

KICK START

MMXV

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Motorcycling's first true superstar moves to the Great Race Track

Six-time World Champion and six-time TT winner Geoff Duke (OBE) sadly passed away at the Elder Grange Nursing Home on the Isle of Man, aged 92 on Friday, May 1st 2015.

Known affectionately by fans as The Duke, Englishman Geoff Duke was a six-time World title winner and the first rider whose image was used to promote the World Championship internationally, after he sprang to prominence in the early 1950s.



Duke retired from the World Championship at the end of the 1959 season at the age of 36, with an enviable record of six World titles and 33 Grand Prix victories. Duke is also credited as the first motorcycle racer to wear one-piece leathers & was awarded an OBE in 1953.

Geoff Duke OBE will be forever remembered for his outstanding contribution to the world of motorcycle racing. There is a tribute to Geoff Duke in this edition.

CHAIRMAN'S MESSAGE:

By the time you read this, the 2015 Natal Classic will be over. The next big motorcycle event is the CMC 1000 Bike show, please support the show and assist on the VMC stand if possible. Then the VMC Winter Rally in July will be a preparation for the joint POMC/VMC Magnum Rally in August. Please try and recruit as many car and bike friends as you can to join us on this fantastic event.

I then need to reiterate our need for a new Treasurer. As I've mentioned before, Gawie Nienaber is unable to continue offering his expertise and we desperately need someone to fill this role.

Lastly, the official VMC year ends on 30 June, 2015 and our AGM is upon us soon. An official notice of this meeting appears below and the new fees for the coming year are available on the last page of this newsletter.

As always, safe riding and keep the rubber on the road.
Pierre.

ANNUAL GENERAL MEETING (AGM)

Notice is hereby given that the 2015 Annual General Meeting of the Vintage Motorcycle Club will be held at the Vintage and Veteran Club at 3 Athol Oaklands Road, Oaklands, Johannesburg on Monday, 24 August 2015, commencing at 20:00.

AGM Agenda

- To receive and consider the Annual Financial Statements and the Chairman's Report for the year ending 30 June 2015.
- To elect office bearers and committee members for the new financial year. Nominations for the post of Chairman, Vice-chairman, Secretary and Treasurer must be made in writing and must be signed by the persons so nominated. Such nomination papers shall be furnished to the Secretary, prior to the commencement of the meeting mentioned above. It is requested that nominations for the election of committee members be similarly made in writing.
- To discuss any other business, deemed by the Chairman, to be relevant.

Pierre Cronje

Chairman

(Notice dated 18 May 2015)

VMC Member's Bikes from the Calendar



2012 Honda Goldwing Airbag model 1800cc, Owner – Gawie Nienaber

The Goldwing has an 1832cc six cylinder engine and is shaft driven with a five speed plus overdrive gearbox. An airbag is standard equipment on this luxury model, as is a GPS and super-sound system. It weighs 421kg, has a top speed in excess of 200kph and is now completely manufactured in Japan.

Gawie and his wife, Ronel, took the Goldwing on its maiden journey on Route 62 during December 2014. They started this historic route at their holiday home in St Francis Bay in the Eastern Cape, travelling on the N2 (with an overnight stop in Mossel Bay) to the picturesque town of Stellenbosch where they spent Christmas eve and Christmas day. From Stellenbosch they returned to St Francis Bay via Paarl, Wellington, Tulbagh, Ceres, Worcester, Robertson, Montagu, Barrydale (with an overnight stop in the Barrydale Karoo Hotel), Ladismith, Calitzdorp, Oudtshoorn, De Rust, Joubertina, Kareedouw, Humansdorp and home in St Francis Bay. Road conditions were superb and the scenery was pure eye-candy. December 2014 will always remind the Nienabers of a most enjoyable maiden ride through a beautiful part of our country. Gawie would highly recommend this trip as a total get-away!



Gawie and the Wing outside the Karoo Hotel



What advertising deal was struck for our Treasurer to advertise for Barrydale's finest?

