

Official Journal of the Triumph Sports Car Club of South Africa

# Sabrina

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National Gathering Hartenbos Western Cape 2-5 May 2016



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### For Your Information

Deadline—your articles 25th August 2016.

### Regional Web Sites

Cape Town—[www.capetriumph.org.za](http://www.capetriumph.org.za)

Johannesburg—[www.triumph-joburg.co.za](http://www.triumph-joburg.co.za)

KZN—[www.tscckzn.co.za](http://www.tscckzn.co.za)

Port Elizabeth—[www.tscpcpe.co.za](http://www.tscpcpe.co.za)

Pretoria—[www.pretoriatriumphclub.co.za](http://www.pretoriatriumphclub.co.za)



Goeff, Nols, Rene, Helen, Alan, Ed



## .....From the Editor

So this is it, or is it? Your *New Look Sabrina*

I would love to show you a picture of my Triumph, I had a TR7 FHC two days before we left for the Nationals (lovingly fixed up, cleaned & polished by my husband Bill, ready for concours at the Nationals, and our trip afterwards, around the rest of South Africa), but then 'poooff' it was gone.....vanished into thin air while I was out!.....someone very tall with a huge grin on his face, just arrived on the scene at home and simply bought it! (offered Bill an amount he couldn't understand, and took my 7, so now Bill is free from all distraction and can focus on the Stag. ) And now I am without Triumph. Putting together this new look Sabrina for you all, will hopefully put some Triumph, *one way or another*, back into my life.

This issue is mainly about the Nationals, with a couple of extras thrown into the mix. Your opinion counts, so please give me some feedback, the good, the bad, and the ugly, so I know how to gauge future editions of Sabrina.

I did receive an interesting piece from Eric Fletcher (*not by him*) - Back to the Future pg 16. I also received a good article from Dennis Cook—The Wall-flower of Triumph Sports Cars - Triumph Spitfire in South Africa by Ryno Verster, but due to space and time constraints, this will be appearing in the September issue.

Thank you to this months contributors, Eric Fletcher, Darryl Hurter, Dennis Cook, Ed Grondel, René De Villiers, Geoff Kriel, and my husband Bill for his undying support.

Cheers 4 Now Helen



I'm a bit worried, Helen doesn't know I sold her car!

I am sure she won't be cross!



FOOTNOTE: Helgard Joubert from Pretoria bought my TR7, and she is now affectionately called "Rooikappie". P.S She won a silver medal at the KZN Nationals in Port Edward in 2014, so I expect A Gold at the 2018 PTA Nationals!



## Chairman's Chat.....

I am not sure whether it is an anti climax or depression. Nationals done and dusted, TR3 parked and thinking she is being neglected after all the attention she received over the past two years. Now time to give attention to the faults found by the concourse judges and of course those that I know about and the judges did not find.



What a wonderful National gathering we were afforded at Hartenbos by the Cape Town centre. Our congratulations to Dennis Cook and his team of Eddie Hughs, John Parker and Barry Downes not forgetting their wives who I know burnt the mid night oil on many occasions. There were of course others from the centre who also played a part in the success of the meeting. I thank you on behalf of all who were present, for the great time had by everyone. Planning was down to the finest detail which paved the way for an enjoyable experience for all. Cape Town you did not let us down, for which we are most grateful. The bar just keeps going up and up. Good luck to Pretoria centre who have already started planning for the 2018 meeting. Do we really have to wait that long?

We are also most appreciative to Gerhard Vorster, our outgoing chairman, for the sterling job he did at the helm for the past ten years. This was a long stint carried out with dedication and enthusiasm. Behind every great man is a great lady. Thank you also to Suzette for being the elegant and dignified first lady she was at all times. May you and your family, whom I know mean the world to you, be blessed with health and happiness all your days. Good luck also in your new business venture. May it provide an abundance of pocket money for many more Triumphs in your stable.

