were well attended and extremely successful.

At the Executive Committee meeting of 19 February 1980 it was recorded that Club member Laurie Acres had died on 26 December 1979, and a letter of condolence was sent to Louise Lindsay.

At the meeting held on 19 June 1980 it was noted that the TR Register in the UK was celebrating its 10th anniversary. It was also noted that the Centre's annual Concours was to be held on 6 July 1980. It was agreed that the contestants in each category would, among themselves, select the best three cars in their category and that only the top three cars in each category so selected be formally judged by independent judges.

The matter of a metal grille badge had been raised at an early stage, and at the Executive Committee meeting held on 16 October 1979 it was agreed to produce a TR Register of SA badge which would depict the front view of TR1. At successive meetings progress in producing the badge was discussed. In the interim, the Triumph Sports Car Club of SA had been formed and it was agreed to also look into producing a metal grille badge for the Club.



At the Executive Meeting held on 9 July 1980 the matter was again discussed at length. Two basic concepts had been put forward namely the "globe" design (such as that found on early TR hubcaps) and the "open book" design (such as that on early TR front apron badges). It was finally decided that the badge would follow the "open book" design, and was to be in black/red enamel. The size and shape would be that of the old Triumph Sports Owners Association, with the words Triumph Sports Car Club of Southern Africa written across it.

At the Executive Committee meeting held on 2 October 1980 John Dobbins, who had been tasked with this matter, duly tabled 200 grille badges and 200 metal key rings. It was agreed to sell the badge for R8.00 each and key rings for R2.50 each. It was noted that the last "s" of the word "sports" had been omitted and that this would be corrected with subsequent batches. Those first 200 badges, have, therefore become rare collectors' items. At the same meeting Alan Grant tabled 200 metal TR Register badges depicting the front view of TR1. These aluminium badges had to be individually hand painted and would be sold for R7.50 each. It was agreed that both badges not be displayed on cars until their formal unveiling at the Second National Gathering to be held in less than 2 weeks' time from 10 to 12 October 1980 at the Hendrik Verwoerd Dam. In 1980 I resigned as Centre Secretary to read a MBA at Wits.

4C. NOLS PIENAAR

1. A Brief History of the TSCC SA and TSCC Centres *Information supplied by Nols Pienaar, Registrar, TSCCSA*

The initiative for the founding of the TR Register of SA was taken by Graham Cheetham in 1974. The TR owners of **Natal** centred in Durban and Pietermaritzburg, met the TR owners from **Johannesburg** and the Witwatersrand at the pub of the **Green Lantern Inn** at Van Reenen (in 1978), because that was halfway between the Natal group and the Johannesburg group.

There was also a centre in **Cape Town** at the time.

IN 1974 TR Register of SA thus consisted of three centres: Natal, Johannesburg and **Cape Town**. Membership was open to owners of Triumph TR's only.



When we started the **Border Centre** in 1979 we called ourselves the **Border Triumph Sports Car Club** because we allowed owners of all Triumph sports cars.

In the process we broke new ground and soon afterwards in 1979 the TR Register of SA became the Triumph Sports Car Club of SA in order to allow owners of Stags, Spitfires, GT6's, etc, to join.

The **Pretoria** Triumph Sports Car Club followed in January 1981,

The **PE Centre** of the TSCC of SA came in being in April 1981.

I do not know in what year the **Bloemfontein Centre** of the TSCC was established.

There was also the short-lived **West Rand** Centre that existed from the late 1990's to the early 2000's.

TSCC Border Centre: I wrote a little note for publication in the Border newsletter, *Zoom*, when they celebrated their 30th anniversary at Plett in 2009.

General

The event I organised at Bloemfontein/Maselspoort in 2003 was held to commemorate three things:

1. 100 years of the Standard Motor Company (1903 - 2003),
2. 50 years of the Triumph TR (1953 - 2003), and
3. A quarter century of TSCC National Gatherings (1978 - 2003).

***the establishment of the BORDER –TSCC,
Early days in PORT ELIZABETH
and PRETORIA –TSCC***

What a pleasure to read your account of the formation of the TR Register in the early seventies. I arrived on the Triumph club scene relatively late when I joined the TR Register in the second half of 1976 and therefore value your knowledge of the formative years of the TR Register of SA a great deal. I fortunately have copies of Sabrina dating back to February of that year and discovered valuable information on the early days of the Club in those pioneer days thanks to Graham Cheetham's diligence as editor. The regular reports from the Natal, Johannesburg and Cape Town Centres make wonderful and informative reading.

I bought my TR4A on 6 October 1972 while resident in Port Elizabeth. There was no local club and the TR Register had not been established yet. I therefore had to enjoy my beloved TR in isolation but we did manage to gather a few Triumph sports car owners in an impromptu fashion for informal Sunday afternoon runs along the coast to Schoenies and other scenic places from time to time. I can remember that we had a blue TR3, two TR4A's, a TR5 and a Spitfire Mk3 on the last occasion in 1974 and even have a couple of photos taken at some of our outings of those magic first years of ownership in Port Elizabeth.

In 1975 I moved to Alice in the Border area because of an appointment at Fort Hare University. Thanks to an advertisement in the smalls of the *Cape Argus*, I made contact with Mike Allen in Cape Town in 1976 who informed me about the TR Register of SA. I was absolutely delighted and wrote to Graham Cheetham immediately in order to join.

Upon receipt of my first copy of Sabrina I read the few pages produced on a roneo machine and stapled together in the left hand top corner back to front several times. Being an isolated country member out there in the sticks those extremely valuable sheets of paper were my only tangible medium of club membership. However, in that first copy of Sabrina I received, under 'New members', I discovered the name of Gavin Turner (TR4A) in East London (only 120 km away) and I wrote to him immediately. He was the first other fellow TR Register I met and apart from a great friendship to this day, that letter gave me access to other TR register members in East London. What a pity new members are not being announced in Sabrina since the Ken Boss era any longer! Anyway, back in Port Elizabeth, Roux van der Merwe was rebuilding his TR2 at the time and I even have a photo of Claude Wessels (red TR3A) and myself visiting Roux at his Amsterdamhoek home to see what progress he was making on his project. Those were the days when Claude and Lance Walton were regularly seen racing their TR's at Aldo Scribante.