CLUB NIGHT 24th March 2015 compiled by Ken Wiggins

Many apologies were received from members not present. In particular, the following members weren't able to be at the meeting; Gerald Hollis' wife, Drienne, is struggling with a bad shoulder, Stuart Cunningham's wife, Thelma, had a bad fall in Cape Town at the recent MG gathering and Kevin Robertson is up and about after his procedure but progress is slow. Peter de Klerk has his ups and downs and is still appreciative of visits – recently spending a good morning with Roly Tilman. Word is that Lloyd du Bois is, at last, better.

Rob Pattison-Emms was awarded Motorcyclist of the month for his outstanding effort organising and holding the Century Run.

There was a call for members to join in the Sunbeam Club's Dam Busters run (It was hoped there would be an article on the event in this newsletter, but space was an issue).

Again members were asked who would attend the Natal Classic over the weekend of 22 and 23 May and the POMC Mampoer Rally on 6th June (See the flier in the Upcoming Events section). Mention was made of the VMC Winter Rally to be held on 19 July.

Hamish Morrison had promised us a talk on his OK Supreme, obtained from Peter Posniak. Being Hamish, he completely forgot to trundle said motorcycle to the club. Amid much banter, he proceeded to make excuses for his poor performance on the 2015 DJ, claiming a collapsed bearing as the cause. From personal experience, the editor believes it may have been all the support and assistance he offered other entrants and their machines that caused his demise!

With no other matters to be discussed, the meeting carried on as a general social gathering, which seemed to be enjoyed by everyone present.

The new VMC library at CMC by Ken Wiggins and Bob Harpin

Over the years, CMC has built up an extensive motorcycle library with books and articles covering virtually all aspects of motorcycling from early times to the beginning of the 21st century. VMC receives the same terms as CMC members because of the amalgamation of the contents of our library with the CMC library.

The VMC library contained bound volumes of motorcycle magazines from before WW1, in addition to various other motorcycle and car related magazines. Bob Harpin is the CMC Librarian and will, as time permits; sort out magazines to go on to shelves or into the archives for safe keeping. Bob extends an invitation to all VMC members; those who visit CMC on Club Sunday, as well as those who are unable to travel to Germiston, to make use of library. Two catalogues, one for

books and articles and the other for periodicals, is available for downloading on the Classic Motorcycle Club web site, at the bottom of the home page (<http://www.classicmotorcycleclub.co.za/>).

The book catalogue is updated, about four times a year but because of the effort involved, the periodicals index hasn't been updated in a while. Bob is also developing an easy method of referencing the periodicals. This will alleviate the restricted, and in his words "rather rudimentary cross reference for magazine articles". Periodicals covered by the cross reference include monthly magazines (Classic Bike, Classic Motorcycle, Classic Bike Guide, etc.) but a reference exists for Motor Cycle and Motorcycling (otherwise known as the Green'un and Blue'un). This veritable knowledge asset contains workshop manuals, spare parts lists/catalogues, marque histories, biographies, racing and the motorcycle industry itself. A book that I am anticipating getting into is Bert Hopwood's "Whatever Happened to the British Motorcycle Industry" to get an inside, although perhaps biased view, of the demise of the Empire's half century plus hold on motorcycle manufacture. Loads of interesting information, knowledge and facts can be gleaned. The library works as a reference library, the books do not leave the library. However, should you require a copy of a book or article, these can be put onto a CD for you to take with you. Each CD costs R50.00 for CMC or VMC members. Non-members pay R150.00 per CD. For those not live within easy distance of the CMC, CDs can be posted (SAPO strike / deliveries permitting) with a small additional charge for postage and packing.

If you have any queries, need to know of manuals / parts lists availability or require info the makes of bikes for which the library has histories, please get in touch with Bob Harpin. You can reach him on his mobile (083) 230-4714. A true librarian, he will try to assist and perhaps recommend a book or two.

Geoff Duke Passes at age 92 a tribute by Ken Wiggins

Geoff Duke, died aged 92 at his home on the Isle of Man on May 1st 2015. He spent a glorious 10 years at the highest level of motorcycle racing, winning six World Championships and six Isle of Man TT races during the 1950s. In the 1950s, he was the first rider to compete in a streamlined one-piece leather suit made for him by his local tailor, rather than jacket and trousers. Duke was an early global superstar of motorcycle racing, known above all for his smooth riding style. The great Irish motorcyclist, Stanley Woods, compared his style to "water flowing from a tap".

