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MAKING NEWS......BREAKING NEWS

Our new National Webmaster is
Dennis Cook.

E-mail: cookdennis001@gmail.com
Mobile: 060 700 0192

The rebuilding / upgrading of our National Web site is in the capable hands of Dennis who has thankfully agreed to take on the task. Any suggestions on the subject would be most welcome. Please direct to Dennis. Hopefully we will be able to persuade him to take the task on permanently.

If you have any internet related articles or info, that may be of interest to all club members, please send the links/info to Dennis at the above e-mail.
The home of the Triumphs...
All models and all colours...

1958 Triumph TR3A
1971 Triumph Spitfire
1964 Triumph TR4A IRS
1955 Triumph TR2
1976 Triumph TR6
TR4A

TR4A IRS

1969 Triumph Spitfire MkIII
1973 Triumph GT6
1960 Triumph Herald

Do you have a Triumph gathering dust in your garage that you would like to sell? Or are you looking to buy a Triumph? Give us a call and we can chat!

We buy and sell all makes and models of Classic, Vintage and Sports Cars and urgently need more stock. Consignment sales welcome.
September greetings everyone, Firstly a warm welcome to our new National Webmaster Dennis Cook, and thank you for filling a role that I am sure will become more prominent in the future, as the electronic side of life becomes more of an everyday issue, rather than a ‘nice to have’.

Dennis, Mike Napoli and Beyers from PE, each pay their respects to past members of the club who are sadly no longer with us. Brian Maggs and Johan Marais.

Regional news this time around, is varied and interesting to say the least. It seems that each region in turn has had their fair share of people passing on and illness and injuries too. Pretoria, I think, this time around takes the prize for the latter......Nols Pienaar was hospitalised early in July, but thankfully recovered quite quickly, and none too soon as his wife Cathy suddenly had to have a triple heart bypass, and the day after her operation, Bill Flynn, in the same hospital went in for a back operation, after he broke his back ! Then our Silver medal winner in Tops only at the concours, Adrie Van Niekerk had to have a neck fusion operation. Thankfully they are all on the mend now too. As of going to print, Andre Greyling is in hospital now too, with “them stones that ain’t a rollin”

The Colours of our Regional Concours, I did my bit for king and country too.......no, that just looks so wrong.........I did my bit for Car and Marque.......and no, not the Stag, but Helgard Joubert’s Red TR7 “Rooikappie”.....(remember—June 2017 Sabrina pg 22) I displayed his car on his behalf, as he was unable to be there on the day, and yes the colour was Silver..........as we kneel in the presence of.......what colour would that be? Andre Greyling—Pretoria winning Top Gold in D’Elegance, and Alan Grant winning Top Gold in D’Etat., and Adrie Van Niekerk winning Top Silver in Tops only. Well done Ladies and Gents! Just enough space for me to say that The BGM agenda will be published in the December Sabrina and our final preparations in place for the Nationals next year. Cheers 4 Now

.........Helen.
Chairman’s Chat

Spring is in the air. As nice as it was to put on the winter woollies and enjoy that cabernet sauvignon in front of the fire it is also as lovely to don the short sleeves and shorts for those early morning walks up the beach. Of course let's not forget how much more pleasant it is with the top down hearing the drone of that high torque motor.

I read with much interest and pride in the various Centre publications how active our club is. I know members from other car clubs around the country who inform me that they do not have the participation from members that we in the TSCC enjoy. This is part of the reason why I have made so many good friends within our membership. I have no doubt that many of you share this sentiment. What also stands out is that our Centres continue to have such good relationships with other car clubs in their respective regions. This is to be commended and I encourage you all to continue on this path and keep the TSCC on top of the pile.

My TR6 build is progressing well but for the fact that my relationship with my bank is deteriorating. As most of you will know that importing spares with our banana republic currency can be daunting. I am attempting to work within the constraints of a budget in order to not over capitalise but seem to be adjusting that budget up every month. At this rate I will be lucky to get my money back if I want to sell which is not the intention at this stage. I am going to have to rationalise and decide which car I am going to keep. If this TR6 meets expectations I guess it will be the one to see me to the point when I can't get in and out of a two seater anymore. Living behind a sand dune and only fifty meters away from breaking waves makes upkeep almost an impossible task. On the subject I am looking for a TR6 petrol tank. I am told TR4A and TR5 tank will do. If that is the case so will a TR4 tank suffice.