In the meantime I managed to convince Janse Uys, a colleague at Fort Hare, to replace his MGB with a TR and the two of us went TR hunting before we located a nice red TR3A in Uitenhage, the same town where I discovered my TR4A way back in 1972.

In East London I met two other TR Register members, Trevor Hall and Brian Morritt, who were both in the process of restoring TR3's during 1977/78. Wow, at last I could enjoy my TR in the company of other club members! When the first national gathering to be held at Maselspoort in October 1978 was announced in Sabrina.

Four of us in the Border area decided to attend. Myself and Janse were joined by Gavin and Trevor in Queenstown from where we formed a short convoy of a TR3, a TR3A, and two TR4A's to Bloemfontein. Needless to say, that very first national gathering was a magic experience and I recall meeting you there in the black TR3, Alan!

After the first nationals in 1978 I had to go on a TR6 hunting trip for Cathy who fell in love with the six cylinder machines when she first set eyes on the three sixes at Maselspoort. In November 1978 I located the blue and silver specimen (that is still in the family) in Port Elizabeth while shortly afterwards, Jerry le Roux from the Natal Centre in a TR6, joined me as a colleague at UFH. So there we were with four TR's in Alice, and four TR's in East London. This became the prelude to the formation of the Border Triumph Sports Car Club in 1979. I wrote a short history of our formative years that was published in *Zoom* (our Border newsletter), on the occasion of the Border Centre's 30th anniversary in 1979. *(I think Bob might have managed to get a copy of my report.)*

I moved to Pretoria in January 1980 and joined the Johannesburg Centre as an existing TR Register member. After futile attempts to get the relatively large number of Triumph sports car owners in Pretoria to join the Club in Johannesburg, it was decided with the help of you, Alan, and other TSCC of SA committee members to establish a local centre north of the Jukskei. The formation of the Pretoria Triumph Sports Car Club in January 1981, is history and well documented so it is absolutely superfluous to repeat it here.

Alan, I trust that my rather lengthy commentary in response to your invitation may have some value for Bob and Gerhard.

MORE FROM NOLS

I do not know of a specific Sabrina issue with the history of the TR Register / TSCC of SA.

I wrote a very short applicable history in the commemorative brochure we distributed among participating club members.

I know that the initiative for the founding of the TR Register of SA was taken by Graham Cheetham in 1974. The TR owners of Natal centred in Durban and Pietermaritzburg, met the TR owners from Johannesburg and the Witwatersrand at the pub of the Green Latern Inn at Van Reenen because that was halfway between the Natal group and the Johannesburg group. There was also a centre in Cape Town at the time.



The TR Register of SA thus consisted of three centres: Natal, Johannesburg and Cape Town. Membership was open to owners of Triumph TR's only. When we started the Border Centre in 1979 we called ourselves the Border Triumph Sports Car Club because we allowed owners of all Triumph sports cars. In the process we broke new ground and soon afterwards in 1979 the TR Register of SA became the Triumph Sports Car Club of SA. in order to allow owners of Stags, Spitfires, GT6's, etc, to join.

The Pretoria Triumph Sports Car Club followed in January 1981, while the PE Centre of the TSCC of SA came in April 1981. I do not know in what year the Bloemfontein Centre of the TSCC was established, perhaps you must ask Deon de Kock. There was also the short-lived West Rand Centre that existed from the late 1990's to the early 2000's.

Statistics of Triumphs in the current South African Triumph Register: I can send you a list later this week, but since the numbers are growing on a monthly basis it will be better to give a more up to date account nearer the nationals in April 2012. I will in any case have to give a registrar's report at the BGM in 1012 and I issued the challenge to see if we could reach the magic figure 1000 Triumphs at the 2012 national event.

4D. DAVID BLAIR (TSCC NATAL - Now Kwazulu Natal)



This is where the idea of a Triumph Register for South African Triumphs originated.

In 1970 Graham Cheetham, then resident in the proverbial "home" of the British in the old Union of South Africa (i.e. namely Natal) was fired up by the idea of a Triumph Register for SA TR's after noting that the Triumph Register was initiated in UK (1970). The seed was sown and today we witness the results of his vision for Triumphs in South Africa.

Graham became the first Registrar and today Nols Pienaar has filled his boots.

The TSCC – Natal has played a leading role in the establishment of not only the Triumph Register in the Green Lantern Inn, but also in the formation of the TSCCSA.

Over the years the TSCC-KZN Centre has grown be one of the strongest Triumph – Centres in South Africa, under the able leadership if their Chairman David Blair.

4E. DEON DE KOCK

The Free Staters also want some credit for... meeting at the GREEN LANTERN INN...here is the correspondence that took place.

...Deon (eens 'n trotse Vrystaater) onthou...

Toe ek in Bloemfontein aangesluit het in 1985, so om en by 'n jaar voor die Rob Ferreira Nationals, was die voorsitter van Bloem Christo Prinsloo. Hy het 2 TR3's gehad en eventueel my TR2 raakgeloop en gemaak dat ek hom koop.

Hy het my vertel dat hy en nog iemand by daai eerste vergadering (1978) by Van Reenen was, en dat hy met sy rooi TR3 afgery het. So Bloem moes ook betrokke gewees het by die ontstaan van die Triumph Register, nie net JHB en Durban nie.



As die 1ste Nationals in Maselspoort gehou was in 78, sou hy betrokke gewees het, verseker. Want as ek reg verstaan is die TSCC soos ons hom ken na die 1ste Nationals eers gevind by die Green Lantern inn. (Later in 1978)

Ek weet toe ek hom ontmoet het was Charles Mitchell en Bill James die enigste aktiewe lede, en Christo en Harry was groot buddies. Ons moet by Charles hoor of hy meer weet van die geskiedenis, want hy is baie lank al 'n lid.

Christo het al sy TR's verkoop en sover ek weet is hy nou op Aliwal noord bly.

Ek is seker Alan en Nols sal hom ook onthou, want hy het 'n baie sexy vrou gehad!

Then the storie continues... with input from Nols...

Dankie dat jy my ingesluit het in jou boodskap aan Bob.

Ja, ek onthou dat die eerste nasionale byeenkoms wat in Oktober 1978 by Maselspoort gehou is deur Christo Prinsloo van Bloemfontein bygewoon is.