The son of a baker, **Geoffrey Ernest Duke** was born at St Helens in Lancashire on March 29 1923. He was attracted to motorcycles, even as a youngster, and in his autobiography he fondly recalled, as a boy of 10, smelling "the now-rare aroma of Castrol R" coming through his window from two bikes parked outside.

His parents had been vehemently opposed to his owning a motorcycle after his older brother Eric was knocked off his 248cc New Imperial and severely injured by a Humber coming out of a turning. They eventually relented, however, and Geoff's first bike was a 1923 belt-drive Raleigh which he bought with two friends for 10 shillings. In 1939 he secured a job with the Post Office as a telephone engineer, for which he needed his own transport, so his parents let him buy a second-hand 175cc DOT (Devoid of Trouble). He volunteered for military service in 1942 and was posted as an instructor of riders for the Royal Corps of Signals. After the war he worked first for BSA and then for Norton where he was a member of the trials team.

He made his racing debut in 1948 in the Junior Isle of Man Grand Prix on a 350cc Norton borrowed from the works. His engine failed with a split oil tank but his performance – he led the race at the end of lap three – impressed observers and he was marked as a star of the future.

His first road-racing victory was when he beat Les Graham in the 350cc final at Haddenham in 1949. He won the senior Manx Grand Prix later that year as well as the Senior Clubman's TT.

Around this time Duke had the idea for a lightweight, close-fitting suit with minimal pockets and padding. He approached Frank Barker, a tailor in St Helens, to design the aerodynamic leather outfit, and Barker measured his client crouching over a chair as if riding a motorcycle. The finished suit weighed less than 5lb and was ready for the 1950 Senior TT. Duke won that race against tough opposition – wearing his one-piece leathers for the first time – on a Norton 500cc, equipped with the new, softly sprung “featherbed” chassis designed by Rex McCandless.

Duke was world champion three times for Norton, winning two 350cc titles in 1951 and 1952 and the 500cc title in 1951.

He was also extremely skilled behind the wheel of a fast car and, on the suggestion of Lord Brabazon, switched to four wheels and sports car racing for a time. Brabazon arranged a test with Aston Martin and John Wyer, the firm’s racing manager, considered that Duke had “great potential”. Duke drove a DB3 to take third place in the Goodwood Easter Monday Race in 1952. The year after that he took a works Aston Martin to the 12 Hours of Sebring endurance race in Florida, teamed with Peter Collins, but they crashed and failed to finish.



Geoff Duke on his Gilera over Bray Hill, 1955 TT



Duke in his famous, trade-mark one-piece suit

In the summer of 1953 he went fully back to motorcycles, moving to the faster four-cylinder racers of the Italian manufacturer Gilera. It was a golden period. He became the first rider to win the 500cc world championship three years in a row, from 1953 to 1955.

He carried on racing motorcycles in the later 1950s, though without such spectacular success. Injuries and technical problems intervened. For his last two seasons he went back to racing Nortons as well as motorcycles made by BMW, NSU and Benelli. Over the years he was active he won 33 world championship races.

In 1961 Duke was offered a drive in a Formula 1 Cooper car at the Karlskoga track in Sweden. He suffered a locked gearbox, precipitating a crash that proved to be, as he later described it, “the most physically shattering experience of my life”. His injuries included damaged ribs, a collapsed lung, trauma to the heart muscle, a broken collar bone and a cracked pelvis. It was the end of his racing career, although in 1963 he ran a motorcycle racing team known as Scuderia Gilera. In later years he lived on the Isle of Man, where he was a revered figure, and went into a variety of businesses including hotels and shipping; in 1978 he was involved in setting up the first roll-on roll-off ferry service from Douglas to the mainland.

He published an autobiography, *In Pursuit of Perfection*, in 1988.

Geoff Duke was voted Sportsman of the Year in 1951 and appointed OBE in 1953.

He married Patricia Reid in 1951; she died in 1975. He married, secondly, Dorothy Eagles; the marriage was dissolved. In 1978 he married, thirdly, Daisy; she survives him with two sons from his first marriage.