I joined this club twelve years ago just before the Port Edward national gathering which I was unable to attend because of business commitments. My first nationals was Hermanus at which BGM Gino Casieri, gave up the chair for Gerhard Vorster to take over. Not in my wildest dreams back then did I think that I would take over the chairmanship of the Triumph sports car club of South Africa. I am truly humbled by the trust you put in me to lead the club to the next level. We as a club do have some challenges to meet. We keep talking about dwindling and aging members. We presently have a membership of just over four hundred nationally. We need to eat this cake one small piece at a time. Might be our goal for next nationals should be four hundred and fifty. We need to "spruce up" Sabrina. To this end we welcome Helen Flynn to her position of Editor. Helen is revisiting the Sabrina project and will I am sure will be implementing changes in the months to come. This is a huge task so don't expect anything drastic for the next two to three issues. Then we need to give our national website some attention. Bring it alive and update it on a regular basis. We desperately need a dedicated Web master. Please if there is anyone out there with expertise in this field who would be prepared to help please contact me.

On a more personal note I spent twenty odd years in the pharmaceutical industry and in 1994 retired my position as commercial director of a large international company to join a family business in East London where my wife Sue and I still reside. We have two daughters and five grand children.



Three in Johannesburg and two in the Karoo. We spend much time away during the year visiting at these venues.

I retired six years ago and have dedicated most of this time to family, Triumph and travel. Amongst other cars I have rebuilt three Triumphs. A TR6, GT6 and TR3. I enjoy National concourse and have been lucky enough to enjoy a degree of success with all three of these Triumphs. The TSCC has brought me very much more than just enjoying my Triumph. Most of all, many wonderful friends. Camaraderie has truly been redefined to me. Members of this club who are very competitive and successful at national concourse are the very ones who have helped me to the extent of achieving higher than them on the day. Judge for yourself. Many of these have become house friends. We have been to some lovely venues in our Triumphs country wide. I have served as chairman of the Border Centre and now have the opportunity of serving on the national committee. Hopefully I can make a meaningful contribution.

The Hartenbos BGM produced a new national committee :-

- |                  |                               |
|------------------|-------------------------------|
| Rene de Villiers | Spares & SAMCA representative |
| Helen Flynn      | Sabrina Editor                |
| Allan Grant      | President                     |
| Ed Grondel       | Finance                       |
| Geoff Kriel      | Chairman                      |
| Nols Pienaar     | Registrar                     |

A mixture of experience and new members. We are all committed to this club and will strive to make decisions that will benefit all members. As a member you have ownership. This committee is always willing to receive suggestions and comments. Even criticism as long as it is constructive and not personal.

Your Club, ENJOY it.

Your Chairman *Geoff Kriel*



The GT6 Geoff rebuilt



The TR3 Geoff rebuilt - before and after



# NATIONAL CONCOURS—SHOW DAY

Paying Homage to the humble Triumph



Best Overall D'Etat—Alan Grant



Best Overall D'Elegance—Geoff Kriel



# SMILING DRIVING TRIUMPHS



# TROPHIES and AWARDS—HARTENBOS 2016

- Ian Evans Clubman Trophy **Deon de Kock**
- Graham Cheetham Gold TR **Eric Fletcher**
- Best Overall D 'Etat Trophy **Alan Grant**
- Best Overall D'Elegance trophy **Geoff Kriel**
- Neville Whitford People's choice trophy **Milé` Vermaak**
- Scenic Drive Trophy **Tom & Anne Dougan**
- Tim Robertson best male driver trophy **Heinz Koncki**
- Best Female Driver – gold Medal **Amelia de Kock**
- Best unrestored D'Elegance shield **Barry Le Roux**

## Best Overall Performance:

Graham Cheetham Floating trophy for sidescreens **Alan Grant**

TR4-6 **Heinz Koncki**

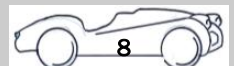
TR7/8 **Ronan Sanderson**

Spitfire **Amelia De Kock**

Stags/Saloons **Darry Hurter**

TR Register Friendship plate **Cape Town centre**

Peter du Sautoy Intrepid traveller trophy for traveling furthest to a National Gathering in a Triumph **Ed Fox**



And so the evening continued with more 'Oscar' Awards going to friends with Triumphs !