Nog 'n ou wat in 1978 sy gesig by Maselspoort gewys het van Bloemfontien (hy was nie amptelik op die lys van inskrywings nie) was David Blair, vandag voorsitter van KZN-sentrum. Ek onthou goed want hy het met so 'n snaakse 'Sidescreen' waarvan die hoofligte so in die neusgedeelte ingesink is daar tussen die rondawels van Maselspoort deurgery en baie stof gemaak toe ons die karre vir die concours skoongemaak het. Daardie jare het die organiseerders nog nie geleer dat die 'driving test' eers na die concours gehou word nie. Ons het die Saterdag die bestuurstoets op die stowwerige rugbyveld gehou en die volgende oggend die concours op dieselfde plek en ons het net 'n kort rukkie gehad om die karre skoon te maak want daardie selfde Saterdagdaand het ons nog die dinee-dans ook gehad. Maar toe was ons nog jonk, opgewonde en baie energiek. Lekker dae daardie!

Deon, ek onthou nie Christo se 'sexy' vrou nie; dalk het hy haar eers na die byeenkoms van 1978 gekry. Ek het in elk geval so 'n 'sexy' vrou aan my sy gehad dat ek dalk nie eers syne sou kon raaksien as sy daar was nie!

En TOE KOM DIE BLOEMFONTEINSE ENGELSMAN MET SY STORIE...

Aan die Boertjie van PE

Hi Deon,

Sorry to take so long to reply. Jet lag hit us hard as we had just arrived back from Australia when your email arrived. I can't remember Christo saying he was at the van Reenen meeting. I have spoken to Bill who suggested that we contact him. Bill will find out his phone number and I will phone him

Christo was involved with Triumphs since he was very young. He swopped his train set for his first Triumph and I remember him telling me that he went on his first trip in it, against his mother's wishes, and it broke down. He had to come back by train. I am going to ask him to write an article on his early Triumph days.

I rode round quite a bit in my old yellow TR. My son has spent a lot of money on it such as a complete over haul of the engine gear box and suspension (in Australia). We once rode through the area that was affected by that terrible fire last year, just out side Melbourne.

Soutie (aka Charles Mitchell)

4F. ROBIN DUNSTAN – PREVIOUS CHAIRMAN OF THE PORT ELIZABETH MG CLUB... Sharing Triumph Memories in Algoa Bay

I have been very interested in the fact that your 30th Anniversary is coming up soon.

I feel you guys are doing yourselves down – the TSCC PE was formed on the Main Beach at Plettenberg Bay in I think October or **November 1956**. TR2's and 3's were the order of the day then and a group of about 20 had left PE on a Sunday morning for the trip to Plett. 20 TR's in convoy make a lovely sound.

In those days there was no N2 as we know it today so the old Cape Road was the road you took for points west. Between Humansdorp and Storms River the road was bumpy and was very up and down. The Storms River bridge had just been completed.

When the convoy reached the Blaaukrantz Pass the inevitable dice started and one car slid on the wet road into the barrier – which still worked as a barrier in those days. Not much damage to the car and it completed the trip.

The formation of a club was discussed and the decision was taken to form the club as a one make club which lasted for a while until the then chairman, Jimmy Brooks, sold his TR and bought an MG Midget. It was then realized that the one make clubs would not work as in those days your hobby car was your everyday car as well.

After a year or so it was decided to form a branch of the Sports Car Club which ran for many years and of which both my father and I were members until my Dads interests moved to model steam engines and I got married and moved to Jo'burg. The same club is now chaired by Tubby Bennett

From memory founding members of the club were:

Don Foster, Edwin Hawley, Peter McWilliams, Chris Parsonson, Ralph Dunstan, Jimmy Brooks, Bob Fairfield, Frank Estment, Dr Harold Kohlberg, Ray Kingham, Robin Dunstan (no car), Don Lange (no car), Peter du Toit (no car) and others the names of whom elude me.

Dealer/Agents for TR's were Broadway Motors in Broad Street, North End. I am racking my brains to give you more info but we are talking 54 years ago and I am afraid my memory is not as good as it used to be. I was 18 years old when all this took place.

What I can remember is that we used to have a lot of fun in those days. The only responsibility we had was to go to work each day including Saturday mornings. Legislation was not what it is today, commodities were so cheap and the volume of traffic much less.

One of the pranks we used to get up to was start off from 145 Cape Road, hare down Mount Road, around the island at the bottom of the hill (there was a house in the middle of the island the owner of which would not move when the road was built) and back up to the traffic lights at Cape Road all against a stop watch.

I can't remember the times achieved but I can recall some hairy driving around the island and one or two TR engines suffering bearing failure as a result of the original bypass oil filter!!! That long climb at full throttle was just too much and it showed up a bad weakness in the TR2 engine. The fitting of a full-flow filter cured the problem.

I hope that this is of interest to you and also the significant fact that the chairman sold his TR and bought an MG. I am pulling your leg but it is a fact I could not resist telling you guys about.

Regards, **ROBIN DUNSTAN**

Robin joined on the trip to Hankey in **a... MaGnificent... hich with top down... it had the driver arrive high and dry... travelling at speed...**



4G. ROUX VAN DER MERWE



GUEST SPEAKER, at PORT ELIZABETH 30th ANNIVERSARY... remembers his TR2... DAYS

Was it like this...???

- Black
- Red upholstery
- A heater
- Disc brakes
- Xxx Michelins
- (and Beyers repaired)



Here is a further snippet from the P E Centre newsletter as followed the 30th Anniversary celebration function:

Decked out in his Triumph regalia of yesteryear, a spritely - Roux was the Guest speaker at the 30th Anniversary celebration function at the Hunters Retreat Hotel.

In 1953 Roux read about the new TR2 being launched in UK. He was most impressed with the specifications and decided he would like to own this magnificent sports car. He immediately set about contacting the then agents in the Eastern Cape, namely Barnes Garage in East London and Speedway Motors in Port Elizabeth, to place his order.

Good fortune came his way in meeting this objective, when his then boss informed him that his services were required for 9 months in United Kingdom. What a stroke of luck.

