



WHALE TALES

THE CAPE TOWN TRIUMPH NEWSLETTER

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CHAIRMAN'S CHAT

We had a good Annual General Meeting (AGM) past Saturday and the committee were unchanged, but Tim Kent took up the position of Secretary which is a key role on the committee. Thank you for accepting the responsibility Tim, we surely do appreciate it. The concours was also done although the south easter was blowing incredibly hard and the social gathering afterwards was very enjoyable. Thanks to everyone that participated and joined us for this very important event on our calendar.

One of the important issues discussed at the AGM was the communication methods from committee to members and we decided to create a Whatsapp group from which communications in terms of events, news, etc. will be sent. This will not be a chat group but communications only. I will in future create another chat group, watch this space. We will still send sms notifications to the members who do not have Whatsapp, please let me know if you prefer sms messages.

I guess we are all looking forward to the end of THIS year and what a year it has been... The outlook for next year are looking up and although we are not out of the woods yet, I believe things will change.

I would like to take this opportunity of encouraging you and to wish you the best for the next year and I am positive that it will be a better one, can only be... Merry Christmas and Best Wishes for 2021, spend time with your family and loved ones and be safe.

Triumphant Regards,

Gerhard Vorster

THE EDITOR'S DESK

It certainly has been a year to remember but for probably all the wrong reasons. Looking back on the year the club certainly finished in a stronger position than at the beginning, there was certainly a lot more gees from all the members and I for one am looking forward to 2021. As someone said on the radio they will definitely stay up to wait for New Year to make sure 2020 is completely gone!

On reflection there are things I should have done, one of the main ones is to have said something at Neil Cameron's memorial lunch in Simon's Town. I really appreciated Neil's help on a variety of matters, particularly with my various car restorations, and whilst we did not always see eye to eye on certain matters, cyclists being one, I always respected the way he presented his views! He really was a pleasure to have in the club and I will remember him with great fondness.

Another person who I really only knew for a very short time was Andre Loubser from the Crankhandle Club. Andre was the Editor of the Crankhandle Chronicle and through lunches after the old toppies meetings at the club in Wynberg, I got to know him much better. He was a mine of information, well researched but never afraid to make his views known in the best of prose! He passed away doing something he loved, talking cars at the Crankhandle natter at Timour Hall and he leaves enormous shoes to fill. You are a standard I will always aspire to.

Thanks to Roger Tyler, we now have a web page we can start to be proud of. These days it is never a good sign of a club when you look at a page and see that it was last updated in 2017! Things are starting to happen and it is one of the many areas that the club, through Gerhard's leadership, has started to get back to where we were a few years ago. We have also had a good number of new members, far fewer non renewals so number wise the club is in a much better state at the end of the year than the beginning, let's keep up the good work in 2021!

On behalf of myself and my family, we wish you a restful festive season, get back the energy and have a positive 2021!

FORTHCOMING EVENTS

NEW YEAR RUN TO JAKES AT NOORDHOEK, 10TH JANUARY 2021

This popular event is being organised again by Ashley Ellis and is a breakfast run to this super venue. The start will be from Constantia Village, time and cost to be confirmed by Whatsapp nearer to the date.

REPORT BACKS

LUNCH AT ELGIN COUNTRY CLUB 8TH NOVEMBER

This was a warm up run to show members the suggested venue for the British Sports car tour next April. We were at a family wedding in Paarl so were unable to travel with everyone from the N2 meeting point but enjoyed the wonderful trip through Franschhoek and over the pass to Grabouw which really makes Cape motoring so memorable. We were a bit late arriving so after surveying all the lovely cars in the Country Club car park, we went through to find that service had happened promptly and most people were almost finishing their main course. We duly found our places and had a really great meal of fish and chips so we can all vouch for the quality of the catering and the good value of the bar.



EVERY ONE ENJOYING THEMSELVES AT LUNCH!



THE 3 WISE MEN?



AN ENJOYABLE CHAT POST LUNCH



BARRY DOWNES IMMACULATE TR5



A FOREIGNER IN THE CAMP? TIM KENT'S TR3A



NOGIN, CONCOURS AND AGM, SATURDAY 28TH NOVEMBER

As Gerhard has said in his chat, we had a very well attended AGM followed by the concours with 6 cars being judged made somewhat more difficult by a howling south easter!

The AGM went very well and the club is in a much stronger financial and membership position than at the last AGM. A moment of silence was observed for those members and relatives who passed away during the year. It was a very difficult year due to the lockdown, but once this was relaxed a little we had some really good club events where we could all practice social distancing but enjoy each other's company.

The committee remains as it was before with the addition that Tim Kent volunteered for the job of secretary, this is a major step forward and a very big thank you to Tim. No one is too sure what the forthcoming year will hold, for example there is a National gathering in the Free State at the end of April but there is still great uncertainty as to what will happen if the covid situation continues.

