

# KICK START

MMXIII

A monthly publication of The Vintage Motorcycle Club  
Johannesburg, South Africa.

**Volume 26. No 1**

**January 2013.**

## **CHAIRMAN'S MESSAGE**

Since a lot of you will read this January 2013 issue before Christmas may I wish you all the very best for the Festive Season, may the New Year be kind to you and may you have a safe a pleasant entry into 2013.

As seems to be the case these days time has flown past and it's hard to believe it's a new year. 2012 was not an easy year with many friends and fellow motorcyclists passing on. I am sure that whilst gone they are not forgotten and we will ride in memory as we did this last Sunday.

A new year always offers many opportunities, and I hope that 2013 will be no exception. We have discussed the possibility of a change of meeting venues to the VVC and will conducting an opinion poll on this suggestion shortly.

I would also like to fill our Sunday run calendar a little more in the New Year, and hope to be able to schedule in more breakfast type runs.

SO Let's get cracking on the restorations, preparing bikes for the centenary DJ run, and finding more members to ensure the longevity of our movement!.

Ride safely and all the best.

Andy Stead

# A Tribute to Mike Milner-Smyth

by Andy Stead



Michael Vaughan Milner-Smyth has been a part of my motorcycling life ever since I joined the VMC some thirteen years ago. He was an inspiration, a mentor, and in more recent years a friend. His death will leave a gap for all those who knew him, and were privileged to have had him as the chairman of the VMC which he presided over with enthusiasm, charm, wit and dedication.

Mike was born in Natal in 1932, and spent his formative years in that part of the world. Moving to Johannesburg in 1982, he joined the Vintage and Veteran Club. His interest in things motoring however goes back to 1954 when he became the founder member of the Veteran Car Club of South Africa. Whilst initially not a motorcyclist, his interest would seem to stem from a ride on a belt driven 1924 Douglas which he rode in the 1959 National Vintage Rally, a five day event organised by the VVC.

In 1970 when the VVC initiated the Commemorative DJ run, Mike was there and took part in the first six DJ's. He then gave up riding to focus on home, family and business issues. In 1992 Mike purchased a 1935 Excelsior Manxman which he has ridden consistently and notched up some 22 DJ rides in total.

After retirement Mike endeavored to do all four major rallying events (The DJ, Magnum, Fairest Cape and Natal Classic) as well as the Nairobi based East African Concours. His motorcycle collection included the DJ Excelsior Manxman, and a BMW R60/2 for the classics. He also owned amongst others a veteran 1916 Triumph Junior.

Mike was also a prolific writer and historian and wrote for *Veterantics*, *Automobilist*, *Kick Start* (of which he was the editor) and *Classic Car Africa*. He used the pen names 'Dewar McCarr' and 'Enthusio'. He was also involved in setting up displays of bikes at the 1000 Bike Show, and assisting in activities such as the DJ Remembrance Gathering and the VMC Ride in Memory.

Mike had two children Penny and James of whom he was immensely proud. He became a grandfather for the first time in 2009 and was advised of the birth of a second grandchild just days before his death by his brother Brian.

Mike passed on the 19<sup>th</sup> of November 2012 at his home surrounded by family and friends. A memorial service was held at the VVC club on the 24<sup>th</sup> of November 2012 attended by over a hundred family members and friends. He was 80 years of age. We will miss you Mike.

May the road rise up to meet you  
May the wind be always at your back  
May the warm rays of the sun fall upon your home  
And may the hand of a friend always be near.

## Things coming up

16.12.12	Piston Ring Club
10.2.2013	Pre DJ & Autumn Rally
7-9.3.2013	The 2013 SAVVA INTERNATIONAL J-D Motorcycle Rally

## November Club Night

Andy welcomed everyone to the meeting and recorded apologies from Gavin Walton, Pierre Rousseau, Trevor Ou Tim, Martin Davies and John Hassall who is in Madagascar. The meeting then opened with observing silence for the loss of Mike Milner-Smyth. Mike's brother Brian then recalled some reflections on Mike's last six months which he spent taking care of Mike. He expressed his very deep gratitude for the wonderful support and camaraderie he experienced during this time.

Andy then requested the meeting to keep in their thoughts both Al Gibson and Tullio Bernardi who were both very frail but in good spirits. Ian Otridge was introduced as a

potential new member. (Ian has subsequently joined – Ed.) He had been on many years ago and was coming back to the movement with his acquisition of a 1928 Ariel. He also has modern motorcycles.

Roly Tilman then gave a talk on the Precision which has been in his care for some time and is now complete again. Apparently much later it was discovered that it needs fuel to start!