Geoff Duke, O.B.E., was taken on his final lap of the TT Mountain Course at 2.30pm on Sunday 10th of May. A hearse bearing his coffin left the TT grandstand, followed by Geoff's sons Peter and Mike riding motorcycles and cars carrying family members as a fitting tribute to a rider whose name is inextricably linked with the Isle of Man TT.

Geoff's funeral was private, according to his wishes. Peter Duke said "Mike and I thought that 'the last lap' this weekend would be an appropriate opportunity for any local fans to pay their last respects to our dad. Anyone is welcome to follow on bikes or in cars. The more variety of machinery the better - after all, he also raced cars and competed in the first Manx Rally starting from the Grandstand and also organised the International Six Days enduro and Two Day Trial, all based from the Grandstand". "This isn't going to be a 10 mph cortege but it's on open roads and we will be respecting the speed limits. Nevertheless, we think he'd probably like it if we open it up a bit on the run down to Brandish!"

A commemoration service is planned during the Isle of Man Festival of Motorcycling, in August.

Past Events

Planes Trains and Motorcycles 2015

KTM RadMoto, in Rivonia, held the first Seven-day Planes Trains and Motorcycles tour in 2015. After many months of planning and valuable lessons learnt the event was a tremendous success. All involved, including me, had the time of our lives covering approximately 2000kms, depending how many times you got lost. The route covered mostly gravel roads, tracks, rivers, mountain passes and the occasional tar road around the Eastern and Western Cape. The tour centred around Baviaans Kloof, roughly half way between Port Elizabeth and Plettenberg Bay in the Eastern Cape.

The event was limited to 30 bikes, which included 5 couples riding pillion. Bikes were not restricted to KTMs; there was a Suzuki DR, a couple of 800 BMWs, a 1200 GS BMW, the rest being a mixture of 690 and 1190 Adventure and R models KTMs. The odd 950, 990 and 640 were thrown in for good measure. A doctor rode an 1190 at the tail end of the group "just in case" and a professional photographer, driving a 4x4, served as a Backup/Recovery vehicle and official photographer.

Motorcycles were delivered to KTM for the check over, tyres etc. the week prior to the event, before being loaded on to a specially modified Low Bed Transporter for the trip to Cradock. The full itinerary was disclosed shortly before we all boarded the overnight train from Johannesburg to Cradock on Sunday 26th April. A bit of a mystery tour. All routes were download to GPS with options on some days to take to take technical Red routes which were usually longer than the regular Green routes.

The daily itinerary

Day 1 Monday - : Arrive by train in Cradock, off load bikes, breakfast at True living then in your own time ride through the Swaerhoek Pass, Buffelhoek Pass, Pearston, Jansenville, Swanepoelspoort, Trompeterspoort Pass to the overnight stop at the Willow Historical Guesthouse Willowmore. 300 Kms.

Day 2 Tuesday - : Depart Willowmore, Buyspoort Pass, Ghwarriespoort, Potjiesberg Pass, Wapadsnek Pass, de Rust, Meiringspoort Pass, Kareedouw Pass, Witkranspoort Pass, Prince Albert, Swartberg Pass, Gakaskloof down to Die Hel for overnight in tents. 320 Kms.

Day 3 Wednesday – 100kms: Exit Die Hel at first light and down the Swartberg pass to Calitzdorp for a late breakfast. Calitzdorp green route cut across country to the Paardepoort Pass and over the Outeniqua Mountain on the Montague Pass. On to George then the back road to Knysna via Zwartrivierhoogte Pass, Hooge Karatara Pass, Kaaimansgat Pass, Silver River Pass, Homtini Pass, Phantom Pass for overnight at Greenfire Lodge Knysna. 209 Kms. (320 Kms for the day).

Day 4 Thursday – 60kms: Rest day, time to do some laundry and then up the Prince Alfred Pass for overnight at De Vlug (scenic camp site and pub).

Day 5 Friday – 250kms: De Vlug, continue on Prince Alfred Pass, Avontuur, Uniondale, Zaaimansdal, Die Nuwekloof, Studis into Baviaans Kloof to overnight at Zandvlakte Lodge

Day 6 Saturday – 350kms: Zandvlakte exit Baviaanskloof to Patensie, Hankey, Uitenhage, to overnight at Karoo Theatrical Hotel in Steytlerville.