Ed Fox Dave Blair Ron Harris



Braam Janssen Andre Greyling Nols Pienaar



Rene de Villiers



Eleanor Muller Barry Le Roux



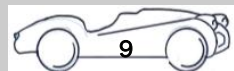
Gerald Habig

John Roets

Alan Grant

Norman Bull

Eddie Steele



And the Oscar goes to....gentleman & ladies hold up your score cards please.....



It's just a step to the left, lets do the Time Warp again

The best song & dance routine goes to.....



Save the Last Dance for me



Don't you step on my Blue Suede Shoes



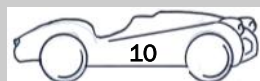
Lady in Red.....



Let's twist again.....



Whispering Softly.....





## THE LONGEST HILL—Darryl Hurter—Kwa-Zulu Natal

Taking part in motorsport has always been on my list of things to achieve. During the eighties I was able to partially satisfy my ambitions with a foray into off-road motorcycle enduros and foot-up trials.

Then in 2008 I got involved in the world of Classic Cars and again hankered to dabble in some form of car racing in either of my classics. I have a 1957 Triumph TR 3 open sports car and a 1974 Triumph Chicane four door sedan.



A series of discussions with various enthusiasts resulted in me submitting an entry application to the Jaguar Simola hill-climb which takes place annually in Knysna over Friday, 6th May and 7th May. My fellow Triumph club-mate, David van der Westhuizen, also sent in an entry application. The Triumph Club of South Africa National Gathering was taking place at Hartenbos resort near Mossel Bay over the same period and we were driving there anyway. Over 80 classic car applications were received by the organisers, but only 60 entries were accepted. To our surprise, both Dave and I were invited to take part. Our cars are completely standard except for modern tyres and my car has Mini-lite replica rims. To give an idea of the standard of competition, I can mention that the fastest car in all categories last year was a 1970 Chevron B 19 sports car. It beat all the modern cars, some of which are purpose built hill-climb cars with up to 1000 horsepower. I am competing in the pre-1975 road car category and am up against a 5 litre Mustang, Porsche 911 RSR, Pontiac GTO and a 480 horsepower Mercedes 280S amongst others. Back in 1974 my Chicane produced 100 horsepower so I have no illusions of achieving anything but a life-long dream and taking part.



Dave is competing in his Triumph TR 4A sports car and his opposition consists of MG's, Austin Healey's etc. He has taken part in a couple of Advanced Driving motoring courses.

Full safety equipment is required for the 1.9km hill-climb, such as a crash helmet, flame retardant Nomex suit and gloves plus a fire extinguisher in the car.



Surrounded by growling V8's, turbo Porches and a wonderful variety of Classics our heads were buzzing as we reversed into pit # 8. Behind me was a Mercedes 280 with a 4 litre V8. Next to me a 7 litre Pontiac GTO in full race trim! Rather intimidating for my standard spec 1974 Triumph Chicane.



Such a professional set up with transponders for timing the runs, Once I started chatting to my experienced neighbours they made me feel welcome and encouraged me when I told them it was my first ever car race. At the drivers briefing I chatted to Roger Mcleary, the veteran TV commentator and he encouraged me to have fun above all else. The editor of Octane

Magazine, Robert Coucher was there and we had a friendly discussion about his magazine and his daily driving car is a 1950's Jaguar XK 150. He gave me a friendly nod and thumbs up as I entered the starting chute for my first practice run.



The course has all the tricky corners in the first half and I drove the Chicane at what I consider the limit of adhesion and revs through the bends. I think I was close to the pace of most road cars through the bends. Once the actual hill started the Chicane ran out of grunt and I lost many seconds in the last part. My Triumph team mate, Dave van der Westhuizen was lagging behind my times in his TR4A sports car until we reduced tyre pressures from 2.5 to 2 bar and then he bettered me by 1.6 seconds To capture the event for my own record I had borrowed Jeremy's compact video camera and secured it onto my dashboard and managed to video quite a few of my runs.