Andy reported on the recent Fairest Cape Rally as did Dick Maizey and the first ten finisher's names were read out. The full results are in the latest copy of Kick Start. Andy has now taken over the full time job of Editor of Kick Start and requested all the help we can give him in this regard.

The Ride in Memory on the 2 December was publicized and names were entered on a list by those wishing to take part. Pierre Cronje then updated the meeting on the JD and also confirmed the date for the Pre DJ as the 10<sup>th</sup> February 2013. The date for the Century Run next year was confirmed as the 31<sup>st</sup> March 2013.

Andy then raised the issue of possibly relocating the VMC monthly meetings to the VVC Hall subject to the approval by that committee. Anyone with any strong feelings either way should share these with Andy. He also appealed to members who had not yet paid their subs to do so immediately.

Motorcyclist of the Month was initially awarded to Kevin Robertson who suggested that the award go to Gavin Lumley who rode his BMW both to and from the Fairest Cape. Gavin thanked Kevin, and accepted the award; Dick Maizey shared some opinions on the Fairest Cape Run and related his non start owing to a burst tube.

Andries Bekker who is the local agent for Davida Helmets and other accessories gave a talk on these as well as the growing Café Racer movement. He will be opening a shop as soon as he finds suitable premises.

Bella and Braam then told the meeting of the services offered by Lynx Customs. They do airbrushing, Vinyl wrapping, sound installation custom paint work and much more. Their website is [www.lynxcustoms.co.za](http://www.lynxcustoms.co.za)

The meeting then closed at around 09h30 – there were 58 members and guests present.

## Odds and Ends

**Kevin Robertson reports on Tullio Bernardi.** “I dropped in this morning to see Tullio. Sadly, I have to report that he is very weak and bedridden unless he gets help. However, he remembers his motorcycling days and friends and enjoyed hearing from me that the Excelsior Manxman he sold me some 15 years ago is in fine fettle and won the best bike on show at the 2012 1000- bikes event. He was saddened to hear of Mike's passing and asked that I register his condolences.

He really enjoyed the short chat we had and would love to see any VMC and VVC members who have ten minutes to drop in. He is in room 124 of Nazareth House in Queen Wilhelmina Avenue (now Frances Ribeiro St) in Pretoria. It is close to the Fountains circle, very easy to find”.

**New dating officer.** Gavin Lumley put forward his name to take over the role of Club Dating Officer from Mike Lester, who has served the club in this role for many years. The Committee confirmed his appointment with thanks, and also extended a heartfelt thank you to Mike Lester for all the efforts he has put in to dating our motorcycles.

**Last month’s crossword.** No responses have been received in answer to the crossword quiz submitted by Edgar Bradley in the December issue. We will hold this open for another month and c’mon guys – it’s not difficult!!

Talking of Edgar Bradley – an article is included in this Kick Start written by Edgar, and hopefully of use to those with clutch problems

## VMC Ride in Memory

Sunday the 2<sup>nd</sup> December dawned wet and cold and definitely a day for pulling up the covers and watching the cricket. However in spite of this a total of 31 people in total, 18 on bikes ventured forth, donned rain suites and did the run to Cullinan.



**The boys at Bapsfontein**

This year we were riding in memory of a long list of old friends who passed in recent times and these included:

Mike Milner Smyth, Jens Brehms, Ian Brodie, Doug Brodie, Tony Buckler, Jim Creighton, Kim Fraser, Bob Moore, Bill Pennington, George Thom, Ian Melass, Jim

Williamson, Tony Woodley and John Wright (apologies for those who may have been missed)

A hearty breakfast in Cullinan well arranged by Roly Tilman, and a somewhat more pleasant return trip with less rain and a bit of warmth. Well done those who turned up, and shame on the East Randers 11 of who had booked, and only two turning up!!

## Down Memory Lane

By Ric Lewis

In the early 1970's when I was still doing National Service and the so called 3 week camps of which I ended up doing five three month camps, I had spent time on troop trains through the then South West Africa and thought it would be a good idea to do a bike trip through the country before things changed as had happened in Angola in 1975. In December 1976 I had my annual leave and decided to take my trusty Kawasaki Z 900 to see the desert and other areas in "South West."

Going to my last shift before my leave, my bike was packed so that I could leave straight from work at about 15h00 and have 3 hours before the fuel stations closed for the night, (fuel rations in those days).

Going through the centre of Johannesburg - one could not use the highway – bikes were not allowed on the M1 from Corlett Drive to Booyens M2 E on any of the "Double Decker Sections," the hooter shorted and burnt part of my wiring harness out, so there I was in Simmonds Street, stripping my bike to sort out the problem. Eventually got going with no hooter and tried to gauge how far I could get before closing time. (The range of the bike was only 200 kms.)