Nationals are getting closer by the day. Bill Flynn, chair of the hosting committee, reports that all is going well and on target. Bill is unfortunately in hospital for a serious back operation. Here's wishing him well and a speedy recovery. Also to Nols Pienaar who is home from hospital and recovering. What is going on in the Pretoria Centre? I know that the likes of Rene de Villiers, John Roets, Gary Booyens and Gavin Turner are all very busy improving cars and getting them ready for the trip. Hopefully many more are following suit. How about writing a letter to Helen our editor updating us on work in progress in your Centre. Roll on April 2018.
Chairman’s Chat...........cont’d

Dennis Cook has started making some improvements to our National Website and I am sure that he would welcome input and suggestions. Please oblige.

On a more sombre note we were saddened to hear of the passing of Brian Maggs, Brian was a long standing and much loved member of the Cape Town Centre. Our condolences to Sheila and family. Jim Boggess, chair of the Port Elizabeth Centre, confirms that Johan Marais, an ex member, was tragically taken at his home in Jefferies Bay recently. Our prayers and thoughts to his family

God Bless. Your Chairman Geoff

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Hello Editor

Here is a stunning photograph of Guy du Sautoy’s car (Pretoria), and he suggested that each quarter, the members send an “artistic”, “favourite”, “great” photo of their car for publication in Sabrina. I think that is a fabulous idea.....so get clicking guys and send me some pictures of your TRIUMPH.

You now have the luxury of full colour, so why not take advantage.
Hi Fellow Triumph Enthusiasts! Greetings from the lovely Kwazulu-Natal and all our members. Herewith our news of most recent and there is always more to come.

July was rather a sad month with the passing of Chris Leah, a well-known Triumph Member of old and many Triumph Members from all over the country will remember him. Quite a few members attended his memorial service and got to meet Brett, his son who is also a member and will be keeping Chris’s Triumph Spitfire for the foreseeable future. Chris wrote his own Service, with lovely songs and some wise words. Fran, his lovely partner for the past 10 years also attended together with her son that came out from the UK for the service. Fran had nursed Chris through his last days, a difficult time but always with such compassion and love. A dear lady who has always left such a strong and endearing impression on me.

At around about that time Kees Vredenburgh also had an operation on his leg that nearly went very wrong, he contracted a serious infection whilst in hospital and had a very difficult time getting through it. He is on the mend now and we look forward to seeing him back soon.

On Saturday 29th of July, the Veterans Car Club of Kwazulu Natal put together a really good show of Classic & Vintage Cars at the Hillcrest High School. All Classic and Vintage Car clubs were invited to display their cars, the cause was to engage the younger citizens to get interested in these wonderful pieces of machinery.

The turnout of cars was fantastic with our club bringing 11 cars to the display. Altogether the VCC brought about 30 cars to display on their stand; MG, Austin Healey, Morris Minor, American cars, Landrover, VW Beetles; Carmen Ghia, Mercedes and many others, all put on a good display of a great selection of their cars.
The food stalls were of superior class with a good variety of choice, which included a lovely Health Stall offering about 8 different flavoured quiches and salads. The Spotted Zebra Food Tent offered Bacon & Egg Rolls, Prego Rolls, Hamburgers, Lamb on the Spit and a variety of smaller sandwiches. There was also a Korean Kitchen offering Korean food, a lovely coffee stand as well as a cold drink and ice cream stall. There was a beer tent which had more MG Members than any others. They really are a jolly lot.

The Show was made up of all the different car clubs and then the school put on a drummies show and a fashion show which included the cars through the ages. Unfortunately because the field was so big, most of the car clubs towards the back weren’t even aware that anything else was going on.

It was good to see all the different clubs and we were able to catch up with many friends and of course our own friends within the club.