I may have had one of the slowest cars but drove it to the limit and grinned the whole day, all the while remembering that the car had driven all the way from Durban (about 1400km) and it had to get us home again afterwards! Rosy entered into the competitive spirit and scolded me when I admitted 'lifting off' for safety sake! (See more of Darryl's photo's and comments on [The Back Page—Ed.](#))



## REGIONAL NEWS.....



*Excerpt taken from "The Globe" Cape Town's regional newsletter*

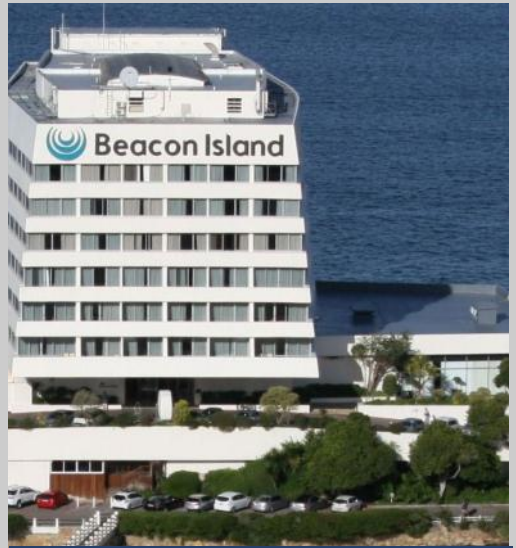
*Chairman's Chat by Dennis Cook.*

*See [www.capetriumph.org.za](http://www.capetriumph.org.za) for more information*

"Our National Gathering at Hartenbos was, according to feedback, an unqualified success with some saying that it was the best that they had attended. The poor guys traveling down from Gauteng and KZN had to contend with rain and bad weather on the way, but the weather at our Nationals was great right up until the final night of the Gala evening.

The driving tests run by Ashley took place on a parking area overlooking the beach and the Concours on a shaded Caravan site overlooking the sea- one could not imagine a more beautiful and picturesque setting. The resort and the staff were really tops; friendly and efficient. AKTV Hartenbos gets 10 out of 10!

Cheers *Dennis*



*Excerpt taken from "Fergie"*

*Port Elizabeth's regional newsletter*

*Chairman's Chirp by Beyers Vermaak.*

*See [www.tscocpe.co.za](http://www.tscocpe.co.za) for more information*

The Nationals has come and gone and well organised by our Cape Town Centre. We were spoiled rotten by them and had a GREAT time and very good value for our money. "Thanks once again Dennis and team as it was much appreciated by all of us." Also, lastly but not least, to thank the good Lord for making sure that we all made it there and back safely. I'm already looking forward to the next Nationals to be hosted by the PTA Centre with assistance from the BFN Centre in 2018; so start saving now as not to lose out!

Congratulations to all our medal and trophy winners as you thoroughly deserved it and thanks for kicking "ass" taking into consider that we're a small Centre! We're very proud of you!

Kind Regards *Beyers*





*Excerpt taken from “The Triumph Herald”  
Pretoria’s regional newsletter*

*Recent Events by Nols Pienaar.*

*See [www.pretoriatriumphclub.co.za](http://www.pretoriatriumphclub.co.za) for  
more information*

The long awaited nationals we were looking forward to over the past two years are unfortunately something of the past, but those of us who were fortunate to attend from 2 to 6 May have fond memories of a great event.

Michelotti Plus cars were very well represented at the nationals . I counted a total of 26 cars (42% of all Triumphs in attendance) in a full deck consisting of TR2, TR3, TR3A, TR4, TR4A, TR5, and TR6. Side-screens (15) together with TR4/5/6 (5 in total) and TR6 (no less than 6) were very prominent . In the concours both D'Etat and D'Elegance overall winners are TR3s and therefore representative of the Michelotti Plus group .

