

KICK START

MMXIII

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CHAIRMAN'S MESSAGE

The JD is almost upon us. It is a significant event and all those of us who have entered must surely by now be preparing both our machines and ourselves for this grueling test of man and machine.

A rally of this nature is also not without its risks and dangers and these must not be overlooked in our eagerness to compete.

Gavin Walton's recent accident whilst riding home from the pre-JD just shows that even with all the safety measures available and without any direct involvement you can still be involved and be seriously injured.

Of course it is not possible to prepare for every eventuality, but let's make safety a priority. A decent and highly visible rear light which is always on whilst riding is a must. And the larger the better. Brakes must work, and work as well as they possibly can even if it means deviating somewhat from original. Protective clothing too – don't skimp on this even if it does mean digging into the reserves – it's just not worth it.

Remember that even though you are in rally conditions the rules of the road must be obeyed, and also even though it irks – give way to taxis and heavy lorries no matter what illegal moves they make.

Let's make this an accident free JD and lets have no regrets regarding 'should have – could have'

Yours in safe riding

Andy Stead

February club night.

The first club night of 2013 was well attended despite the heavy rain and it was good to see everyone back after the Christmas season. One new member, Mike, was welcomed and apologies were recorded from Peter Posniak, John Allison Roly Tilman and Stuart Cuninghame.

Pierre Cronje then gave the meeting an update on the DJ and emphasized how important it was for anyone who would not be taking part to advise the organizers. The organizers have paid in advance to secure some of the accommodation and no-shows would be required to pay even if they didn't arrive as the organizers would be short if they didn't.

Scrutineering can take place at the VVC on Sunday the 24th February which would make it easier for all on the day before the event. Administration at the event takes place from 10h00 onwards. Some sponsors including Castrol will be in attendance and that should be a gala occasion. Those requiring transport back from Durban on the 10th March should contact the clerk of the course urgently as a member has offered to provide on a first come first served basis a free lift back to Johannesburg for some bikes. The Durban City Council will be giving riders a civic reception in Durban on the Saturday afternoon and it is hoped that the Mayor will attend this to receive a message from the mayor of Ekurhuleni.

Rob Pattison-Emms updated the meeting on the Century Run and attention was drawn to the new date which is 14th April 2013. There is also a new venue called Something Country which is nearer the Kloofsig circle. There will be three distances, 47km, 38km and 12km for the very old bikes.

The meeting was informed that there were still twenty-six members who had not paid their subs yet and they were urged to do so as soon as possible.

There was no award of the Motorcyclist of the month this month.

Kevin Robertson was thanked for bringing in a batch of very useful files from the late Errol Herbert's collection and these were distributed to various custodians for future safe keeping. They were available for members to use and details of who has what will appear in the next Kick Start.

Members were asked to complete an opinion survey on a possible move to the VVC premises for meetings and on the possibility of receiving future newsletters electronically.

Following the drinks break some really great footage of the building of and racing at Roy Hesketh as well as the Alexander Park tracks in the early fifties and some well known faces were to be seen.

This was followed by the draw and winners were Pierre Cronje, Kevin Robertson, Arcas van Rooyen Phillip Gordon Kevin Walton and Gerald Hollis.

The headcount was fifty-one.

Odds and Ends

Gavin Walton's accident.

As I am sure most of you know Gavin Walton was injured in an accident on the way home from the Pre JD/summer run. Herewith a note from Gavin's wife Tracy-Anne.

"Gavin has been working near Oxford in the UK for a month and came home especially for the event. After the event and on the way home there was a cloud burst so he and his mate Ron Tomsett took shelter under a bridge. They were both astride their bikes luckily with their helmets on. An old lady was driving in the right hand lane and started to change lanes to the left, hit a patch of water, aquaplaned, and went straight into Gavin. Gavin said he heard nothing then excruciating pain in his leg and then he was in the air. Fell in a ditch full of water and Ron had to lift his head to prevent him from possible drowning.

Ron phoned me to phone for an ambulance. By the time I arrived with the bike trailer the paramedics were attending to Gavin - they were brilliant!! He was taken to Sunward Park Hospital, assessed, x-rayed and taken to ICU. His right leg has a compound fracture above the knee and an open fracture of both bones below the knee. The bones sticking out were very dirty from the ditch and that is the concern. That night he had a four hour op to clean the wound and put a pin in the break above the knee and he has a fancy external fixator below the knee. He will need plastic surgery later that week to close up the wound completely. He is on heavy pain medication and I think will be in ICU for a few days.