The July 2017 Triumph Run was organised by Trish and Ian McDonald to a local place called LINGA LONGA in Drummond, which is along the Comrades Route. Despite Ian becoming ill and having to stay at home and miss the fun, they organised a scenic and enjoyable run ending up at an out-of-the-way placed for breakfast. It was probably a bit overwhelming for the patrons of the restaurant as the food came in batches now and then but all in all it was very well supported with quite a few members attending. Dave our Chairman had suggested a dress up in the attire of the year of your car. Only three of us made the attempt, Trish, Dave and I, all three of us feeling a bit out of place. It was such a lovely run with more members attending than I anticipated but well worth the effort to dress up for the occasion.

The 2017 Scottburgh Classic Car Show might have been one of the best Scottburgh Classic car Shows that we, as a club have had the pleasure of attending. For some reason, this year’s event seemed to have been more organised, had more to offer in terms of stalls and entertainment and the support with many cars coming from all over including some of our own Triumph members coming from Johannesburg. Norman Bull, the Johannesburg Club Chairman, his wife and friends Gerald Habig and others drove all the way down for the weekend to attend this fun event and we were delighted to have their support on our stand.
As per usual we erected our Gazebo and teardrop stands and had a full complement of at least 16 cars of our own plus the two from Johannesburg. We were also joined by Tony and Avril Gibbs, as members, although they preferred to attend in a much admired Austin Healey.

There was good support for all the food stalls as well as the odd handbag and clothing stands. I don’t think there was a Triumph Lady member who does not own a Scottburgh Classic Car Show floral handbag. Even I succumbed and now I question my need to satisfy the burning palm!

This year’s main attraction was FORD and they did themselves proud with a number of really old Vintage Fords as well as more recent models in a drive-by, entertaining us with various fashion models and humorous Skits. The show was very well supported this year by all and Peter Fielding can be really proud of this great event held to support a number of Charity organisations.

Flying our flag high!
We remain Triumphant as always.
Best regards
Debbie van der Westhuizen
Forty years on

Two landmark dates have slipped by unnoticed, to my severe embarrassment: The Johannesburg Centre’s formation on 7 April 1977, and our first Club event namely the meeting and exhibiting of cars at Andrew Swan’s house on 19\textsuperscript{th} June 1977.

The whole story is recorded in the “history” below, which I wrote for Bob Pretorius (Plettenberg Bay Nationals)

\textit{Tempus fugit.}

Chris Ferreira used to say: “Where are the days when we were young and handsome? Today we are just handsome”

Triumph Sports Car Club of SA : Early History : Contributed by René de Villiers.

\textbf{Johannesburg Centre.}

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

\textbf{REGIONAL NEWS................................ from Johannesburg}
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 it’s 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 has, 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 hub-caps) 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.

I resigned as Centre Secretary at the end of 1980 as I had been accepted by Wits Business School to study for an MBA, starting 1981.

René de Villiers
Johannesburg, 9 May 2011.

REGIONAL NEWS…………………….. from Bloemfontein

Hi there all you Triumphant people. We trust that you are all well, and are getting ready for Nationals which are only 30 weeks ahead. According to reservations made, it’s going to be a bumper event. Let’s try to make it over one hundred cars!

Not much has been happening in our club the past few months, but now that the winter is over, and spring is here, we will be putting our winter woollies away and getting our Triumphs out of mothballs. It will give us a good chance to check that all things are sorted out, so that we can get our fair share of gold and silver at Nationals.

We have recently had our Cars in the Park, and managed to show 8 Triumphs. There will be more than three times that for Nationals from the Bloem club..

I must get this short report to Helen now so that it will just make September Sabrina.

Shine those cars, we are looking forward to April next year..

God bless,

Alan
Triumphs Just Having Fun.............Bill Flynn

This year so far has been an absolute great and busy year for Pretoria Triumphs.

Our Noggins which are usually held on the 3rd Wednesday of a month, at our MG/Triumph Clubhouse, can and do sometimes have variations. We have had: a movie night (with popcorn & coke), competitive slot car racing evening, a daytime prego roll & borewors cook-out with decouping demo’s (for the ladies), and a car rebuild demo’s for the guys.