Filled up at Klerksdorp and went to Vryburg - getting there after the fuel stations closed. Went about 10kms out of town and pulled off the road to make camp: pulled out the sleeping bag and slept under the bike. I had a small tent with me but did not want to attract the attention of the vagrant sleeping on the other side of the road. Woke in the middle of the night to the sound of thunder and drums and very uncomfortable. There was an ant in my ear and walking on my eardrum, trying to escape. The only solution I could think of was to drown it in oil but the Kawasaki had a sight glass and no dipstick, so found a thin stick to fish some oil out of the engine and got oil into my ear until the ant got quiet. It worked but I had an oily track down the side of my face for the rest of the trip.

The next morning I went into town for fuel and continued on my journey. Got to the Fish River Canyon and the sights were spectacular but other people were at the camp site: so continued on the gravel roads until Holoog where I "camped" again. This time under a large melkbos – wonderful silence and quiet of the near desert terrain.

Next day on to Assab to see the "Finger of God" - travelling on good gravel roads to see this unusual leftover of the erosion of the ridge of hills. This feature fell over very soon after Namibian Independence. (When I was there again in 1987 with my brother-in-law he asked how long this would stand and my reply was - maybe 2 weeks or 200 years.)

Got to Windhoek that afternoon and being Friday had to camp for the weekend. (No fuel until Monday 08h00.) I booked into the caravan park near the old airport and there was part of the tail plane of the only SAA aircraft crash up to that time. The crash had happened at the Windhoek Airport nearby: spent time kicking heels in Windhoek and met some of the local bikers, one of whom had fitted a cigarette lighter to his bike so he could smoke while riding and not have to stop to light up! Another had been locked up for speeding and when he paid his fine, his bike was also locked up and he had to pay another fine to release it.

Monday morning off north on an excellent tar road to Otjiwarongo and turned off on the gravel road to Oujia and Khorixas to see the Petrified Forest – amazing amount of fossilised trees lying about. Continued on the road to Torra Bay. While on that road I thought I had a puncture as the bike was snaking. I looked back and saw I was riding on the rim: stopped and checked: the tyre was hard but the track way was cutting into the gravel about 75mm. So continued to ride near the foot and mouth control fence. A strange large game proof fence running for miles through the semi desert.

Got to the control at the border of the Skeleton Coast, parked and was told I may not continue as I did not have a permit. Told the ranger I could not go back as I did not have enough fuel. His Landrover was diesel so I would have to continue to Torra Bay where there was fuel. After about 20 minutes of discussing the desert and the game fence he relinquished and let me through.

So on to Torra Bay to camp. A local fisherman befriended me and took me the next morning in his Landrover to see the local sights - old wrecks along the coast: whale skeletons on the beach: lots of springbok and gemsbok in excellent condition: also to a local spring with fresh water and lots of greenery: also saw the unusual welwitchia plant in the gravel desert.

Continued down the coast to Cape Cross and visited the seal colony: a seething mass of bleating, squealing, stinking seals. Luckily there are jackal and brown hyenas who act as undertakers, but the smell of the guano is overpowering and penetrating.

Got near Swakopmund on the salt road and was sliding all over the road until I caught up with the water truck which was spraying sea water on the road to stop the dust but making the surface like greased glass. Passed the truck and all was well. Able to travel at 140km per hour on the good surface.

Went to Walvis Bay to see the magnificent sand dunes and the beautiful flamingos in the lagoon. Also saw a salt mine and was staggered to see brine shrimp swimming in the totally saturated salt water with huge crystals of salt.

Left Swakopmund and started my way back sweeping in the veld and going to Augrabies Falls the next day. A spectacular sight even when the water flow rate is low. An amazing tract cut through hard granite gneiss over thousands of years.

Leaving Augrabies in the afternoon I realized I was not going to get near home range before the fuel stop closed, but tried to see how far I could get. Filled up at Kuruman at

17h10 and asked the attendant how far it was to Vryburg. Got told 156km. Went pretty fast and put fuel in and then went slowly to save fuel so as to get to Klerksdorp on reserve. Got to the police station to ask for accommodation and was accepted eventually. Shared cell with a hitchhiker who had been on the road 4 days from Cape Town.

We settled down and I brought out some beer from my kit and we were having a smoke and beer when a young man arrested on drunken driving was put into the cell. He was confused by being put into a cell where the others were smoking and drinking in jail!! We explained the case and all was well. At 6h00 we were told to leave and had to wait 2 hours for the petrol station to open and get fuel and continue home.