In order to acquire the sports car that he had set his heart on, he immediately set about doing the necessary paper work. He successfully acquired an import permit and then placed his order with the Triumph Factory in Coventry, arranging to collect the Triumph in London on his arrival. The TR2 was to be black, with red upholstery and fitted with an overdrive, new disc brakes, a heater and Michelin XXX tyres.

On arrival he collected a spanking new black TR2 and after his stay in UK he eventually brought it to South Africa where drove and enjoyed it for 27 years.

In UK Roux, joined the Northampshire Car Club and as he was stationed near Silverstone, he often visited this famous track for club events. Later he also attended the 24 hour Le Mans in France.



In 1966 he returned to South Africa and shipped the TR2 with him.

Roux then joined the South African Sports Car Club in 1968, under the chairmanship of the late Graham Cheetham and later registered with the TSCCSA. The SCC was the home of many Triumph owners before the Triumph Register in South Africa came into being.

The TR played an important role in his life. He wowed his wife in the TR and went on a Triumphant honeymoon. Sports Cars in those days were also everyday cars. On weekdays one went to work in your Triumph and over weekends enjoyed club events and outings, leisure driving and motorsport.

Roux was an active member of the TSCC- PE Centre and eventually (sadly) sold the TR to acquire a closed hardtop car, which more conducive to inclement weather, namely a MGB GT.

... and then your Scribe was at this stage distracted... so we will have to get Roux back to give us the conclusion of his talk and memories of Triumphs in his life on another occasion... Prof Roux van der Merwe is now retired as a professor at UPE and lives in the retirement village in Summerstrand, Port Elizabeth. He concluded that his TR2 was an important part of his life...giving much joy and triumphant motoring.

Here follows the recollections of Rob Elliott (a past Chairman from P E Centre:

4H. ROB ELLIOTT

In **1979** the Company I worked for newly opened a garage in Kempston Road RMS Motors (Rondebosch Motor Supplies). My boss, John Davis, had bought his Triumph TR2 Sports Car a couple of months earlier from Leon Nel (Leons Motors) in Commercial Road on a Saturday afternoon, when Leon was in a rather happy mood for R150,00 and got Dickies to tow it away,

before Leon sobered up and changed his mind. When Ashley Benn joined the Co to run RMS the Triumph was brought to the garage and Ashley stripped the car. Before the rebuild could be completed the garage closed down and John Davis, not being mechanically inclined, sold the stripped car to me for, if I remember correctly, R300.00.



My girlfriend lived in East London at the time and one weekend while visiting I came across a Cars In The Park and saw these Triumph TR's which appeared to be similar to what I had, only mine appeared to be bigger. The folk suggested I contact **Prof Roux van der Merwe in PE** as he was a member of the TR Register. I contacted Roux who was very helpful and encouraging. I joined the TR Register which at approximately this time became the Triumph Sports Car Club of SA incorporating the TR Reg. In late 1979 (Mem. No. 340)

I contacted the other members Tim Robertson, Barry Dix-Peek, Dennis Hurter, Mel Wright and G Schmidt **also Roux**, and arranged a showing of the movie that had been taken of the First National Gathering at Maselspoort. The MG Car Club had arranged for me to use the EPVC Clubhouse. At this meeting I suggested to the members that as there were so few of us, that we take up the offer that the MG Club had made of allowing us to become associate members. I must thank them for this as I joined and remained a member for many years and enjoyed the outings and camaraderie.

In the meantime the late Neville Whitford, who was living in Humansdorp, his wife Lorna had bought a Spitfire which Neville commandeered and he had joined the Triumph Club (Hon. Mem. 0278). We got in contact and together **with Jon Rademan, Carl Butlion and Karl Illenberger**, we ended up with a list of Triumph owners. We sent a letter dated 23 March **1981** inviting them to **our first meeting on Monday 13 April 1981** at the Hunters Retreat Hotel. 17 attended (copies of documents attached). **The FIRST outing was on Sunday 17 May 1981 – breakfast at the Hankey Hotel,**

As of now March 2008 the Triumph TR 2 that I bought 29 years ago has had a huge influence on my life, the wonderful friends that I've made and places I've been – thanks to my TRIUMPH.TR2.

41. DENNIS COOK (Cape Town Centre)

At Drakensville, during the recent national gathering I met up with old friend Dave Lugg, who most of you will remember. We were reminiscing about the early days of the club in Cape Town, swapping stories, and so I thought I might add to some of the Club history that Margaret has chronicled, and awake memories for some.

In 1972 I purchased a sadly neglected TR3 A which I drove home from Durbanville with the intention to rebuild it, but found that the chassis had been badly damaged, and subsequently purchased the rotting remnants of a TR3 (for R 200!) for the chassis and other bits. Not long after, I came across a nucleus of enthusiasts led by one Mike Allan who lived in Claremont and drove quite a nice blue TR3. The club was a rather loose affiliation then, and used to meet in a hotel in Rondebosch.



Members that I recall from this time (73/74) were the late Chris Schultz; Rob Ingleby and Bruce Erasmus. Chris was rebuilding a TR 3 that subsequently went to his son in Jhb. In 1974, while I was partially into the rebuild of my car, I was posted to the Middle East for nearly 4 years and the car had to be stored.

My job took me back to South Africa in 1978, but to Durban, where I came across a beautiful gathering of TR's at a hypermarket and met Graham Cheetham for the first time; found that he had organised a National Association and joined the Durban club. My employer, who had originally promised to send me back to Simonstown after my stint overseas, refused to transport my car and other stuff that had been stored to Durban, so I resigned to return to Cape Town, where I made contact with the Cape Town Centre, then under the chairmanship of Rob Ingleby who was chairman for several years.

Today we are fortunate to have the multi-motor club house, because club meetings back in the late 70s and early 80s were held in a garage in Wynberg that was rented by Dave Lugg and another for their restorations. Whilst there were a few rickety chairs, and an empty beer crate, one generally stood around or sat on the chassis of a TR undergoing a rebuild. (Dave Lugg was the original 'one day'). In good weather we sat outside and enjoyed the chats and the beers.

