



WHALE TALES

THE CAPE TOWN TRIUMPH NEWSLETTER

Editor Jamie Hart

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CHAIRMAN'S CHAT

I received notification on my electronic calendar of the national gathering that was supposed to be held last week and thought back to the good old days of the national gatherings. To walk through a beautiful resort with TRIUMPHs parked at each and every chalet or house. To have seen people get together around the cars with all sorts of cleaning kits under the sun. Then you hear a TR start up somewhere and driving through the resort with people waving and chatting all over. Bring back the good old days. I would really like to drive my TR to the next national gathering and make the trip part of the vacation so to speak. The route will have to be along the back roads and avoid the N1 because of the number of trucks and traffic on that road.

For our newer members, so why is the national gathering held?

There are a number of reasons why it is held and here are a few:

- It is held to promote camaraderie amongst the members from the whole of Southern Africa.
- To meet with friends made over the years;
- To talk to other centre members about Triumph issues;
- To preserve and promote the Triumph marque;
- To learn from other enthusiasts about maintenance and upkeep of our cars;

- To see the "other" Triumphs again;
- To show the public what Triumphs is all about and what they look like;
- To enjoy driving your Triumph to and from the venue;
- To compete in a concours competition against other centres, thus keeping the standard of cars high and to see how your car is rated against the best in the country;
- To discuss club matters at the Bi-Annual General Meeting.
- To choose a national committee;
- To have a bit of a vacation in a part of the country that you might not have visited was it not for the gathering;
- To share in the experience of the happenings;
- To have an unforgettable experience;
- And many more reasons;

Let's start planning for it now already and make sure that we have a number of participants who will join us for this absolute fun event.

That's all for now, be safe.

Triumphant Regards,

Gerhard

THE EDITOR'S DESK

Reading through Gerhard's chairman's chat, I can concur with his thoughts regarding National gatherings. The next one at Golden Gate is one that I would really like to attend, in the 1980's it was the first time I had come across the Triumph clubs when we happened to go to Golden Gate for a pub lunch on one of our steam engine photography expeditions. The area of the eastern Free State has to be one of the most beautiful in the country with its sandstone cliffs, add to that it was still running normal steam trains through wonderful scenery and you have a reason why I spent a lot of time in the area. It is very cold though in winter, most winter mornings are below freezing, which gives great steam effects but does need extra layers of clothes!

It would be really great if we could organise a Cape Town contingent at the next gathering, it is going to be quite a long trip and due to the condition of some of the roads is going to possibly be pretty slow, maybe 3 days each way. Let's see what can be done.

On a different note, could I have some feedback on what members want from the newsletter please? It has been in this format for quite a while and does take a fair amount of time to prepare. It is pretty disconcerting to find comments such as "I never read that" or similar. Would it be better in the form of a blog as has happened to the newsletter of my old bird club in Hermanus, or possibly as some sort of insert into the web page? The idea is to keep members up to date with what is going on at the club, replies must be limited to 1000 words please! Only joking, any reply will be gratefully acknowledged!

FORTHCOMING EVENTS

RUN TO OLIVE BISTRO, DURBANVILLE SUNDAY 2ND MAY

The most important thing is to note the date, this coming Sunday, the 2nd May, as the run on the “normal” date would have been Mother’s Day, much higher prices, difficult to book and crowded! The bistro is situated just out of the centre of Durbanville and is a lovely place to eat. Good food, reasonably priced and a varied menu so there will be something for all tastes. The billing will be done at the restaurant on a table by table basis as the menu and tastes are so varied.

The idea is to meet at the N1 outgoing Engen (that’s the one you went to last time Tim Crawley!) at 10.30 for departure at 11 and then a run via the Klipheuevel area and the back roads into Durbanville. Please let Eddie Hughes know (082 555 0256) if you are coming so he can confirm numbers with the bistro.

NOGGIN'S AT THE CLUBHOUSE

Just to let everyone know that the Multi Motor club is being upgraded, that is why there was no noggin at the end of April. It will make a very much improved facility to use, it should have happened sooner but for the dreaded Covid word. Theoretically it should take about a month, but this is Cape Town, we will let you know by SMS if we have a noggin at the end of the month!

REPORT BACKS

LUNCH RUN TO THE POT BELLY PANTRY IN KLAPMUTS

It was an absolute perfect day for open top sports car driving and I am glad to report that we had many new members on the outing with their TRIUMPH Spitfires. Ron and Pam Gush arrived first in their red Spitfire, then Gielie and Esther du Toit in their red Spitfire. Gawie and Zelma du Toit also joined us with their white Spitfire. Gielie and Gawie are brothers and enjoy the open air driving experience in their Spitfires. Gielie drove out all the way from Yserfontein to join us. Tim Kent and Eddie Hughes



and Paul were in their TR7s. Danie Barkhuizen joined us with his TR3A on the R44 and Tim Crawley and his son Silas Crawley also a new member arrived with their TR3. Peter Lloyd and Pam also joined us at the venue. We had a great parking spot and the cars attracted a lot of attention. We all sat on



the verandah and enjoyed a scrumptious meal with some cold beverages. Thanks to Eddie Hughes for arranging this run and we only left there around 15h00, surely was a great day out, thanks to all our members and friends.

NEW CLUB BADGES

We are trying to get members to wear their badges to club meetings and similar events so that even though you know who you are, other people do as well!

Eddie and son in law Paul have done several designs and the committee chose one they were really happy with for future wearing. Please will you let Eddie Hughes (eddiehughes@telkomsa.net) or Tim Kent (timokent57@gmail.com) know what name you would like on your badge so that we can have them made and distributed to members and partners as soon as possible please?