A great trip – nobody anywhere harassed me: good roads and excellent scenery: on my own with no radio, cell phone or any “noise”. The population of our country was less than half what it is today – brings back fond memories after 36 years! (I have done a similar trip in a 4 X 4 and am amazed that Ric could do this on a street bike – Ed)

## Multi-plate Clutches and Brakes

By Edgar Bradley [Edgar.bradley@telkomsa.net](mailto:Edgar.bradley@telkomsa.net) 011 465 0275 / 083 292 7733)

My day job is mechanical engineering consultancy, but I also do a lot of training and lecturing. Two of the major subjects I teach are Reliability Engineering and Maintenance Engineering. In this regard, one of the projects I have given to students has been to do an RCM (Reliability Centered Maintenance) exercise on a multi-disk airliner brake. As not everyone is familiar with aircraft technology, I tell them it works like a motorbike clutch. Blank stares, from the mainly African student body, which may, admittedly, still be playing technology, catch up, but even the two white bikers in the class could not explain how a bike clutch works. And this from a graduate class of mechanical engineers! I now take a multi-plate clutch to class with me and demonstrate its workings to the students. For some it is an aha moment, for others the blank stare of “so what?” remains.

This gives me cause for concern – there are large complex plants out there that are being run and managed by people who do not understand them – computers are great, simulation software etc is great but an intimate knowledge of the hardware is also required, particularly how it works – otherwise why did they teach us all those formulae at university or tech?

In this regard a more generic problem arises – and many outside my graduate student body battle with this as well. I ask why the aircraft brake and motorcycle clutch are multi-plate while the car equivalents are single plates. Well there are space limitations in both cases – the aircraft brake disk, if there was only one, would have to be much larger in diameter than the aircraft tyre if it was to dissipate the enormous kinetic energy of the landing airliner. And there are space limitations as well with the motorbike clutch. So why do multiple plates answer this problem?

The answer I always get is that you get more area. Wrong.  $F = \mu R$  is what the textbooks say,

an equation in which area does not occur. And for metal on fibre as we find in brakes and clutches this is correct. The frictional force generated is equal to the coefficient of friction,  $\mu$ , multiplied by the force  $R$  applied at right angles to the resultant force  $F$ . The frictional force developed is independent of the area over which  $R$  is applied.

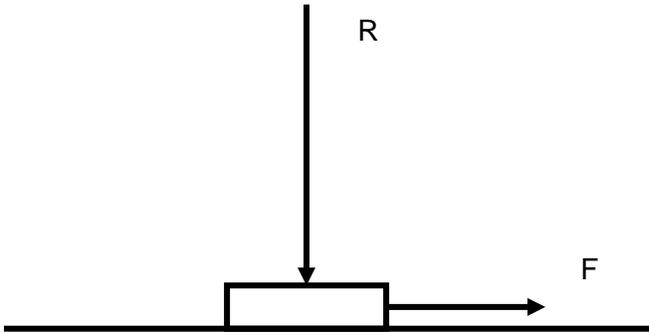


Figure 1: Frictional force developed is proportional to force  $R$  applied, multiplied by  $\mu$ , the Coefficient of Friction.

The Coefficient of Friction varies from 0 to 1. It is 0 for very slippery surfaces (like Hush Puppies on wet ceramic tiles – be careful – I know and injured myself once in such a situation). For very rough surfaces it can be as high as 1.

The limits on the coefficient of friction do not apply to rolling motorcycle or car tyres, otherwise racing cars could not generate forces of greater than  $1xg$  when cornering, but they do. However for brakes and clutches  $F = \mu R$  is correct, with  $0 \leq \mu \leq 1$ .

So why does area not play a part? And like many things, they never tell you this in the classroom. We would think that a greater area should cause a greater frictional force as there are more asperities when the area is greater – more tiny peaks and valleys to bind the two surfaces together. Yes, but as the area increases, the **pressure**, which is Force/Area, decreases.

So we could write our equation  $F = \mu \times \text{Pressure} \times \text{Area}$   
 That is:  $F = \mu \times (R/\text{Area}) \times \text{Area}$ , which reduces to  $F = \mu R$

So now why in our disk brake or clutch, do we have multiple plates? Let us look at this again:

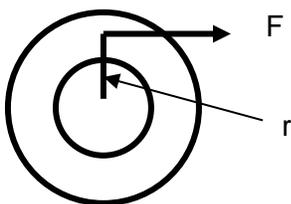


Figure 2: Single disk,  $R$  force perpendicular to paper, causing an effective force  $F$  at some radius  $r$ . The Torque generated is  $F \times r$ .