One of the larger-than-life characters in the club at that time was Bruce Erasmus; for whom the Castle Quart was renamed the "Erasmus dumpy", because of his huge capacity. Bruce owned a very original and un-restored black TR2. To show how values of our cars have changed, I recall that Bruce purchased a beautifully restored Austin Healey 3000 and we were staggered that someone would pay the price of R6,000 for such a car! (A running TR 3 for rebuild could be had then for R 500) Bruce, like Rob Ingleby, was your genuine bachelor about town, but we were all delighted when he

met a lovely lady who had been through an extremely unhappy marriage, and started making plans to settle down together. Alas, it was not to be; they were driving in the Healey on the N2 near the Pinelands cooling towers where the municipality had been burning grass, and the visibility was poor. The traffic had almost come to a stop when some idiot came tearing down the highway at great speed and smashed into the back of them, rupturing the fuel tank and setting the car ablaze. Sadly they both perished in the fire before anyone could help them. Bruce's TR 2 was subsequently restored by his brother in PE.

Rob Ingleby, during his tenure was a popular chairman, and a great organiser of social events, most of which they took place around the Peninsula; usually assisted by Hinke Nixon and Sheila Maggs. He was also a dedicated enthusiast and, as I recall, attended the first couple of National gatherings on his own in his TR3. He was of invaluable assistance in helping get my TR rebuilt; which I had to do in a single garage in the little house that I had bought in Zeekoevlei, following a divorce. He spent many a Saturday afternoon in that garage, teaching me panel beating, and helping me to rewire the car. Dave Lugg was another who unselfishly helped a great deal because I literally had to rebuild the car on a shoestring; committed as most of my salary was then to alimony and maintenance. Dave did the machining of the engine components, put in new valve seats in the head, and welded new sills on the body, as I had no access to welding equipment.

Hinke and the late Dennis Nixon were active members and Hinke was a key player in the committee for several years. I found that Dennis had acquired the blue TR3 from Mike Allan, who had packed for Perth like so many others at that time. The Nixon's were working hard to realise their dream of building a house in Constantia, and raising a family, so the car was never used nor rebuilt. I think that the car was sold before Dennis was so tragically killed by a burglar in 2007, and I wonder what happened to it? Hinke, showing her commitment to Triumphs, drove a nice Triumph 2000 station wagon and eventually took over from Rob as Chairman about the time that I moved to Johannesburg in 1983. Having been a theatre sister who assisted Dr Chris Barnard in the world's first ever heart transplant, it was no surprise that she was assertive, if not bossy, but she was a Club stalwart and I was very fond of her. It was not her fault that she could not find me a new life partner from her wide circle of beautiful and unattached women.

There were two members with Roadsters at that time; one was owned by Pat Ellis, who with his wife Marlene, was an enthusiastic club member- one of only 2 members from the northern suburbs at that time; the other being Dr Gert Vlok who also owned a roadster. I see that Gert's roadster is still listed under the member cars on the website, and it is a pity that he could not make it to the recent classic car show as he used to live (and probably still does) close enough to the clubhouse to be able to push the car there.

Brian Maggs was rebuilding his TR 2 at the time, and in a manner similar to the Nixons, it was Sheila who was the active committee member for so many years; continuing long after I had left for the "Vaal". That must undoubtedly make them the longest standing continuous members of the Cape Town club, with Dave Gordon, ever championing the unlovable Herald, probably next in line.

Many will remember Dr. John Ireland and his vivacious wife Jenny who joined the club somewhere around 1980. John had purchased a partially restored left-hand drive TR 3A that originated from the Congo -I'm sure that most members know that TR's were assembled for a few years in Belgium. John, one of the most respected paediatricians in the country, was a perfectionist. Parts of the car that had been rusted away had been mended by the previous owner with new panels pop riveted in place and as he progressed, he realised that it would never meet his standard unless he started afresh. He subsequently sold the car to someone who exported it, bought a TR 4 A and set about rebuilding it. I spent many an evening and Saturday at their house in Constantia helping him, and I recall that he had a spray painter who was doing the panels for him as he progressed. It was typical of his perfectionist nature that I remember him saying one day that he was not satisfied with the quality of the work and that he could see no reason why someone of his intellectual ability could not do a better job than an uneducated tradesman. This was no idle boast, and he subsequently turned out a really beautifully restored car. Sadly he passed away a couple of years ago and when I last had contact with Jenny she had not yet decided what to do about the car. (*Scribe: Last saw this car at Frost Bros in Knysna*)

Charles Patterson and I used to put the monthly newsletter together in the days before computers and laser printers; typing it onto a wax sheet so that I could run it off on our duplicating machine at work after hours, when the boss had gone home! Charles, who owned a TR 4 A, was another memorable character. He remained a bachelor all of his life and seemed to live exclusively on baked beans on toast. He lived, at the time, in an upstairs flat in Diep River, and kept a complete spare TR 4 engine in the kitchen, so that he could rotate it periodically to keep the parts lubricated. He subsequently relocated to Pretoria, and over the years he acquired a TR 3A, as well as an enormous collection of new parts to rebuild the TR 4A; sadly he died of cancer after a long and tragic battle with cancer and the car was bought by Chris Buckley and restored in Tanzania.

None, of course, are likely to ever forget Nick Paxinos, at one time a lone stalwart championing the cause of the Spitfire in the Club in his strident voice at club meetings. Being so far from home I do not have any pictures with me to add to this article, except one which I hope the editor will publish. It shows Nick together with Hinke Nixon and Jenny Ireland at a braai during a weekend away in Ceres, about 1982. My most memorable recollection of this outing was that while we were driving in the town, a local farmer invited us to see his magnificent collection of cars housed in an enormous barn. His passion was for Jaguars and MG's, as well as big American cars, but he also had an absolutely pristine, unrestored and original Dove Grey TR3. If he still has it, it must be the best original TR 3 in South Africa. He said that he did not particularly like the car and preferred his MGs, so it remained in almost as new condition.

Dear Nick, I will always cherish the memory of our first Greek spit roast lamb, accompanied by copious quantities of Ouzo, enjoyed on the balcony of your home high on the slopes of Table Mountain. How can I ever forget having to turn the darned spit by hand for hours!!

While I was in the final throes of rebuilding my car I had a visit from a new member, Des Rudolph, who had purchased a TR 4, of which he was proud. He sometimes reminds me that when I looked at his pride and joy, I pointed out the poor quality of

repair work and the predominance of glass fibre and body filler; which decided him to rebuild the car. Long standing Club Chairman, crusty and outspoken, Des will be remembered by most of us for many long years. Here is another perfectionist who was not hesitant about going up against the top cars in National Concours in the beautiful TR 4 that he restored and, of course , the subsequent Concours winning TR7.