A WHALE OF A TALE PART 17 BY TIM KENT

When I initially contemplated writing this “saga” the title was going to be

“Sometimes I *think* I’m mad and sometimes I *know* I am”. As this Chapter unfolds you may be inclined to think that I really am mad and you may re-call from an earlier chapter that in my TR4A IRS I had suffered severe brain damage at the hands of an

errant Holden motor car driven by a policeman, in Heidelberg, Transvaal, in 1972. The jury is still out to consider its verdict, on my sanity but the evidence is not in my favour.

The house we had bought in Mpumalanga was built in 1896, and I had given Nurse 'power of attorney' to buy it, whilst I was living and working in Scotland. I knew from her description that it was in a terrible state and would require a total renovation but it was on a huge "erf" (plot) and had a 4 car garage, and a workshop. I was hooked. I first saw it when I came "home" on holiday, and as I explored the property my heart sank at its condition. But, it had acres of oregon pine, marble fireplaces in every room, including the kitchen, pressed steel ceilings and tall chimneystacks. A year later it would become my "domicilium executandi". The TR4 body shell and the beloved Volvo had arrived and were nice and warm and cosy in half the garage. But the TR7 and the chassis and what was left of the running gear of the TR4 were still in Cape Town.

Now, Nurse had cousins in Durban so it was compulsory to "kom kuier" (visit) and so we did, and what a pleasant time we had. Driving down in the Volvo was reminiscent of the time we dived a Datsun SSS on the long downhill from Pietermaritzburg in the TR4A, happy days! Cousin Brian had a bakkie, a 2.4l Hard body, High Rider to be more precise. It had 500.000 k's on the clock and was "vrot" ("rotten") as all Natal cars are, and he wanted to sell it for R20.000. I bought it because I knew that we would need a towing vehicle and a trailer to fetch the TR4 chassis from Cape Town.

There is scrap yard nearby owned and run by Boetie Maritz and the bakkie was taken to him to fit a complete body from two wrecked vehicles, and painted in Ferrari red, seats carpets and roof lining re-upholstered, new drag links, track rod ends and it flew through the roadworthy test. You will appreciate that at this time I had a derelict house, a derelict Nissan, and a derelict TR4. Please don't remind the jury.

I bought it. Well, you cannot live in Mpumalanga and not have a bakkie, it's like having a horse and cart but no horse. Nurse drove the Volvo home and I drove the Nissan which went well but it wandered all over the road like a drunk. The seats were down to the springs and it shook and shuddered like it had "Terets" but it was economical and did not consume any oil.

I bought it because I knew that I would need a towing vehicle and a trailer to fetch the TR4 chassis from Cape Town.

The bakkie was taken to a "body shop" to fit a complete body from two donor vehicles, and painted in Ferrari red, seats, carpets and roof lining re-upholstered, new drag links, track rod ends and it flew through the roadworthy test. You will appreciate that at this time I had a derelict house, a derelict Nissan, and a derelict TR4. Please don't remind the jury!

In the fullness of time I planned a journey to Cape Town to recover the TR7 and the remains of the TR4, I was loaned a trailer by my Attorney because, well, having a business in Mpumalanga I think I was his best customer. It took 17 hours driving time to get there, excluding an overnight stop in Colesburg. When I phoned my old friend Mike Brown to advise him of my intended trip he suggested that I bring the imported body

shell for a re-spray because he knew the “best spray painter in SA” Of course I declined, without a moment’s hesitation. We arrived in Grabouw and the next day we loaded the TR chassis on to the trailer and set off home. We got to Touwsrivier (200 kilometres from Grabouw) and stopped for breakfast, but as I walked away from the Nissan I turned to look at it and saw a huge slick of green water under the engine bay. It was a 2pm on Saturday so had only one option, which was to phone Mike, the conversation went something like this:

“Hi Mike, I think my water pump has failed”

“Where are you?”

“Engen garage Touwsrivier”

“is it a viscous pump”?

“How the bloody hell should I know?”

“Can you spin the fan by hand”?

“Yes”

I’m on my way, Bye “

Two hours later Mike arrived with a new pump, fitted it, took a long drink of Klipdrift from his hip flask and was gone. No charge. On arrival back home I felt a great exhilaration because at last the chassis was closer to a body than it had been for many years, and its cousin, the TR7 was close by.

Nurse, driving the TR7 complained that when she put the “peddle to the metal” it cut out and was therefore dangerous. I thought she was being melodramatic, so we swapped vehicles for the onward journey. She was right, the petrol pump was giving up, but so long as I drove at 80kph it was ok. It took a long time to get home!

Till the next time, Yours, Triumphantly

HEARD AROUND TOWN

Bob Windebank was on his travels around town and discovered this TR4A at a ware house in Capricorn Park prior to it being exported to the UK. This was a car that I owned for a short while having bought it from John Ryall where I had spied it when I was having some work done. At the time I was living in Hermanus and the original owner was someone called David Rawdon who was a hotelier that had owned the Marine in Hermanus plus the Lord Milner in Majtiesfontein amongst others. He had bought it directly from Triumph in Coventry on their export scheme and drove it on Coventry plates for a year before exporting in back to Cape Town.

It had had a varied life before John bought it and needed a lot of work doing to it and much as I would have loved the car, I was rebuilding my TR4 and it was a case of right car wrong time for me. I then sold it to Dave van der Westhuizen in Durban who made a wonderful job of its restoration and I saw the car again at the nationals in



Hartenbos where it was in immaculate condition, he even drove it at the Simola hill climb!

Dave put it up for sale a few months ago, I know a few people were interested but at least whoever has bought it in the UK will have a wonderful car!

TAIL PIECE

Just wondering if anyone out there knows about this TR3 spotted recently by one of our members. It looks in great condition and I would love to get it into the club.