Gerhard then called for volunteers to act as judges for the concours. He explained the principles of what was needed and then everyone went outside to look at the cars. Due to the wind, judging engine bays was at least a 2 man job, keeping the bonnet open without damage was a major undertaking! The actual score will be released at the club prize giving which will be held early in the New Year. The concours concluded everyone retired to the braai area at the back of the clubhouse which certainly was a lot less windy than the front!



AGM IN PROGRESS



V8 POWER



A WHALE OF A TALE PART 14 BY TIM KENT

What thoughts occupied my mind on the long drive back to Saldanha?

I can't remember, but had there been any activity in that glutinous mass between my ears I should have decided, there and then, to abandon what was left of the TR4 and look for another one, or not.

The picture below, is the vision of what I had in mind when I towed the not too lovely TR4 back from the Northern Free State, but had it now become sheer madness to try and do something to rescue its remains?

I could not erase the vision from my mind, it was like a barnacle on a long sunken Galleon, it would not let go. I knew that the possibility of brain damage (sustained in Heidelberg, 27 years ago) might still be possible and should I seek medical opinion?

One afternoon, strolling on the beach, deep in thought on this subject, I recalled one of Winston Churchill's famous sayings:

"Success is going from failure to failure without loss of enthusiasm"

Will this be my epitaph? Certainly all the failures were there but so too was the enthusiasm. Success must therefore, be mine, one day, but when? From those whom I sought opinion all were incredulous that I was even thinking about rescuing the TR but another of Winston's sayings came readily to mind:

"One man with conviction will overwhelm a hundred who only have opinions"



The Vision "Never, never, never give up" (W.S.C)

Is 'conviction' another word for stubbornness?

Apart from this quandary, life was great; the franchise was exceeding all expectations and 'we' were even thinking about doing a business plan for satellite stores in Langebaan and Malmesbury. 'We', refers to my business partner (an Accountant) and myself. He, (who must remain nameless) had been a good friend for years and although he played no active part in the running of the business he was incredibly supportive of everything I did or wanted to do for the progress of the business.

Later I discovered that this 'support' was to put me off the scent of any wrong doings on his part. The annual, compulsory audit, by the Franchisor, found some serious accounting irregularities, which I cannot go into but it meant the end of my involvement with him for irreconcilable differences. I was paid out my share and on Nurse's insistence we left for London. Both our boys were there and Nurse felt we should get as far away as possible.

I was numb from the incredulity of this man's behaviour, but life goes on, at least for me it did but for him, it was not to go on much longer.

After about a year in the UK, (doing nothing) I was appointed General Manager for a Retail Company owned by the Harrod's boss, in the Highlands of Scotland. I think this was probably the best job I have ever had and certainly the best remunerated.

One day a man called Bob came to see me with a view to me buying his merchandise. Bob was a huge Scotsman, fully attired in his kilt, sporran, tam o' shanter, long socks with matching tartan tabs on the garters and white spats on his shoes. The meeting was, I think, mutually successful because we met often to conduct business.

After one meeting I related the story of the demise of my TR; he listened with genuine empathy and then informed me that he owned a Triumph Stag, a '46 Roadster, a Herald, two Spitfires, a Standard 10 van and a Standard Pennant. Well, we were now buddies! As he was leaving he took his business card and wrote a phone number on the reverse, imploring me to call the number because the man who would answer the phone could help me find all the parts I would need for the remains of the TR4. He then left and I called the number. The conversation went something like this:

"Hello, er, do you have a body shell for a Triumph TR4/4A?"

"Aye, How many d'ye want?"

"What? Sorry, Pardon?"

"Aye, d'ye just want one?"

"Yes, just one, please, "

I got his address and on the Saturday morning I motored down to a little village just north of Edinburgh. He lived on a farm and had five barns full of Triumphs, Rileys, MGs, Jaguars, Austins, Aston Martins, Austin Healeys to name but a few. He even had Triumph Heralds stacked one on top of another, five high! Talk about 'barn finds'! Eventually he pointed to a mezzanine floor on which was a stack of hay bales; "yer, body shell is up there" and so it was.

I will close with another quote from Sir Winston Churchill, because it wraps up this chapter better than I could ever hope to do:

***"A pessimist sees the difficulty in every opportunity,
An optimist sees the opportunity in every difficulty"***

Call me an optimist!
Till the next time be Triumphant!

UPDATED NEWS ON THE TR4 REBUILD

Tim sent me a few photos from the panel beaters IN Scotland where he had his body shell panel beaten before shipment.



TRIADS

HUBCAPS

Five steel wheels for TR2/3 with inner tubes, four used wheel rings (one is from a Jag), and four new hubcaps. R7000 ono (photos attached).

Contact Sean 072-521-2872



REAR SHOCK ABSORBER KIT FOR TR2 TO 6

This is going for R8600, please contact Tim Kent at 076 715 2383



TAIL PIECE



THE BEAUTY AND THE BEAST, I WILL LET YOU DECIDE!

HAVE A WONDERFUL AND SAFE FESTIVE SEASON!