Cheers vir eers Nols

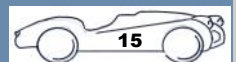


*Excerpt taken from “The Last Outpost”  
Kwa-Zulu Natal’s regional newsletter*

*Vice Chairmans Chirp by Dave vd  
Westhuizen—see [www.tsckzn.co.za](http://www.tsckzn.co.za)*

The 2016 Hartenbos Triumph National Gathering, in my opinion was well organised by the Cape Town Centre. The venue included everything that was needed, nice accommodation, a Spur restaurant quite close to take care of breakfasts and lunches, even dinners. There was a big enough hall to take care of the Welcome Braai and Prize giving Gala events, and the food at those events was good. The setting was unsurpassable, overlooking the sea with beautiful boardwalks to take lovely morning walks or runs, when time permitted. The different areas for the skills driving tests and the Concourse were perfect, both overlooking the sea. The weather although fairly cold at times was good, although when you are trying to wash a car outside in the wind, it could be a bit of a curse, but that is the Cape. Old friends were there and new TR friends were made.

Cheers **Dave**



Submitted by Eric Fletcher

From Barrie Wills the last CEO  
of the De Lorean Motor Company

**BACK  
TO  
THE FUTURE**

Hello again Eric. I've received the complimentary copy of the March Sabrina for which I thank you.

I note you're retiring from the editorship. I trust that your successor shares your enthusiasm as changes of that type can prove disruptive.

Reading through the rest of the magazine reminded me of an experience I had a couple of decades ago in India. I was hired as an advisor by the importers and distribution company Inchcape on behalf of Daihatsu, who were thinking of assembling in that country, to take a look at a dormant car plant on the outskirts of Madras, or Chennai as it is now.

The first shop I entered was the machine shop. There, I was taken aback by the machines, which were all old Coventry and other West Midlands brands—Matrix, Wickmans.

Herbert, Webster & Bennett, Churchill, etc. From there I was taken into the engine build shop, left as it was on the day with part finished engines on the line stations. To my utter amazement, I realised they were Standard Vanguard engines, which had been converted to diesel by the local engineers at what I then learned was The Standard Motor Company of India! No-one had told me the plant's name.

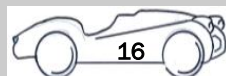
The next port of call was the assembly shop, where the line was full of part finished Rover SD1s. At the final station, it was evident that in place of the Rover Viking Ship logo, there was an identically sized version of the Triumph shield from old. I then learned that the Austin Rover division of BL Cars, under Harold Musgrove's leadership, had sold SD1, lock, stock and barrel, less the Rover/Buick V8 engine, of course, to their former Standard Triumph licensee.

So, there it was - an Indian manufactured, diesel powered, Triumph with Standard Vanguard engine, manufactured from machines which must have been transferred from the old Standard plant at Banner Lane, Coventry, before it was sold to Massey Harris to create Massey Harris Ferguson, later Massey Ferguson.

More surprises were to come. Once I got out the back, at the narrowest part of the site, there was a 'grave yard' of old Triumph Heralds, many subjected to local attempts at facelift freshenings, none of which, I thought at the time, would have met with the approval of either Michelotti or Harry Webster.

The plant was in very bad shape, needing razing to the ground if Daihatsu were to take it over and being of such an odd shape and land-locked, my recommendation was they should not pursue the opportunity.

I've often wondered what happened to The Standard Motor Company of India and their Madras factory. Any ideas? Best regards. *Barrie Wills*





Hello Editor

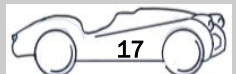
I am writing this as a suggestion to the National Committee and every member of our Triumph Club. The discussion on Sabrina, its contents and cost, surprised me as there was much discernment at our BGM. It bothered me that our national magazine was regarded so poorly. The consensus seemed to be that the different centres newsletters were only of interest to that particular centre, and having them repeated in Sabrina, all be it 3 months later, was of no national interest. This led to the cost of Sabrina, with some centres and individuals not wishing to pay for something they simply did not like to read. Their club fees were then reduced by the cost of Sabrina.