Official Runs, saw us galavanting all over the region, from our Valentine run to Ludwig’s Roses, British Day at POMC, a run to Uncle Tim’s antique fair, a Spitfire brunch to the Olive Tree, to a fun locomotive day, with ‘Friend’s of the Rail’ which included a trip around Pretoria in a steam locomotive. We also took part in POMC’s annual Mampoer Rally, with the guys bringing out their rally driver instincts. We also started what we call our Centenary Run, which will also be an annual event, where the car and driver’s age equal 100+years. There was of course Zwartkop’s Cars in the Park, as well as a Dreams on Wheels day at a local school, and of course most recently our Regional Concours.
The colours of our Regional Concours

A Triumph Concours, is rarely just black and white, sometimes its shaded with envious green and other times it takes on a raging red colour, that could end in a fine balancing act........
REPORT: TSCC CONCOURS IN BOKSBURG, 27 AUGUST 2017

This year the biennial joint concours by the Pretoria and Johannesburg centres was hosted by Johannesburg at The Garden Shop, a nursery in Boksburg.

This year's event was a lot smaller than the previous event hosted by Pretoria at Woodlands in 2015. Only 15 cars arrived from Pretoria and this was largely due to many of our members who could not attend because of illness and other commitments. We received as many as 10 apologies, including three who had already prepared their cars for the concours.

In the concours I counted 12 cars from Pretoria and 6 from Johannesburg, while 3 of our cars were on show only with a more or less a matching number from Johannesburg. See concours results on the next page.

A great thank you to Eddie Steele as organiser and clerk of the concours who did a great job.

The scorers, John Crowther and Rob McLeod also deserve a pat on the back while we are not forgetting all our judges who performed a less than easy task with great distinction. Nols
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Medals Points (%):
- Gold >93
- Silver >83 <=93
- Bronze > >74 <=83
A Gardening Perspective of the Triumph Concours.

(The following article is not technical at all, but is a humorous account of the Concours and is not meant to detract from the efforts of the people, the cars, or the medals and trophies won, in any way.)

So, grab a cup of coffee and let’s get gardening!

“Look Mommy, here is a beautiful car! Oh, and look, there is another one! Oh gosh, Look! There is a whole fashion show of cars!” Out of the mouths of babes........So the little guy was right, and adding much ‘Bling’ to the show were the Stag’s! Of course around every pot and plant was a car waiting to be judged!

Spitfires are good if you want to start a Container Garden, and TR3’s are good at setting bonnets ablaze with the Aloe range known as Red Hot Pokers!

No Triumphs parked here!
In memory of Johan Marais - by Beyers Vermaak

Most of us are still in shock at the senseless murder of Johan in his home on Saturday morning 12th August 2017 in Jeffrey’s Bay when he was shot and killed by a gang of thugs.

Johan never hurt a fly and was well known for his community projects and a very dedicated family man and “Oupa” for his grandchildren, and always had a big smile on his face.

Johan was one of our “older” members in the TSCC of SA with his Spitfire Mk3 and always spoke fondly of the fact that he socialized with the late Graham Cheetham in the good old KZN days where he joined as member.

Johan and I were Triumph brothers and always helped it each other, especially with spares. I still remember how we left for “Rivier-Sonder-Ent” to fetch the now well known “Triumph Davdon” barn find. Somehow we had the distance miscalculated as it felt like we’re never going to get there and re-named it “Pad-Sonder-Ent!”

Eventually we made it and when the seller, Alfie, found out that I’m the then Chairman of PE Centre, he interviewed me to make sure that Johan is the right person to sell the car to. Johan even had to sign a letter that he’ll restore the Triumph Davdon to original condition with no modifications as someone else wanted to buy it for “street-rod” purposes.

Johan was rather disappointed by the way his barn find was received in TSCC of SA with no real enthusiasm shown.

I would like to point out three people who shared his enthusiasm and realized the importance of his Triumph Davdon barn find to our classic car history.

Mike Monk from Classic Car Africa who wrote an article on the Triumph Davdon that went viral in TR Registers all over the world and translated into many languages.
In memory of Johan Marais - by Beyers Vermaak

Peter Pretorius, organizer of the Knysna Motor Show whom invited him to show the Triumph Davdon off in a special “front seat” parking space under a Gazebo for 2 years in a row.