His bike is badly damaged but I have no doubt Gavin will have it all fixed and shiny once he is able. The sad thing is there is the DJ rally next month and it is the 100year celebration so a very special event and Gav will not be riding this year".

Errol Herbert's collection.

At the previous meeting Kevin Robertson kindly brought in several boxes of motorcycling literature and two DVD's of old car and motorcycle racing mainly at the Roy Hesketh circuit. All this material was kindly donated by Lynn Herbert and was part of her late husband Errol's collection.

A big thank you goes to Lynn as this material is irreplaceable, and will be a great boost to the VMC library.

The DVD's will be edited into separate discs for motorcycle and car racing as well as the building of the Roy Hesketh circuit. The print material included much information on specific Marques, and was handed out to various parties for safekeeping. These included:

- Andy Stead BSA file
- Les Sim Triumph file
- Ric Lewis Sunbeam file
- Martin Davis Ariel file
- Steven Helm Indian Prince file
- Alan Hogg Norton Commando file
- Hamish Morrison JAP engines
- Roly Tilman BMW file
- Ian Holmes Assorted files (Ambassador to Vincent)
- Kevin Robertson Velocette file

If anyone else took possession of a file please let the Chairman know, and should any member like to have access to any of the files please contact the above custodians.

Getting into gear for the JD.

Mark Palmers 1923 Zenith Super 8 in frantic re-build state. Elvis looking on!



Informal poll. At the last meeting an informal poll was held to determine who, of those members present, would be in favour of a move to the VVC, and also to receive the Kickstart via email. The results of this poll were as follows:

- 32 members were in favour of a move to the VVC
- 2 members were against the move and one suggested a move to the Piston ring club
- 18 members were in favour of receiving the Kickstart via email
- 16 members were against.

It is apparent that there is a general feeling that a move to the VVC clubhouse would be in the best interest of the club and the committee will now pursue this and make every effort to overcome the space issue with regards to the library. It is felt that the spares stock (which is minimal) could be combined with the CMC containers.

The Kickstart will be sent via email as well as printed this month. Will members that receive their Kickstart via email please respond advising if they are happy to continue receiving via email after which print numbers will be reduced. This will mean a significant cost saving for the club.

Membership fee defaulters.

The recent drive to recover outstanding fees by the committee has been very successful and there are only a handful of defaulters left. If you are one of them please ensure you pay immediately.

Dating Certificates.

Roly Tilman advises that 60 new dating certificates are available, and another 50 are in the process. These cost is R25.00 plus postage. Please note that if yours were not submitted, the cost after the 31st December 2012 will be R90.00. Please contact Roly with any queries. Thanks go to Peter Hall for all his efforts in this regard.

Things coming up

24 February:	JD Get together and JD scrutineering	VVC
25 February:	VMC Club Meeting	Morningside CC
5 March:	JD Cocktails at VVC (6PM)	VVC
6 March:	JD Admin & Registration (10AM)	Carnival Mall
7 March:	2013 SAVVA International JD (6AM)	Carnival Mall

For the record.

The results for the CMC Pre JD/Summer run held on the 10th of February. Top ten only

1 st	DANE FRASER	36	WCMC
2 nd	GAVIN WALTON	48	CMC
3 rd	NEVILLE SMITH	65	VMC
4 th	ADRIAN HOLLIS	83	VMC
5 th	TREVOR JONES	84	VMC
6 th	MARTIN DAVIS	85	VMC
7 th	GRAHAM KENDALL	92	CMC
8 th	KEVIN WALTON	98	CMC
9 th	RON TOMSETT	147	CMC
10 th	DAVID PITCHFORD	201	VMC

Well done to all concerned.

The pre-DJ how went it?

(A personal view by the Beeza Geeza)

It was time to check out the old V twin. Altho' it went well on the Spotti Woodhead a while back I had fettled quite a bit since, repairing a broken stud on the clutch, and fitting new inlet manifold nuts. Having languished in the shed ever since, a quick pre-DJ *should* confirm all in order.

So on the Saturday before – hauled it out, faga petrol, and off it went in its usual lazy way. A quick ride around the block and all seemed well. It started raining so off inside for a few beers and SuperSport – load the bike in the morning - what the heck!