Now if we have a stacked set of discs, alternately rotating, in the case of the disc brake, with the wheel and the axle, when we apply the brake force  $R$  it is transmitted to all the plates as they slide together in rotating and stationary pairs. So the number of “ $F$ ’s” is multiplied, all for one  $R$ .

In the case of the motorcycle clutch, the force  $R$  is generated by the clutch springs. The rider must apply an opposing force to  $R$  to release the clutch. Here we see two reasons for the multiplate clutch. To transmit the machine’s torque  $T$ , we need enough discs,  $n$ , to satisfy the condition  $T = n \times F \times r \times R$ .

And secondly, because the opposing force can only be what the rider can generate with the fingers of one hand,  $R$  cannot be too large. A car driver’s foot can exert a far greater force on a car clutch.

So we have two constraints in the motorcycle:

Firstly there is a diametral constraint leading to a low value of  $r$ , because of the tight packaging of the high torque motorcycle compared with a car of similar torque.

Secondly, the actuating force  $R$  cannot be too large as there is a limit, even with the leverage of the clutch lever and cable setup, to what force the rider can comfortably and continuously exert with his hand.

Hence most motorcycle except tiddlers with low torque, have multiplate clutches.

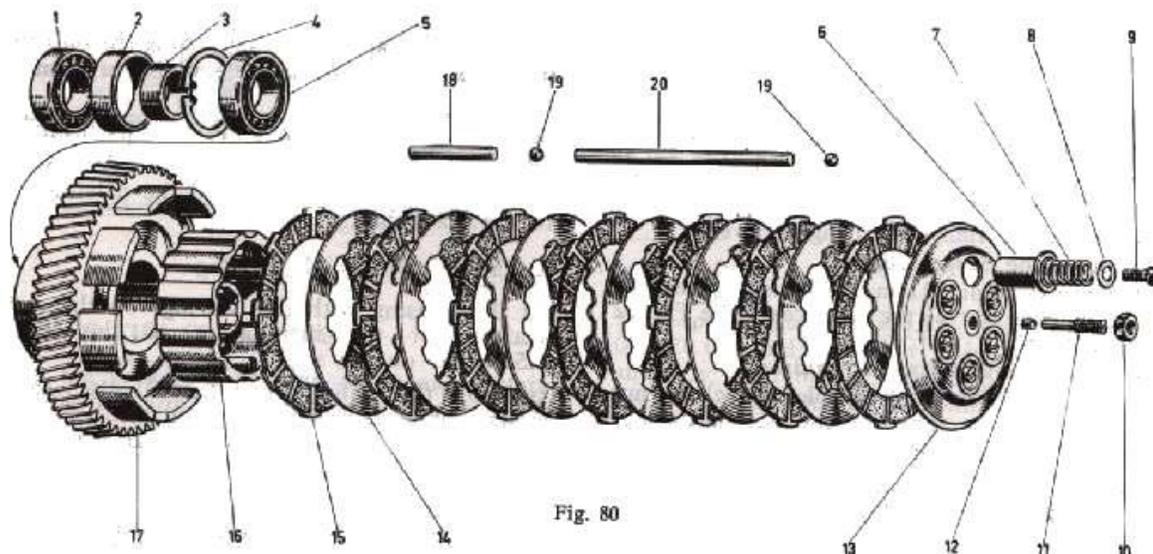


Fig. 80

**List of parts of the clutch housing.**

- |                |                    |                            |                          |
|----------------|--------------------|----------------------------|--------------------------|
| 1 Bearing.     | 6 Spring retainer. | 11 Clutch adjusting screw. | 16 Clutch drum.          |
| 2 Spacer.      | 7 Clutch spring.   | 12 Roller.                 | 17 Clutch housing.       |
| 3 Spacer.      | 8 Washer.          | 13 Pressure plate.         | 18 Clutch peg.           |
| 4 Seeger ring. | 9 Screw TC.        | 14 Driven plate.           | 19 Ball (2).             |
| 5 Bearing.     | 10 Hexagon nut.    | 15 Driving plate.          | 20 Clutch operating rod. |

*Figure 3. A Single Cylinder Ducati Clutch, showing sets of plates some with an inner set of teeth meshing with the splines on the Clutch Drum (16), others with an outer set of teeth meshing with the Clutch Housing (17)*

## Subscriptions!

Another reminder!!!! The Treasurer says that now only 74 members have still not paid their subs for 2012/2013. Guilty ones are asked to renew soonest. You should know by now who you are and how much you owe and the banking details are always shown on the last page of Kickstart.

