

Rodney Keyzer

Lonehill, northern suburb of Johannesburg.

Year and make of car; Triumph TR2 Assembly kit was imported in 1955 to South Africa, and according to the records was sold to the first owner in South Africa in 1956

I purchased the car from a used car lot in Boksburg, and as such was dealer stocked by the used dealer, I do not know the previous details, it was advertised as a TR3 however after I bought the car it was definitely a TR2 with the Motor assemblies number of T237 and commission number of T8600, it seems as if this was the last TR2 registered in South Africa, I purchased the car in 2010 and started a complete body off refurbishment of the car, it was painted red when it was purchased, but I have decided to paint the car old English white with a red leather interior, currently the drive line and chassis are complete and I am waiting for the body to be repaired and painted I have around 1000 photos of the complete restoration, John Giles is doing the body.

Modifications that have been carried out; the car was purchased with front brake discs and not drums as the original car should be, the rest of the car should be completed as close to original as possible, I have currently spent around R100,000.00 on the restoration, this also includes a new set of spoke wheels including the spare with 5 new tyres.

I have the original hard top (steel type) that I purchased during the last two years

The car will be used for club events and occasional weekend use.

I am not a member of any other club, however my other motoring interests, I have been involved in off road racing and race car preparation for many years and had to stop with it in 2005 as a result of a back operation, I have built many "old timers" with the oldest car being a 1933 Chevy 2 door five window coupe. The other builds were a Ford Capri, International KB1, and a KB7 5 ton truck, Ford Cortina, Mini 1275 the last restoration was a Mercedes Benz 1955 truck with wooden load body that is on display at Sandown Motors in Centurion and also tried my hand at some motor cycle restorations that was on a BSA C130 125cc and a Honda Gold wing.

I'm a qualified technician by trade and have always had a keen interest on car restorations. I have been looking for a Triumph to restore for many years, and promise a restoration of note.