Up early the next day, bike on trailer and off to The CMC full of hope and expectation – MAYBE this was to be my day. Maybe at last after years of conscientious rallying I would be rewarded with trophies, laurels, adoration and praise (am I the only one who feels this way??).

Number 25. Behind the Hollis's in their combo so not hard to miss – things were looking up. Off on time and able to enjoy the V twins relaxed power on the highway to exit 36 (or was it 136?) – so relaxed in fact that almost gave the Hollis's a bump up the rear a couple of times!..

Off from start of regularity right on time, and continued so for several of the timed spots. Even through the first marshal with minimum penalties (I think – no final scores at time of writing!!!). Then see bridge which was too early – why one wonders? So, slow down to get on time, and then see another bridge about 20 seconds on, which clearly was the right one as would have hit that spot on time.

Reaction! – V twin down a gear, and all eight horses straining at the bit. Then see clue – Take road to left – well by then I has passed two roads to left, so now don't have a clue which one is correct. Turn around and take first one and

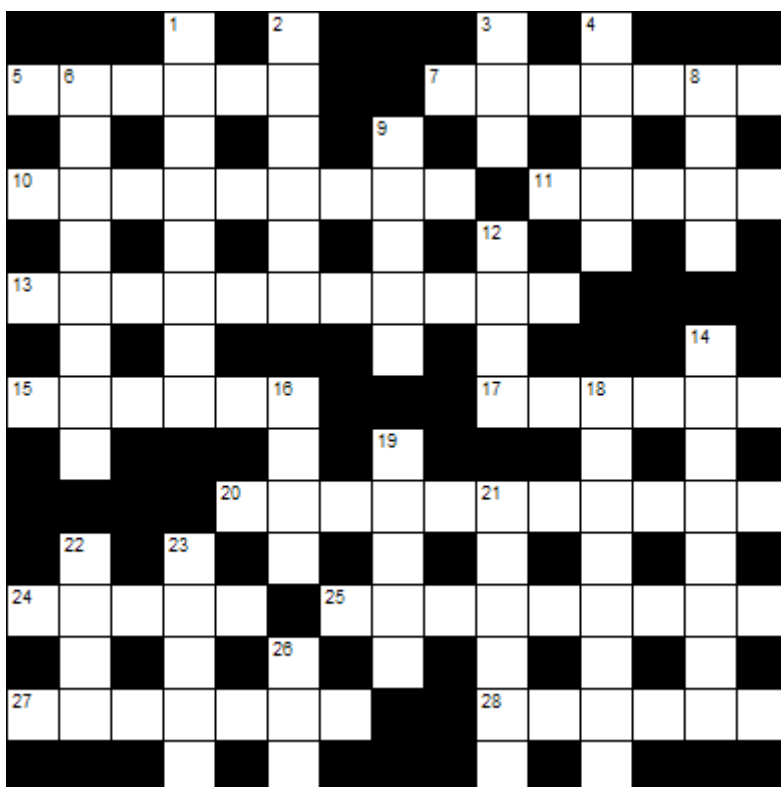
follow it for miles without seeing other markers, marshals or competitors, but do join what could have been a funeral procession/wedding/marriage/plain old piss-up which really messed things up.

Eventually retraced steps only to find several riders milling around aimlessly with confused looks on their faces. Hey - at least I wasn't the only one!. After much discussion and opinion – it became clear no-one knew where the hell to go, so I decided to return to base and see if the CMC bar could be coerced into opening early.

After quite a long way around trip back had a couple of frosties at the club, and then went home – so can't even report on who finished where. The one thing I can say is that the V twin went like a dream. SO – again no prize. Could it be that the JD 2013 centenary - big humongous event - is going to be the one? Will commence preparing my speech just in case – V twin – are you listening??...