Gertjan van Klashorst “local’ member from Holland who spread the Triumph Davdon “fire’ in Europe!

I salute all three of you and thank you from the bottom of my heart for what you’ve done for Johan and his “Triumph Davdon” as he’ll always treasure it in his heart.

A few years ago, with so many people with classic cars retiring in Jeffreys Bay, Johan decided that it’s time to start their own classic car club and became a founder member and voluntary Chairman of the “Jeffrey’s Baaise Klassieke Kar Klub (JBKKK)” until his death!

Johan was always proudly “Afrikaans!”

At that time I always supported him and their own classic car club in that I had the privilege of becoming “Ere Lid 2” in April 2015 at “Keith’s Picnic” which is an annual event in honour of our late Triumph Club member, Keith Marsh.

“I pay tribute to a great family, motoring and community man, Johan Marais, may you rest in peace, and we all will miss you dearly!”
We remember Brian Maggs by Dennis Cook

Brian Maggs, a longstanding Club member and friend of many in the various centres passed away on 15 August 2017. Up until the last few years, until his health intervened, Brian and his lovely wife Sheila never missed a national gathering from the time that they joined the Club back in the mid 70’s, when I first got to know them. Back then Sheila was the secretary of the Cape Town centre and was probably the longest ever serving Committee member. Brian had no desire to be on the Committee but was an active and supportive Club member, turning out regularly in his newly rebuilt TR2. This car was later sold to fund the establishment of his own business; Propshaft Engineering which took a great deal of time and tenacity but subsequently became successful and is now managed by his son Colin.

Always a devoted Triumph man, Brian went on to rebuild a nice blue TR3A, which took him to many gatherings. This car is in Colin’s hands and, although he says that he is too busy to fix the car and join the club, we hope that he will one day. Brian never lacked ambition and subsequently acquired a couple of TR7’s; was going to rebuild a GT 6 for Sheila and even had an MG TC stashed away that was partly rebuilt.

Brian had the most affable nature and his cheerful, smiling charm brought him many friends throughout the Club. Nothing ever seemed to dampen his enthusiasm. I recall being his neighbour at the Mazelspoort centenary celebration in 2003 when already well into his 70’s, he thought nothing of climbing under the car at night to top up the gearbox. Our thoughts are with Sheila and her family- much as we will miss Brian, we can imagine their grief at losing such a loved one.
Along with the rest of the Triumph family I mourn the passing of Brian Maggs who, apart from being a fellow TSCC member, together with lovely wife Sheila, also went on to become quite close personal friends of ours. Brian, as with most of us, was not without his quirks and these quirks could drive one to distraction. Chief amongst these was that no matter where or what the occasion, when that switch inside his head tripped we would hear those famous words “come along Sheila, time to go” and within seconds Brian and Sheila would be gone.

Any chairman trying to take a group photo at a noggin or outing would always have to take the ‘Brian factor’ into account—ask everyone to park in a row with bonnets facing forward and lo and behold there would usually be that one car parked differently. Brian was a Side Screen man through and through with originality being uppermost on his list of priorities. It mattered not at Concourse time whether the car was properly presented or not—originality is all that mattered, much to the chagrin of Brian’s friend, the late Des Rudolf, for whom presentation was everything! In fact some of my most entertaining memories of these two center around the exchanges between the doughty Des and the ever pleasant, cheerful, Brian Maggs. These quirks, far from being derogatory, came to define the loveable character that Brian was.

I could probably ramble on for quite some time reminiscing about how Sheila could usually be found furiously knitting in the passenger seat of the sidescreen while Brian tackled the mountain passes Fangio style, or how Brian could keep one enthralled for hours at a time with his stories of motoring in a much earlier era, but alas none of it would convey the true essence of Brian Maggs to those who did not know him.

I found Brian to be a devoted husband, a parent justifiably proud of his offspring, a dedicated Triumph enthusiast and a good friend—can’t ask for much more than that.

His presence will be sorely missed and condolences are offered to wife Sheila, sons Colin and Ken, daughter Lesley and their extended families.
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