## Classifieds

### DJ Machines:

**WANTED: FOR 1929 AJS M8/M9.** FRAME, FORKS, FRONT WHEEL, PETROL TANK, MUDGUARDS, CHAINGUARDS. I have 1930 type frame and other bits for exchange or to buy. Please call TONY DODSWORTH on 082 742 1742.

**WANTED:** A DJ BIKE. Please call SEAN on 083 470 3440.

**WANTED:** MOTORCYCLE TRAILER for two bikes, in good condition. Please call GEORGE SHIELD on 072 286 4223.

**WANTED:** MOTORCYCLE TRAILER in good condition. Please call SEAN on 083 470 3440.

**WANTED:** For 1927 VELOCETTE Model "U" (Same as 250 GTP), PETROL TANK, GEARBOX and any other parts. Please call EUGENE VAN DALEN on 082 681 0859 or [eugenevandalen@gmail.com](mailto:eugenevandalen@gmail.com)

**WANTED:** A DJ Bike, 500cc or more. Need not be DJ-ready. Please call GERHARD VERMAAK on 082 552 7602.

**WANTED:** Any bits for 1927 DOUGLAS EW model. Please call ALLISTER POHL on 082 554 5219.

**WANTED:** Wanted 1960's Honda C110 / 50 cc any condition. Contact Mark Van Zijl on 082 576 2684 [mark@feltra.co.za](mailto:mark@feltra.co.za)

**WANTED:** Frame for TRIUMPH Model H and any other bits. MITCH McALLISTER on 083 456 9119.

# FOR SALES:

**BMW:** GASKETS. Ben Vandenberg can supply all gasket sets for BMW Twins and Singles from 1955 onwards. Prices are said to be reasonable and postage is included. For example the full range of some 30 gaskets for an R60 is about R350. Gaskets of all types can also be made to order. Call BEN VANDENBERG on 021 712 2661.

**BMW:** BMW R50 ex Pretoria Police. Engine/frame numbers 635822. Engine last run 3 years back. Ideal restoration project. R 18 000 onco. For more details, call EDDY DE RAS on 082 456 1003.

**HONDA:** TRAIL MODEL CT 110P (Postie) 1980 onwards. Colour red, in excellent original running condition and licenced. 32 000 km on the clock, R 7 775 onco. Please contact GEORGE SHIELD on 072 286 4223.

**HONDA 70F:** Almost brand new. R9000 onco. Please contact GAWIE 083 326 4911

**NORTON:** DOMINATOR 99 (ex Kobus van der Merwe). Asking R 30 000. Please contact STEFFAN STANDER on 012 734 1640.

**PETROL TAPS** Enots flat-slide type, made in brass to your order. In sizes 1/8", 1/2" and 3/8" BSP. TREVOR FRASER on 013 656 3063 or 076 591 5560.

**RALLY BOXES** Made to your order with handlebar mounting brackets plus mountings for the rally plate and three watches. TREVOR FRASER on 013 656 3063 or 076 591 5560.

## Mike Lang is selling:

TRIUMPH: Pre-Unit T100 ALLOY BARREL, HEAD and ROCKERBOXES R2000.00  
TRIUMPH PreUnit 5 T Cast Iron HEAD AND BARRELL (no tappet blocks) R1000.00  
AMC CHROME PETROL TANK +- 1964. (Chrome very good) R1950.00  
Polished Alloy 19" X WM2 – 40 Hole Flanged Rims R750.00 each  
RIMS: Good Used Steel 'Rims 18" – 19". WM2 X 40 Hole R200.00 each  
SOLO LYCETTE Seat complete with Frame, Springs and cover NEW – R895.00  
RALLY BOX: Good Used Rally Box With Digital Clocks - R750.00  
TRIUMPH 650 Unit (Std) BARREL ( 9 Stud With Tappet blocks – R450.00  
TRIUMPH/BSA Unit " T.L.S FRONT HUB AND BRAKEPLATE complete – R1250.00  
NEW REAR SHOCKS (with chrome springs) - R1250.00 per pair  
Matched Pair Smiths Chromomeric Speedo (MPH) and Rev counter. Working  
New Smiths SPEEDO and REV INSTRUMENTS (Grey Face) For 1060"s BSA/Triumph  
New BSA Tank badges Plastic (round or pear shape) – R595.00 per pair  
New Triumph Unit Tank Badges R895.00 per pair  
New Alloy Universal Mudguards 18"/19" Rear - R950.00  
New 21" Universal Front Mudguards – R750.00  
Conical Front Wheel with 19" Rim, TLS Brakes and Spokes With Air Scoop R1500.00  
Good Used Tyres R150.00 each  
19" X 325 Front Rib