March Crossword

(Big prizes for first correct entry emailed to chairman@vintagemotorcycleclub.co.za)



Across

- 5 An Italian maker of ohc 50cc machines (6)
- 7 Parent company of the Vespa scooter (7)
- 10 The only company to ever race a V8 (4,5)
- 11----- Pullin, an early English make (5)
- 13 A onetime maker of motorcycles, still a maker of tyres (11)
- 15 Any of several complex proteins that are produced by cells and act as catalysts in specific biochemical reactions (6)
- 17 East German rider for MZ and Suzuki, first name Ernst (6)
- 20 Ducati's method of valve actuation (11)
- 24 Red is to pink as purple is to ----- (5)
- 25 A 250cc racing engine made by Villiers (9)
- 27 An Italian motorcycle marque, not related to the famous Italian car company of the same name (7)
- 28 This Italian make has won one MotoGP championship to date (6)

Down

- 1 National Tree Day (5,3)
- 2 Division of an hour (6)
- 3 Outer part of a wheel (3)
- 4 Discrimination against the elderly (6)
- 6 Old slang for "two bikes" (3,5)
- 8 Italian fifty (4)
- 9 Old name for nitrogen (5)
- 12 English writer of children's books, surname Blyton (4)
- 14 Horex model name (8)
- 16 Adam and Eve's first home (4)
- 18 Divination using some aspect of the earth (8)
- 19 A trade, can be of the black or gold variety (5)
- 21 A wide girl's skirt with a gathered waist and a shortage of vowels in the name (6)
- 22 A motorcycle component - can be a crank----, a gear---- or a chain---- (4)
- 23 English motorcycle with a double barrelled name, the second part being Calthorpe (5)
- 26 Part of a motorcycle suspension: swing --- (3)

Down Memory Lane

Another in the series of the adventures of Ric Lewis

In 1982 I decided it was time to do a bike trip Botswana and do a Trans-Kalahari but not according to the system organised by Simon Fourie and Bike SA. – on my own.

I had an oldish Honda XL 250 – bought in 1972 – street scrambler which I had converted to more road use than off road use, but it was still capable of off road work. I had changed the final road ratio from a 48 tooth gear sprocket to a 40 tooth, thereby dropping my revs. to a set speed and increasing my petrol tank range as well as my comfortable cruising speed. I moved my maximum speed at redline from 130km.p.h to 160 km.p.h even if only attainable on a slight downhill.

Looking at maps of the route. I realised I would not have the range on a 8 litre fuel tank, but a friend had wrecked a Honda 750 and I scavenged that damaged tank from him. I cut the damaged tank open and hammered the dents out and bronze welded the tank back together. I then lead-wiped over the “scars” and painted it to the colour scheme I had on the 250. After cutting the saddle short to fit the large tank, I did a series of range tests and could do over 400kms. on a tank of gas. I figured that I could do a Trans-Kalahari: make the distance between Kang and Ghanzi and from Ghanzi to Maun even with the higher consumption I was expecting even through the deep soft sand of the Kalahari.

When I got my leave I decided to go so that I would be on the Ghazi/Lobatsi on a Tuesday as that was when the Vet went to the Lobatsi Slaughter houses from Ghanzi to inspect the beef that had been marched through the Kalahari (losing 2 grades of meat in the process.) – there was almost no fat on Kalahari beef in those days.

Getting through customs on the border was a mere formality and all polite- I only had myself, an old bike and a small tent plus sleeping bag with me. Bought some “bully” beef in Lobatsi and continued on the Sir Seretsi Khama Highway to Jwaneng where the diamond mine was, fairly new and still shallow and open cast. Continued on the gravel and sand road to Kang where at times the wheel ruts were 400mm. deep so could not change lanes without lots of hard work and gear changing in the soft sand to get up to speed where you can skim along the top set to Kang and fill up and see some local population although population density in the Central Kalahari is very low. Continued and about 50 kms. Outside Kang my speedometer turns over – 100000kms on a 250cc scrambler all of them under me!

About 50km. further I find calcrete (lime formed by the evaporation of ground water below the sand surface.) But the calcrete had been dug into by the truck tyres passing over it so had formed a series of potholes about 400mm. deep and spaced for the bounce of the tyres.

So hit the first one and the front wheel comes up: now riding on the back wheel: hit the second and the back comes up: hit the third and the back really up and riding on the front: hit the fourth and am in trouble. Hit the fifth and go down very hard – still doing around 90km.p.h. These holes are all within about 30 meters: pick myself up – grunting – sprained knee, hip and elbow and two broken ribs. Check the bike – handle bars folded down on one side: speedo destroyed: petrol tank leaking slowly (dripping): forks also bent so bike will now make two tracks!

Pull on the handlebars and they come almost straight: continue towards Ghanzi until it starts getting dark. I pull off the road and decide to sleep under the bike: was too sore to put up the tent – the “bully” beef I had bought in Lobatsi had fallen out of my kit somewhere on all the bumps so I had some water for supper.