Day 7 Sunday – 300kms: Exit Steytlerville, Waaipoort Pass, Salt Pans Nek, Canteenpoort Pass, Suurberg Pass, Zuurberg Mountain, pass by Addo Elephant Park and on to final night accommodation at the Tsogo Sun on Port Elizabeth beach front after first loading the bikes again on the Low Bed for their overnight return to Johannesburg.

Day 8 Monday - : Depart Port Elizabeth for Johannesburg by scheduled flight.

Well, that was the General Plan but the detail follows.

We held a pre-event dinner the previous Thursday evening for the group to get to know one another, final instructions, warnings and more snippets of information on the route etc. I haven't bitten my nails for years but I started again that night. I realised that all in the group were long time experts at adventure riding with numerous national Enduro and roof of Africa riders. I was the oldest competitor by far and a rank novice at off-road riding, to boot. The thought of riding a heavy 150 hp bike now started to give me sleepless nights. Everything that we needed to take with us for the 8 days had to be carried on the bikes, so the idea was to travel light. I had a soft bag with about 14 Kg of kit tied with bungee cords to the back seat and carrier.

Sunday we all met at Johannesburg station @ 11:30 for the 13:15 departure to Cradock. Big disposable cooler boxes were in evidence in case the Bar on the train ran dry. The party had started. The train ride took 3 hours longer than planned when the loco broke down just outside Johannesburg and we had to wait for replacement loco's. Of course no one was worried as we would not go thirsty. The train was scheduled to arrive in Cradock at the unearthly hour of 04:25 so we were thankful for the delay when we stumbled off the train in daylight just before 08:00.



On the train, ready and eager



Off-loading at Cradock station

Day 1. After unloading the bikes and an excellent farm breakfast we set off at leisure for the day 1 ride to Willowmore. My plan was to stick behind the couples as I was sure they would be taking it easy. No way, everyone appeared to be in race mode. I took it easy getting used to the handling in the dirt and consequently ate a lot of dust until lunch time as the group passed me by. Confidence started to build and I had the off-road mode dialled in, suspension adjusted and rear wheel ABS off. Feeling good I had a few energy bars for lunch washed down with a cold drink courtesy of the Charles Hotel and I still had no idea where I was as the GPS seemed to have a

mind of its own. I decided to press on ahead of the pack and had a good dust free run for the rest of the day for an excellent overnight stop at Willowmore with the obligatory Karoo Lamb Shank for supper. Day 1 turned out to be the easiest ride of the tour - thank goodness.



This is easy – or is it?



A road less travelled

Day 2 started well with a good breakfast and I managed to stay out the bulk of the dust until I went into a long left hand sweep a little hot only to find fallen rider in front of me. I had no option but to get it sideways on the back brake and eventually dropped it where the other rider had come off. Fortunately I was virtually stopped by this time and merely dropped the bike and made my own dust cloud as I rolled across the road. No damage to me, his bike or my bike luckily. Got a big cheer from the other riders for my antics. After that it was a fast dash through valleys and over mountains before hitting the tar through Meiringspoort. Very scenic. Lunch in Prince Albert then back on the dirt up the magnificent Swartberg Pass before turning off to 'Die Hel' at the top.



Special trip to Sedgefield



The Michelin Man

By now I was quite tired, no very tired, and decided once again to beat the mobile dust cloud and carry on slowly. 48 Kms of the most unimaginable bad rock strewn trail lay ahead with a 50 meter water crossing mid way. By the time I got to the top of the very steep track down into 'Die Hel'. I was knackered. The 600 meter descent over approx 3 Kms was not that difficult as I slithered down the track in 1st gear through the numerous hairpin bends. Unreal, diabolical, madness but I had done it. I was soaking wet from perspiration and quickly got cleaned up and changed into dry clothes and rehydrated. We slept 6 to a tent that night and were all asleep within seconds of our heads hitting the pillow. Tough day for everyone.