19" X 350 Front or Rear  
19" X 360 Front of Rear  
19" X 410 Rear

**Contact Mike on 082-8211826 or 011-849-5859**

## **More Spares for Sale – make seller an offer:**

Genuine Gold Star petrol tank, no dents, but needs plating  
BSA Gold Star 190mm front brake  
Gold Star silencer, brand new, in box.  
BSA single sided 8" front hub complete  
Rear hub NSU Max  
Front hub, NSU Max v.g.c.  
Outer Primary Chain case, semi unit BSA A7  
Pair A7 SS Crankcases  
Dominator rear hub  
Dominator rear brake/chain-wheel  
Dominator rear mudguard stays  
Dominator front brake plate, fitted with air scoop.  
2 x BSA front wheels FWH Ariel pattern.  
Triumph front wheel 19" x WM2  
WM1 x 19 'Dunlop Alloy rim (ex Gold Star)  
Assorted WM2 18' and 19" rims  
18" front wheel 36 spoke, 2LS brake, believed ex Suzuki  
Oil in Frame Triumph petrol tank rounded type  
A65 cylinder heads, single and twin port  
15 battery cover, chromed  
C15/B40/B41 clutch friction plates brand new  
Genuine Altette horn

**Contact RAY WAKEFIELD 072 351 1263 – he is in Port Elizabeth**

**Yamaha 650cc Wave-runner** Andy Stead has one in perfect condition with new battery and boat-worthy. Its mounted on a single bike trailer so has a dual usage. It's ready to go for the summer and perfect for a beginner or young person. Price? Around R10, 000 If interested contact ANDY on 0825534492. Could consider a swap for an old bike?

**BMW Speedometers** Ben Vandenberg has a large stock of old and parts. He is will ing to pass them on to anyone running a speedo repair service or is planning to start one. His contact number is 021 712 2661.

## **WANTEDS:**

**BSA A10:** Footpegs left and right. Please contact Alan Hickey on 011 706 3266

**Velo GTP:** Wanted: Carburettor and Web fork main spring. Please contact George Shield on 0722864223

**Ariel 1957:** Centre stand, AJS 1964 Top yoke nut and grab handles BSA Bluestar engine 500cc OHV: Please phone Pierre on 0725139432

**AJS:** Wanted: 2-bolt GEARBOX or PARTS for 1926 AJS. Have casings and some gears but no mainshaft/clutch. Please call TONY DODSWORTH on 082 742 1742.

**AJS:** Wanted for 1960's **AJS Model 18**. GRAB HANDLES, TAPPET COVER NUTS. Please call PIERRE CRONJE on 072 513 9432.

**BMW:** Hi I am looking for an ENGINE for an R80RT or the R100RT this will be very helpful if someone can assist me in this. My contact details are as follows: FRAN PITOUT [franpitout@gmail.com](mailto:franpitout@gmail.com) Phone 079 848 2000.

**BMW:** Wanted for 1978 BMW R80/7: REAR SHOCK (BOGE) in good working condition. Please contact ALLAN on 082 491 1537.

**BMW:** Wanted for BMW R50/2: REAR BRAKE "U" LINK and secondary BELLCRANK to rear BRAKE ROD. Also the lower portions of the STEERING DAMPER (3 pcs)  
Please call ROLY TILMAN on 082 377 4303..

**BMW:** Wanted for BMW R50/2: CENTRE STAND and CRASH BAR. Please call ROLY TILMAN on 082 377 4303.

**BMW:** I'm looking for an older model R80GS. If you know of one please send details to: JAY OWENS on 011 442 4589 or 082 558 6563.

**BMW:** I am in the market for a BMW (R69S or R60) with SIDECAR. If you have one or know of one, please call NORMAN on 044 698 1484 or 076 124 3380.

**BSA:** Wanted – a BSA 500cc SINGLE, ohv, Pre 1936. PIERRE CRONJE on 072 513 9432.

**HARLEY-DAVIDSON** Wanted: Any SPARES for Models J or JD and any SPARES for Models 5/7 and 10/12. Please call TONY CORREIRA on 082 744 1171.

**HARLEY-DAVIDSON** Wanted: Any available PARTS for FLATHEAD. Please call RENNEY PLIT on 082 727 8587 or [renney@afhco.co.za](mailto:renney@afhco.co.za)

**HARLEY-DAVIDSON** Wanted: GEARBOX or gearbox parts for 1916-1920 Harley and GEARBOX or gearbox parts for 1941-1942 5/7 Harley-Davidson. Please contact EUGENE VAN DALEN on 082 681 0859.