During the night I heard some roaring and grunting of lions and thought that the clear air had made them sound closer and this was the Ghanzi province with the highest concentration of lions in Botswana. There was nothing I could do about them so went to sleep.

In the morning I check around the bike and see dinner plate tracks within three meters of me and my bike! The lions had walked right past me during the night – maybe they did not like the smell of me nor my bike which was still dribbling petrol.

Loaded the bike and had to develop new starting procedure with all the aches and pains: sit on bike: fold out kickstart: lean forward – grab the petrol cap with both hands: lean back to straighten arms: lean forward with hands in triple clamp: then slide hands along handlebars to controls and continue as normal. It took about a minute then to kick motor over to start with the leg with sprained knee and hip. Eventually get started and continue on to Ghanzi. Enjoyed the unspoiled Kalahari scenery – filled up at Ghanzi and continued on the road to Maun, which is maintained by “bush-dragging” a bush tied to a tractor and towed to wipe out tracks and ruts in the road. it works reasonably well except for the calcrete “steps and holes.”

Enjoyed the clear water of the Nhabe River near Lake Ngami and got to Maun in the afternoon to book in at Crocodile Camp and made camp. Put up small tent and settled in for the night – no lions this time.

Next morning made my way up to Moremi Game Reserve and am told that I cannot go into the reserve because the lions would eat me. I reply that I have just come from through Ghanzi province and they did not eat me so there is no reason why this should change. The same guides did not like my story and politely told me to “go away.” – with my damn noisy, smelly motorbike! Sometimes there are advantages to driving a 4 by 4.

I made my way back to Maun, crashing again in the deep wheel ruts. This time damaged shoulder and wrist so starting procedure was even slower.

Got bank to Crocodile Camp and enjoyed watching the fish eagles and the fish in the clear waters as well as the wonderful quiet of the Delta area. At the Crocodile camp catering area that evening I met three locals who ask me what I am doing there on a bike as I am not allowed into a game reserve on two wheels. But if I wish to see the delta I can go with them in a small aircraft if I pay a quarter of the fuel cost.

So in the morning we met at the local airstrip and went for a flight. A wonderful flip with views of the delta and the game which I could never have hoped to see from ground level. The flight lasted over an hour! Well worth the money spent.

On the return flight one of the passengers says “Oops, I should not have had breakfast – I don’t fly too well!” He coughs – the pilot passes the “barf bag” which he partially fills and fills the aircraft with the fumes.

On returning to Maun we are told do a 360 degree round loop before landing; the passenger fills the “barf- bag:

On landing all is well – a great morning. Enjoyed the rest of the day around Maun and prepare for the trip home the next morning.

Left the next morning for Nata – a long road – notorious in its day for the damage it did to vehicles. Saw exhaust pipes, shock absorbers and springs along the side of the road. Also crossed the top edge of the Ntwetwe Pan, part of the Makgadikgadi Pan system – a spectacular stretch of flat shimmering pan with total silence.

From Nata the road improved. Got to Francistown without incident. At Francistown joined the A1 main tarred road and continued past Mahalapye until dark when a light rain started falling. As I only had one tiny bulb from my rev counter in my damaged headlight reflector the oncoming trucks could not see me so I decided to sleep on the side of the road under the bike, in the rain, but with my crash helmet on my head so as to keep ants and other creepy crawlies out of my ears!

In the morning I proceeded on route and had to stop in a tiny trading store to exchange some rands for pula for my last fuel stop in Botswana and then proceeded to the border near Gaborone.

All polite and routine at the border control so set off for home. Got there that afternoon with both the bike and myself quite buckled and bent. It took me about 5 weeks to regain full strength. In nearly 3000km I had drunk about 3 cokes: 2 beers: one bread roll and 1 tin of bully beef in five days!!!

Memories which only Alzheimer’s can take away.

The Cable Guy

Needed a cable urgently a week or two ago, and never really enjoy the schlep to Anropers which for me is like going halfway around the world. Enter olde Vice Chairman who advises there is a cable maker in Bordeaux Randburg. Gave him a buzz and lo and behold he can sort me out on the spot.

Turns out he is Martin Peach and is called the Cable Maker. Very pleasant guy, a motorcyclist himself, and he will make ANY cable in his extremely well equipped workshop. Does it while you wait too, and prices are extremely competitive.