Day 3. At first light I exited 'Die Hel' at 07:00 bound for the top of the Swartberg Pass and down to Calitzdorp for breakfast. Once again I found the 48 km rock strewn trail difficult but the road down the Swartberg to Calitzdorp magic. Fast winding dirt road and again beat the mobile dust cloud. The 200+ Kms from Calitzdorp to Knysna was an easy, fast dirt run where I managed to do the Montague pass from both directions and then topped it off on the tar over the Outeniqua Pass. The Oudtshoorn side being especially scenic off the beaten track. The 7 passes on the back road from George to Knysna were dry smooth sandy dirt and great fun to use the power and get the back to hang out a bit. Really enjoyed the Day 3 ride from Swartberg to Knysna.



Lunch well earned



The top of the world?

Day 4. Following a good nights accommodation at Knysna we had time to relax. I took the opportunity and rode to Sedgefield for a Fish and Chip lunch at Mr. Kaai, re-living good memories of previous holidays. The ride from Knysna up the Prince Alfred Pass to the overnight camp at De Vlug was a nightmare; there had been heavy rain in the forest overnight and it was treacherously slippery. Surprisingly I managed to keep it upright but one of the couples lost it and in the process took off the silencer and rear brake lever. The driver was OK but the wife had a badly bruised wrist and bruised arm but Dr. Erwin sorted her out and the bike was more or less fixed by dinner time courtesy of KTM spares carried in the backup vehicle. Camping is not my forte and the organisers confirmed that they will not be camping again. We like our little luxuries like a proper bed and bathroom after a hard days riding.



Waar is "die Hel"?



Home sweet de Vlugt? Not really

Day 5. The ride from De Vlug to Zandvlakte in Baviaanskloof was a series of loops on good dirt roads and even the ride over the rest of the Prince Alfred pass was enjoyable as the road had dried out somewhat overnight. Good riding day on a very comfortable bike. Never once got a sore bum. Good accommodation, dinner and breakfast at Zandvlakte. I went to sleep worrying about the next day's run which required a lot of technical riding through rivers, steep rocky climbs and rough terrain. Do that and I'm home and dry I thought. How wrong I was.



Is this paradise?



Stuck in Baviaan's Poort

Day 6. Baviaans Kloof proper. I had a plan that I would walk the river crossing which entails negotiating about 200 meters of round rock strewn river bed about 40 cms deep water and one of the good riders would take my bike through. Didn't happen, I rode it through the water crossing

paddling with my feet. I almost made it but rode into a hole at the start of the submerged concrete slip way near the end and there I stopped up to my knees in water. 10 minutes later another one of the group came through and helped to pull me out. Nearly everyone got their boots full of water but no one fell although there were many near misses. The climb out of Baviaans was awesome as the power of the 1190 came into its own. By now I was getting used to transferring weight on the pegs and getting the bike to go where I wanted it to go although I think it has a will of its own. Very forgiving especially the suspension. I then took the green route to Steytleville which was a mix of 90% tar and 10% dirt. Good easy high speed run. Dinner was special that night as we had starters and drinks on the veranda as we watched the sun go down over the Karoo. Unforgettable. Next we had dinner and a show. The two owners are not everybody's cup of tea being very gay but they put on an entertaining musical show with the one playing the piano and the other in numerous drag costumes miming many popular songs. Food was good and we had a great party.



Civilization, at last!



Waiting to go home

Day 7. Steytleville to Port Elizabeth should have been an easy day with a mix of high speed tar and dirt roads with a shorter slower section over the Suurberg Pass before the run down around the Addo Elephant Park to Port Elizabeth. My gremlin with the Garmin GPS crept in again and I deviated on to a very technical Red route. By the time I realised what I had done I was on top of a mountain with no tracks on the GPS. Took me another km to find somewhere to turn around and make my way back about 6 Kms to pick up the GPS Track. In the process I passed 2 other riders who had made the same mistake and they were both pro's. We eventually found an overgrown farm gate where the track ended and only after we opened the gate and moved the GPS in to the field did the track suddenly reappear. This was a nightmare ride down the Suurberg Mountain in a cattle path. Very precise riding in a narrow rut was the only way to stay upright. After opening and closing numerous farm gates, I eventually dropped the bike when I stopped on a slippery slope with my feet a long way from the ground. No damage but I was exhausted and had by now run out of water in the back pack. Thankfully it wasn't much further before we picked up a track that took us down to the Zuurberg Pass and on to Addo and the finish in Port Elizabeth. The beers in the BeerShack hit the spot. Dinner in the Coachman was a big party with all my new found friends who helped me tremendously in the big learning curve over the past week. They were so supportive of me. I had survived the most arduous ride I have ever attempted and learnt so much about riding off-road in the process. On reflection I enjoyed every moment. The bike, a KTM 1190 Adventurer performed flawlessly. It's difficult to explain the nonstop adrenaline rush without experiencing it for yourself.