**PILGRIM PUMP:** Wanted: a Pilgrim Pump for 1926 AJS model G8, or similar. Please call TONY DODSWORTH on 082 742 1742.

**TRIUMPH.** Wanted for 1958 Triumph T20 Cub, HEADLAMP, CENTRE STAND, AMAL CARB, FOOTRESTS and more. Anyone who can help please contact: DERRICK LOTTERING on 073 538 9414.

**AJS.** Primary chain case for a 1926 AJS 350 wanted. Please contact Ralph on 0828729363

**ARIEL SQUARE FOUR 1939.** Clutch assembly, rear chain and guard four engine mounting plates and front wheel axle. Please contact Roly Tillman on 082 377 4303

**HONDA C110.** 1960's model wanted in any condition. Please contact Mark on 0825762684

## VETERANS CORNER

### WANTED

- 1) ROC two speed epicyclic hub for my 1908 Humber. The hub is narrower, but has a bigger diameter than, the Sturmey Archer hub of the period.
- 2) BOSCH magneto single cylinder with open magnet
- 3) Any parts which may have come from a veteran Humber 3 [ ] hp (one can only ask!!)

### TO SWOP

To create incentive for anyone to meet my request I have for swopping:-

- 1) RALEIGH crankcase R30971 with crank shaft and engine plates
- 2) ROYAL ENFIELD circa 1914/16 primary clutches
- 3) VILLIERS circa 1913/14. Four stroke engine parts only with inlet over exhaust and unit clutch and gearbox. Probably used on Armstrong, Ixion or Sun.
- 4) TRIUMPH circa 1912 rear hub with free engine clutch
- 5) BRADBURY spanners
- 6) DRIVE BELT punches

Please call BILL DALLAS on 021 671 5936. wel\_dallas@hotmail.com

## RESTORATION SERVICES

**PIERRE CRONJE** does FULL RESTORATIONS as well as WHEEL LACING and BUILDING. Call him on 072 513 9432.

**LLOYD DU BOIS** makes ornate period BRASS SPARK-PLUG NUTS and CONNECTORS for HT leads. He also hand makes stainless steel/aluminium LICENCE DISC HOLDERS, CORKS for the "Enots" push-pull type fuel taps, and light alloy TYRE VALVE CAPS. Call LLOYD on 033 396 6471.

For **ULTRASONIC CLEANING** call HENRY WATERMEYER on 084 800 8862.

# THE VINTAGE MOTORCYCLE CLUB

P O Box 782835 SANDTON 2146 South Africa

<b>Andy Stead</b> (Magazine editor)	Chairman <a href="mailto:andy@screenafrica.com">andy@screenafrica.com</a> H&B 011 463 8038 C 082 553 4492
<b>Ian Holmes</b>	Vice Chairman <a href="mailto:ianhol@iafrica.com">ianhol@iafrica.com</a> B 011 244 0351 H 011 793 7304 C 083 646 3089
<b>Gawie Nienaber</b>	Secretary/Treasurer B 011 646 8983 H 083 326 4911 C 083 326 4911
<b>Pierre Cronje</b>	Committee Member <a href="mailto:pierrecronje@mweb.co.za">pierrecronje@mweb.co.za</a> H 011 849 3008 C 072 513 9432
<b>Rob Pattison-Emms</b>	Committee Member <a href="mailto:avonrod@mweb.co.za">avonrod@mweb.co.za</a> B 011 460 1901 H 011 460 1901 C 082 891 8399
<b>Les Sim</b>	Committee Member <a href="mailto:les@turnkeyhydraulics.co.za">les@turnkeyhydraulics.co.za</a> B 011 827 8954 H 011 673 1865 C 082 552 4072
<b>Roly Tilman</b>	Committee Member <a href="mailto:tilman@lasergroup.co.za">tilman@lasergroup.co.za</a> Librarian H 011 803 1462 C 082 377 4303
<b>Steve Trehair</b>	Committee Member <a href="mailto:stevet@matrixmarketing.co.za">stevet@matrixmarketing.co.za</a> B 011 886 0494 H 011 469 5900 C 083 461 2751
<b>Gavin Lumley</b>	Club Dating Officer H 012 6530365 C 079 5567615
<b>Ric Lewis</b>	Magazine Distribution C 082 746 2816 (Liz)

**Club Bank Acc No.** 1970259841 at Nedbank. Sandton Branch 197-005.

**Club Meetings are held every fourth Monday of the month (except December) at Morningside Country Club, De La Rey Rd, Rivonia, at 20h00.**

The opinions expressed in KICKSTART are not necessarily those of the Committee or the Editor.