Give him a buzz on 011 787 2995 or 082 492 7794

Classifieds NB only remain in for 3 months then must be renewed

DJ Machines:

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

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

FOR SALE: 1936 Ariel Red Hunter – fully restored, licensed with all papers. TREVOR FRASER on 013 656 3063 or 076 591 5560.

AJS M8 1929. Need frame, forks, front wheel and mudguards. Will buy or swap. Please contact Tony Dodsworth 0827421742

1910 Humber 2hp. Need a saddle. Please contact Eric on 083 7000 171 eric@anatomical.co.za

DJ Frame. Also two bolt gearbox – Sturmey/Albion URGENT. Please contact Steve on 082 427 6990

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

FOR SALE:

A 1968 BMW R27 - about 75 % to 85 % complete - in pieces but motor diff and gearbox are together

A R50/2 - This one is in bits but fairly complete

A R50 - older model from the 50's ... This is prior to the " /2 " models but is NOT the rigid frame. Basket case I also have a rigid framed R51/3 that is about 90 % complete. I want to **swap** it for something of interest. Twist my arm.

BMW rigid R67 frame - Been cut and extended but is possible to return to standard -R200-00

Contact Derek Marsden on 082 307 4496

Norton Dominator 99. Licensed, dated all paperwork sorted. R25, 000 not negotiable. Please contact Steffan on 012 734 1640

BMW's for sale. BMW R 50, 1961, in good condition, matching numbers, running, registered and licensed R 30 000.

BMW R 50, 1960, project for restoration, matching numbers, no papers, R 15 000. BMW R 60/2, 1967, project for restoration, matching numbers, no papers, R 15 000

BMW R 67/3, 1956, project for restoration, numbers not matching, no papers, R 20 000

Victoria KR 25, 1956, project for restoration, no papers, R 5000.

Please contact Janus 073 228 0224 Benoni or email wojtek@iafrica.com

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.

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

PETROL TAPS Enots flat-slide type, made in brass to your order. In sizes 1/8", 1/4" 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.

More Spares for Sale – make seller an offer:

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

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

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

British bike spares:

Ariel side valve barrel (Not sure what bike) R100-00
Francis Barnett Plover complete front forks with yoke R 150-00
Oil tank from Norton?? R30-00
Norton double intake air filter box - R100-00
Chain guards - R50
Rear tail light R?
Other oil tanks - all from British bikes R30-00
Watsonian side car mudguard - metal - complete with front and back lights - good condition R500-00
Cast Iron Cylinder head from Vintage bike OHV. Been told it's from a Norton? R80-00
Two vintage car rims with tyres possibly French - with 3 hole rims - tyres are good - R100-00
Box of Bearings and some valves from old cars - lots of thrust bearings R30-00
Chevy hubcap - R40
Vintage Villiers engine casing - R100
Shot blast cabinet with gun - approx 700 mm wide x 500 mm deep x 500 mm high. Mounted on its own legs, R900-00 onco

Chrome indicator mounts that wrap around body - No idea from what car. R80 for the pair

Header pipe from Norton??? R 40-00

Open to offers - Call Derek 082 307 4496

WANTED:

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 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.

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.

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

1936 BSA Empire Star 500cc Any bits. Please contact Rikki Maizey on 082 653 9946 rikki@masizey.co.za

Triumph unit 650. Need crank or unwanted 650cc motor or non runner bike or pre-unit 650 PLEASE! Contact Steve on 082 427 6990

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

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

Full restorations. Pierre Cronje does these as well as wheel lacing and building. Call him on 072 513 9432.

Ornate period BRASS SPARK-PLUG NUTS and CONNECTORS. Lloyd Du Bois makes these for HT leads. He also hand makes stainless steel/aluminum license disc holders and corks for the "Enots" push-pull type fuel taps, and light alloy tyre valve caps. Call Lloyd on 033 396 6471.

Ultrasonic cleaning Call HENRY WATERMEYER on 084 800 8862.

Raw honey for sale. Remember Caroline is the honey queen – you can buy her various types of honey at the club meeting for the bargain price of R50 per jar.

THE VINTAGE MOTORCYCLE CLUB

P O Box 782835 SANDTON 2146 South Africa

Website: www.vintagemotorcycleclub.co.za

COMMITTEE

Incumbent	Portfolio	e-mail	Home	Work	Cell
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Gavin Lumley	Club Dating Officer		012 653 0365		079 556 7615
Ric Lewis	Magazine Distribution				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.