Day 8. The flight home. A rather dull affair but what memories to mull over.

Full length video and photos in process of being put together from footage from all the helmet GoPro's and the photographers video camera and drone camera. A "Teaser link" refers (it is probably from the Barrydale shop in the Gawie's story on Page 2 – Ed).

<https://vimeo.com/stuartbrinkfilms/ptm2015>

Martin.

Rider safety from Roger Houghton, written by Eugene Herbert, GMD (RAC Group)

Ten things all Car & Truck drivers should know about Motorcycles

With a long weekend just having passed and another starting tomorrow, I couldn't help but note the number of motorbikes being ridden – myself being one of those riders. In light of that – experienced first-hand – I, as a rider, would have appreciated my fellow motorists taking note of the following. I know there are many more, but the following ten are a minimum:

1. Over half of all fatal motorcycle crashes involve another vehicle. Most of the time, the motorist, not the motorcyclist, is at fault. There are a lot more cars and trucks than motorcycles on the road, and some drivers don't "recognize" a motorcycle – they ignore it (usually unintentionally).
2. Because of its small size, a motorcycle can be easily hidden in a car's blind spots (door/roof pillars) or masked by objects or backgrounds outside a car (bushes, fences, bridges, etc.). Take an extra moment to look for motorcycles, whether you're changing lanes or turning at intersections.
3. Because of its small size, a motorcycle may look farther away than it is. It may also be difficult to judge a motorcycle's speed. When checking traffic to turn at an intersection or into (or out of) a driveway, predict a motorcycle is closer than it looks.
4. Motorcyclists often slow by downshifting or merely rolling off the throttle, thus not activating the brake light. Allow more following distance, say 3 or 4 seconds. At intersections, predict a motorcyclist may slow down without visual warning.
5. Motorcyclists often adjust position within a lane to be seen more easily and to minimize the effects of road debris, passing vehicles, and wind. Understand that motorcyclists adjust lane position for a purpose, not to be reckless or show off or to allow you to share the lane with them.
6. Indicators on a motorcycle usually are not self-cancelling, thus some riders (especially beginners) sometimes forget to turn them off after a turn or lane change. Make sure a motorcycle's signal is for real.
7. Manoeuvrability is one of a motorcycle's better characteristics, especially at slower speeds and with good road conditions, but don't expect a motorcyclist to always be able to dodge out of the way.
8. Stopping distance for motorcycles is nearly the same as for cars, but slippery pavement makes stopping quickly difficult. Allow more following distance behind a motorcycle because you can't always stop "on a dime."
9. When a motorcycle is in motion, see more than the motorcycle – see the person under the helmet, who could be your friend, neighbour, or relative.
10. If a driver crashes into a motorcyclist, bicyclist, or pedestrian and causes serious injury, the driver would likely never forgive himself/herself.

The Evolution of Riding Styles by Dain Gingerelli, source <http://www.motorcycleclassics.com>

From scratching the track to dragging their knees, racers have created new riding styles to keep up with and surpass the leader.

One of mankind's greatest achievements occurred with probably little or no fanfare. The event? The moment that some freewheeling prehistoric man — he could have been named Oog or Grog, it doesn't matter — decided it would be better if he lifted his knuckles off the primordial ground when he walked, ran or even stood. Through that single action, mankind took another step forward in the evolutionary process that led to the species Homo sapiens, eventual masters of the Earth — and all things motorcycle.

Of course, wouldn't you know that with the advent of motorcycling came a step backward in our evolutionary cycle (pun). Blame the reverse process on the second motorcycle, actually, because when its rider came up alongside bike number one, you can only imagine that a race ensued. Nobody wants to be the slowest motorcyclist on the planet, and so the two riders diced it out.