Sadly some of our members have passed on, some have retired from active motoring; good times come and go, but good friends leave an indelible record. The Triumph Sports car club has been a valued part of my life, and I look forward to more good times together.

Here it is now 40 + in the middle of the day- don't complain about the Cape winter, at least you have

Red wine!

4. THE TRIUMPH - SPARES FUND

Contributed by René de Villiers

The Spares Fund in Johannesburg was formed at a meeting held on 19 June 1979 in the "Roll Bar" in the Alba Hotel, Braamfontein, exactly two years after the first meeting of members of the Johannesburg Centre of the TR Register of SA.

After the usual interminable circular debate on how one needed to get some money together in order to buy spares, but on the other hand you needed to sell spares to get the funds together, Alan Grant took an ashtray, put R25.00 in it and announced that he had just started a Spares Fund. By the end of the evening some half dozen members had put down R25.00 each. A committee consisting of John Roets, Peter Barnes, Richard Baker and René de Villiers was elected to look after the Spares Fund. By 17 July 1979 there were 12 contributors and by September 1979, 40 Club members had contributed R25.00 each to the Spares Fund.



Prior to the forming of the Spares Fund, John Roets and René de Villiers had collected a pile of used spares in Durban which had been destined for the scrap heap. (see article in Sabrina: Spares, the early days). This consisted of some 300 line items, and were advertised for sale on 18 June 1979. Among others, there were 4 crank shafts at R25.00 each, a bonnet at R6.00, a chassis at R35.00. A set of two side screen frames went for R10.00.

With the combined proceeds of sales of used parts, and with R1 000.00 in the bank as Spares Fund contributions, the Spares Fund was ready to roll. It was agreed that the Committee would import spares, source spares locally, and take on used spares where these became available. An interesting early comment on spares is that in November 1977, a firm by the name of Reef T&T Fibreglass, based in Chamdor, Krugersdorp, were making good quality TR body panels. For example, a nose cone went for R50.00 and a bonnet for R49.00. One wonders if they still exist, and more specifically, whether the moulds for those parts still exist.

Given that communication in those days was by telex, and parts arrived on board ship, the Spares Fund was remarkably active in its early stages. Three (or possibly four) imports per year were envisaged, and in each case Cox & Buckles (today they have morphed into Moss Europe) presented us with a pro-forma invoice. Once the invoice was paid (or if C&B agreed to extend credit) a formal order was placed. At the same time, local sourcing of spares proceeded apace. Here are some typical comments from those days:

20 November 1979: Locally sourced water pumps are available at R20.00 each and a pair of locally made outer door sills were being manufactured for R10.00, provided at least 10 pairs were ordered.

December 1979: The "SA Helderberg" was docking in Durban with our spares on board.

February 1980: a letter sent to C&B enclosing a bankers draft of Pound Stg989,099

February 1980: J Roets reports that the shipment ex C&B has been distributed to members.

9 May 1980: Stainless steel exhaust systems, courtesy Alan Grant, were available. A downpipe cost R18.00, a silencer R20.00 and a tail pipe R12.00.

9 May 1980: Parts not taken up by members who ordered them will be sold on a first come first served basis. Two bonnet hinges for R21.00; an apron medallion for R21.00 and a TR3A grille at R67.20.

27 June 1980: The "SA Sederberg" was docking at Durban with 205 Kg of spares worth R3 000.00.

In March 1980, when Mervyn Harris was Chairman of the Cape Town Centre, that centre produced its first newsletter under the editorship of Charles Patterson. Attached to the newsletter was a list of some 120 line items of new spares which had been donated to the Centre by Leykor. These parts were for sale at reasonable prices, for example, a soft top for R40.00. Likewise a crown wheel and pinion went for R40.00. A set of big end bearings went for R4.00 and push rods for R1.00 each.

In May 1980 John Roets reported to the Spares Fund Committee that the Cape Town Centre had, in fact, formed a spares fund of their own some years before, with individual deposits of R40.00 each. As a consequence, Cape Town Centre members felt that there was no need for them to contribute a further R25.00 to the Johannesburg Spares Fund to reap the benefits of the latter. Johannesburg, on the other hand felt that there should be only one fund. In the event, the matter was never taken forward formally, and furthermore, over the years the need for a R25.00 spares fund contribution disappeared.

On 9 July 1980, it was noted that the physical keeping of spares was moved from René de Villiers to Richard Baker. By the end of 1980 René de Villiers withdrew from club activities to study for an MBA at Wits Business School from 1981 to 1983.

René de Villiers
Johannesburg
9 May 2011.



THANK YOU – OUR SPARES MAN – YOU ARE A STAR

6. TRIUMPH INSURANCE SCHEME

Establishment of our very own **Insurance Scheme**, created by Ron Bartram and NOW ably administered by John Dobbins.

7. THE HISTORY OF TRIUMPH

by Bill Rothermel (ARTICLE IN WIKKIPED)



The name Triumph conjures up visions of the quintessential British sports car. Names like Southern Cross, Spitfire, and the ubiquitous TR-series are the very definition of the classic open-top roadster. Join us in celebrating the Triumph automobile as the ultimate expression of this notably British art form.

Triumph, as a company, was actually formed in 1887 by German, Siegfried Bettmann who had moved to Coventry, England, from his native country just four years earlier (at age 23). With the help of capital from the White Sewing Machine Company, he began by selling bicycles and within two years he was marketing his own product. Needing a simple and easily-recognizable name for the company, he chose the Triumph Cycle Company. The company produced its first motorcycle in 1902 and set up an affiliate company in Germany the year following to produce motorcycles there. Motorcycle production ran at a rate of 20 per week, a number that rose to 60 by 1909.

By 1913, Bettmann had become so involved in the business and cultural life of Coventry, he became the Mayor of the City for one year; quite odd considering his German ancestry and the approaching World War. Despite the interruption of everyday life caused by war, Bettmann succeeded in convincing Colonel Claude Holbrook of the British War Office to select Triumphs as the "motorcycle of choice" for the British military.