This I find totally unacceptable, one is either part of our Triumph Club in its' totality, or one is not. (We are talking about R120 p.a. R10 per month—half a cup of coffee,) I believe our club membership fees must be an all inclusive fee (as per other clubs I belong to) and should one not want to read the national newsletter, in whatever form it may take in the future, then simply discard the information. I believe Sabrina keeps our club national and connects us all together.

I trust our new editor, will reduce the centre's home info, but keep some of the more relevant issues in Sabrina.

Obviously articles of National interest, like the National Gatherings, relevant international news and other Triumph articles must please remain.

Regards Bill Flynn—Pretoria Centre.



# The Knysna Motorshow



The day before our Triumph Nationals started many of us attended the Knysna motor show, I must say the Triumphs and the “British” in general were very well represented, the Morgans, the Jaguars, the MG’s, the weather also played to the crowd as well. The few days before the show it had been cloudy, overcast and windy, but on the actual day of the show, the sun came out to smile on all of us and our cars. There were even a couple of “Old and New Dawgs” hangin’ about the place. All in all weather it was speed or style you were after, there was something for everyone to see beside the seaside! Well Done to the organisers of the Knysna Motor Show.—Helen





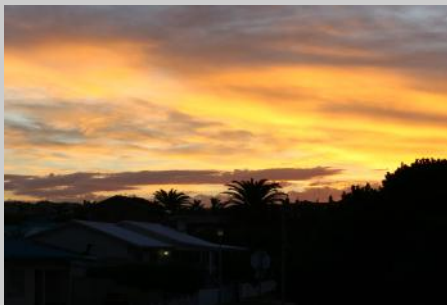
Just a word about the Simola Hill climb, I know Darryl Hurter gave you a superb account of his experience and participation in the Classic Hill Climb, which also saw Dave vd Westhuizen in his



TR4 motor up the hill in style, but I would just like to add my pennies worth. The Classic Hill climb is probably not everyone's cup of tea when it comes to cars and



classics and car shows etc, but I must say the fact that the Cape Town centre who organised this years Triumph Nationals did a great job of incorporating it into the events of things for us to do at the Nationals. I was sitting halfway up the hill, leaning against the fence taking some photo's, and I overheard not one or two, but a few people comment, that this was such a good idea, as it gave a different feel to their experience of a Triumph National Gathering. We were all attending the Classic Hill Climb which was on the Friday, I would also have liked to attended the Saturday and Sunday events too where the Supercars were racing their stuff, but alas time was marching on, and we were scheduled to travel further south down to Cape Town, after the Nationals had finished. To sum up I think a good time was had by all this year at the 2016 Triumph National Gathering in Hartenbos, Western Cape. - Helen



We covered over 3000 km in the Chicane which behaved perfectly and was a Gold Medal winner in the Triumph Club Concours in the D'état (originality) category in Mossel Bay.

I write this 5 days later and am still on a high from the exciting realization of a lifelong dream. It was such a high profile, professional event and will be featured on

Supersport TV. I can let you have the viewing schedule if you would like.

Rosemary also put a little clip of one of my runs onto youtube which you can view at <https://youtu.be/MJsN8-4P5uU>. We also

found a comprehensive video on youtube showing all the Classic Cars racing up the hill from the start and that can be viewed at: <http://www.youtube.com/watch?v=JuWD9g6oqks&sns=em> the Chicane (number 29) appears after about 6 minutes and you can hear the commentator saying Darryl Hurter!



I can see through my camera lens !



I can see through my trophy,

### **What the Candid Camera of the Editor saw !**

International Web Sites of interest:

TR Register: [www.tr-register.co.uk](http://www.tr-register.co.uk)

TR Drivers Club: [www.trdrivers.com](http://www.trdrivers.com)

TR7/TR8 Forum: [www.forumtr7.com](http://www.forumtr7.com)

Stag Owners Club: [www.stag.org.uk](http://www.stag.org.uk)

Club Triumph: [www.clubtriumph.org.uk](http://www.clubtriumph.org.uk)

Triumph Sports 6 Club: [www.tscc.org.uk](http://www.tscc.org.uk)