After the war, Colonel Holbrook joined the Triumph Company as General Manager, with the goal of getting the company to produce a motor car. Triumph produced its first car in 1923, the 10/21 available in both saloon and two-seat roadster configurations. One year later the car was joined by a larger-engine version, the 13/35. It was the first British car to be built with hydraulic brakes all-around (Ford did not use hydraulic brakes until 1939 and Jaguar until 1949)! The replacement car, the 15/50 was introduced in 1926; two years later renamed the Light 15, the final being built in 1930.

Triumph's first real foray into the highly-competitive "light car" market began with the Super Seven in 1927. Despite offering more features, style, power, and equipment (at a higher price) than its competitors from Austin and Morris, production remained low due to its higher cost and Triumph's lack of financial reserves. The Super Seven garnered its share of fans and attracted a following of enthusiasts who raced and rallied the cars throughout Europe, Australia and the United States. One of those was Donald Healey, who began his career in 1929 with great success in European and British rallies.

After six years of production, the Super Seven was upgraded to a higher specification and renamed the Super Eight. The Super Eights were also renowned rally racers providing excellent publicity for the marque, later still improved to Super Nine and Super Ten status.

All this success led Triumph to build a factory-bodied two-seat sports car known as the Southern Cross starting in 1932. One year later, the four-seat Gloria chassis with four- and six-cylinder variants began production. Then came the Gloria Monte Carlo, a high-performance tourer and Gloria Vitesse and Southern Cross Vitesse (French for speed) versions. The six-cylinder Scorpion and larger-bodied Twelve/Six were also introduced during the 1930's, although neither amounted to sales successes for Triumph.

Donald Healey was hired as chief engineer in 1935. While continuing to drive existing Triumph models in competition, he conceived the Dolomite. It was a supercharged, twin-cam lightweight sports car based on an Alfa Romeo design (with Alfa's permission) capable of 110 miles per hour. The car raced in the 1935 Monte Carlo Rally but met an untimely death in a train collision, leaving Healey and his navigator unhurt. The project was cancelled later that year due to lack of funds after three prototypes and just six engines had been built.

By 1936, Triumph was making over a dozen different models, yet production remained around 2,000 units a year. Financially things were not going well for Triumph. The model line was relaunched in 1937 with a new model range including a 1.5 litre Gloria, a Gloria-derived Vitesse, the Continental, and an exotically styled Dolomite featuring a unique and controversial "waterfall" grille. Two years later Triumph tried to reach the mass market with the new Twelve, but World War II intervened never allowing the car to get a start in the marketplace. Management had sold the profitable motorcycle and bicycle businesses to raise cash for the struggling automobile side of the company. Unfortunately the company went bankrupt, was put in the hands of receivers, and the assets sold. A 1940 German raid on Coventry, England, destroyed most of buildings of the car company, leaving little more than the name of the marque to survive.

In October 1944 the remaining assets of the company and the Triumph name were purchased by the Standard Motor Company. Chairman and Managing Director Sir John Black wanted to add a sporting line of cars to Standard's successful, but rather conservative family cars. Thus, the Standard-Triumph Motor Company, Ltd. was born. The first Standard-Triumphs were announced in 1946, the 1800 Saloon and Roadster. Neither car was a sales success and they were criticized for a lack of power. With the introduction of a new model in 1948, the Vanguard, things were about to change. Power was provided by a newly updated 2-litre engine that became the basis for Triumphs to come. The same powerplant also supplied motivation for Massey-Ferguson farm tractors through 1959 in an arrangement whereby Standard produced them in their Banner Lane factory outside Coventry. This helped provide much needed cash for Standard-Triumph car projects and to help launch Triumph's assault on the United States market.

The real change at Standard-Triumph came with the announcement of the **TR2** first displayed at the Geneva Auto Show in March 1953. In racing trim, the car topped 124 mph, providing at last, a formidable contender to MG in the North American market. Unlike previous offerings, the car was competitively priced; made possible through the use of parts and components readily available in the firm's other offerings. And... it was fun to drive! The TR2 engine produced a respectable 90hp and a 0-60 time of just under 12 seconds all wrapped in swoopy bodywork evocative of the more expensive Jaguars of the era. More than 8,600 were sold throughout the production run.

The TR3 was released in 1955, largely in response to the new MGA. Power was increased to 95hp; outside door handles were added; and in 1956, the TR3 became the first mass-produced roadster to feature front disc brakes as standard equipment. The TR3A evolved in 1957 with more creature comforts, 100hp, and the now-familiar signature chrome "wide tooth" grille. 1961 brought about the TR3B offering Triumph's first synchromesh 4-speed manual transmission. In all, 58,236 **TR3's** were produced; the TR3A being the most popular in the series produced from 1955-1962.

Next came the introduction of the **TR4** in September, 1961. The chassis was a modified version of its predecessor with coil springs and wishbones in front and semi-elliptic springs in the rear, yet the new body was styled by famed Italian designer Giovanni Michelotti. The car offered more driver and passenger interior room, a fully-synchronized 4-speed manual gearbox, and rack and pinion steering.

This was Triumph's first use of roll-up windows in lieu of side curtains. A further iteration, the TR4A appeared early in 1965 with independent rear suspension (identified by an "IRS" script on the boot). Numerous detail changes on the car accompanied the upgraded suspension. Over 40,000 TR4's were produced through 1967.

To compete with the Austin-Healey Sprite and the MG Midget, Triumph released the **Spitfire Mark I in 1962**. The basic running gear and all-independent suspension with rear swing axles came from Triumph's small Herald family sedan. Also designed by Michelotti, the car was an immediate success offering front disc brakes and better performance than its competitors. The entire hood hinged at the front



making routine maintenance an easy task. Three years later it evolved into the Mark II with more power and better interior accommodations. Mark III and Mark IV versions arrived in subsequent years; with the final version, the 1500, introduced in late-1973. Remarkably, 314,000 were manufactured during a lengthy 18-year production run.

In 1968 Triumph replaced the 2.1 litre four-cylinder engine in its line-up with a 2.5 litre straight six. In Europe the car was known, logically, as the TR5, while it was dubbed the TR250 in the United States. The name was thought to be more in keeping with the names of the muscle car-era than the fancy of U.S. marketers. It brought about a distinctive hood bulge to accommodate the bigger motor and racing stripes over the hood. Little else was changed over the TR4A that preceded it, relegating it to somewhat holdover status until the introduction of the new TR6 in the final quarter of 1968.

Perhaps the biggest change for Triumph was taking place behind the scenes. Triumph had been under the control of the British Leyland umbrella since the early sixties, all of the holdings of which were absorbed into one large conglomerate in 1968 (including Triumph, MG, Jaguar, Rover, Land Rover, Austin-Healey, Morris and Austin). By the mid-70's, however, BL was in dire financial straits suffering from a lack of cash, mismanagement at all levels, and poor quality control in all its factories.

Introduced in 1970, the Stag was Triumph's entry into the burgeoning high-end GT market. It offered 2+2 seating, a powerful V-8, and more luxurious appointments over the TR6. Rushed to the marketplace, the car suffered from poor quality control and reliability problems reflective of the parent company. The Stag lasted until 1977 with just 26,000 having been produced.



In 1968 many critics feel that Triumph saved the best for last with the TR6. Actually a facelift of the TR5/250, it was styled by Karmann of Osnabruk, the German coachbuilder. An excellent road car, it was powered by a torquey 2.5 litre in-line six producing 104-106 hp. Originally the base price was \$3,275 which crept up to \$6,050 toward the end of the model's life. More than 90,000 were built during a production

run that lasted from 1969 through 1976. Perhaps its most distinctive features are the wheel arches filled with fat red-line radial tires and distinctive Union Jacks emblazoned on the rear quarter panels. Perhaps the biggest change for Triumph was taking place behind the scenes. Triumph had been under the control of the British Leyland umbrella since the early sixties, all of the holdings of which were absorbed into one large conglomerate in 1968 (including Triumph, MG, Jaguar, Rover, Land Rover, Austin-Healey, Morris and Austin). By the mid-70's, however, BL was in dire financial straits suffering from a lack of cash, mismanagement at all levels, and poor quality control in all its factories.

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Like all manufacturers, Triumph had to deal with the barrage of U.S. emission and safety requirements, and as such, set about designing a dramatic new car to meet the ever-increasing requirements in what had become its most important market. 1975 saw the introduction of the TR7, the first all-new car under the direction of British Leyland. Production overlapped the TR6 for nearly a year.



Not only was the car a total break from tradition with its rather stubby, wedge styling, but it was offered in just one body style, a hardtop coupe. A roadster was not even offered until four years after the introduction of the first TR7, perhaps more than a bit late considering the company's heritage of building sporting roadsters. Fitted with a 2 litre, four-cylinder engine offering just 90hp, the car was underpowered, yet comfortable and an excellent handler. Plagued by reliability and quality control problems, the reputation of the once-great marque suffered.

Leyland conceived the TR8 as the car to win back its sports car credibility. By dropping a small-block Rover V-8 in the TR7, the car offered 0-60mph in just 8.4 seconds with a top speed of 120mph. In 1978 and 1979, just coupes were produced, with a roadster joining the line-up in 1980. Only 2,825 were produced with the majority going to the U.S. market. Had the car been introduced a few years earlier, things might have been different.

The company vanished from the landscape in 1981. Faulty management and poor marketing and business decisions caused the final blow for beloved Triumph. Yet today, the name still rings magic among enthusiasts and collectors alike. Quite a fitting "triumph" for a once-proud company.

8. CONCLUSION

The Scribe wishes to thank and acknowledge the contributions made by Alan Grant, Rene de Villiers, David Blair, Nols Pienaar, Dennis Cook, Deon de Kock, Rob Elliott , Roux van der Merwe and the many other editors of Triumph Newsletters, who contributed and made the production and publication of this pamphlet possible... to take us down the Memory Lane in a Triumph.

The Scribe, as compiler of the pamphlet - salutes you!

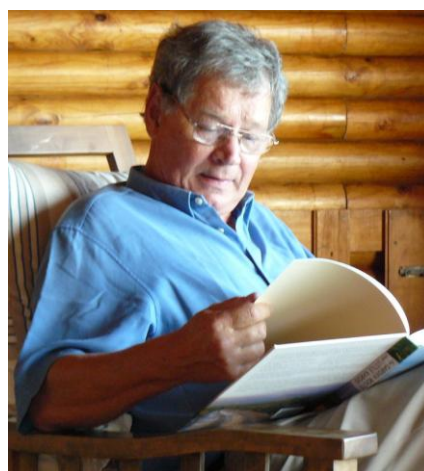
This pamphlet is by no means a reputed to be complete story of all the historical happenings and facts, escapades experienced by many of the TSCC members from those bygone Triumph days. It is my sincere hope that the contents and the *mik and druk* pictures will stimulate the *vacant corners of their mind* (cf *Memories - Elvis Presley*) enabling individuals to share some more of those anecdotes of the founders and supporters of the Triumph marque, Nationals as well as a sprinkling of the informal local gatherings (and noggins and natters) held over the past six decades in South Africa. It has also been an endeavour to acquaint newer and younger

Triumph enthusiasts of the roots of Triumph Register and Triumph Sports Car Club of South Africa and the personalities who played such a vital role in determining the beginning and continuation of our Triumph SPORT CAR CLUB OF SOUTH AFRICA ... and those magnificent cars that brought us together.

The compilation of Down Memory started as a possible fund raiser (amongst other projects) for the 2012 Plettenberg Nationals in the absence of a major sponsor. Contributions poured in. The Organising Committee gave the project its approval and finally Beyers Vermaak remarks at a Madiba Bay TSCC Noggin really got the overloaded Scribe (to GOYA) hitting the keys, fighting with Blikbrein and got the Green Lantern project burning the midnite paraffin. It was indeed a learning experience and entrusted one with a tremendous appreciation for the work done by the founders of the TSCCSA from the Green Lantern Inn at the beginning to today's thriving Triumph Club.

Hasta La Vista

The Fergie -Scribe



**THANKS: Lay-out: Milé Vermaak
Printers: Harry's Printers
... and my friend BLIKBREIN**

9. FINAL CONCLUSION – The Triumph Green Lantern Torch



The Triumph Green Lantern Torch

Lit in 1978

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(for loyalty, honesty to the body to which we belong)



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*Wishing everyone a wonderful Triumph Nationals
in Plettenberg Bay.*



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