More racing followed, until eventually the civilized world endorsed sanctioned events, among them road races. The faster road racers developed all sorts of riding techniques to guide their bikes faster through the turns, and it was probably a British road racer who figured out that by placing the tip of his inside boot onto the pavement while negotiating a corner at speed he could better judge his approximate lean angle to remain on two wheels and, in the process, lead the race. The accepted word for those toe draggers was “scratchers,” which became a common term during the 1960s. Two-time AMA champ Dick Mann, seen at left on his BSA triple at Ontario Motor Speedway in 1971, was a scratcher.

Wouldn't you know it, the reverse evolutionary process kicked into a higher gear, and by the 1970s racers were dragging their knees through the turns. Technology played a key part. The advent of slicks prompted Kenny Roberts, seen above at Riverside Raceway in 1977, to adopt his knee-dragging style in the 1970s and today MotoGP greats like Marc Marquez are dragging their forearms, elbows, even shoulders (!) through the corners, because, well, their bikes' tacky tires and snappy steering allow them to perform those antics. — Dain Gingerelli



King" Kenny Roberts hanging it out at Riverside Raceway, California in 1977.



Dick Mann scratching the track on his BSA triple in 1971.

Photo courtesy Dain Gingerelli

CMC Library Corner June 2015 submitted by Bob Harpin, CMC Librarian.

This month has been a bumper month for the library as I have had some time to be able to sort through all the books and magazines that we recently had donated from the VMC. It turns out that we now have the complete series of Classic Motorcycle and Classic Bike Magazines from the first issue up to the end of 2012. We have also got quite a few of Classic Mechanics and Classic & Motorcycle Mechanics. With the quantity of magazines that we have I have had to put some into the archive, as space is becoming a bit of a problem in the library itself.

I have decided to keep in the library about 10 titles and all the other have been placed in archive boxes and will be put in the old back bar. The magazines will still be accessible but will require prior notice to me so that I can sort out the required volumes.

I am always on the lookout for motorcycle related books for the library but that does not preclude any of the CMC or VMC members requesting the library to find or acquire books manuals or parts lists that members require. Just give me a call or email and I will try to fulfil your requirements.

With all these magazines making up complete sets we are now in a position to sell off many of our duplicates so that funds can be generated to purchase additional books for the library. These will be available for purchase in the library at R1.00 each and will include virtually complete sets of Classic Bike, Classic Motorcycle and On Two Wheels (I must admit I find that there are many articles in these magazines that are very interesting and informative). There are also some calendars which have some nice photos of classic and vintage bikes which could easily be

transferred onto block board for hanging on the wall of the den or garage. These calendars will be available for R10.00 each.

With the stuff that we got from the VMC we received quite a number of copies of manuals / parts lists from BMS (Bruce main Smith) but I am very disappointed with both the quality and the content. As some of you may know Bruce Main-Smith was a scribe for a number of the motorcycle magazines in the 50's and 60's and he eventually built up a large collection of pre-war manuals and parts lists which he has been flogging off to unsuspecting members of the motorcycling public for many years. Unfortunately he had the habit of cutting these books into strips and then photocopying the bits he thought necessary, which often missed out some critical pages and put in pages dealing with differing years of the same model. But I suppose having poor quality information is better than having no information at all. It now seems that the BMS business has now been transferred to the National Motorcycle Museum so perhaps things will change – but I doubt it !!

Again we have been fortunate in getting quite a number of workshop manuals and parts lists for some of the more “unusual” makes and these include Benelli (125 200, 250, 500/4, 750 & 900/6), Greeves, Husqvana, Cagiva, MV Augusta, and Bultaco.

Peter Vleistra donated a memory stick full with BSA parts lists from the 1920's up to the 1950's so with the existing BSA parts list we should have parts list for virtually all BSA models of post WW1. It is strange how trends change when it comes to restoring motorcycles. In the past it has always been that members were restoring large capacity bikes such as BSA's, Norton's, Triumphs, AMC's, etc. but over recent years the capacities have been reducing. Now-a-days there are many restorations of the 50cc Japanese bikes such as AS50's, C110, etc. as well as the older mopeds such as New Hudson and NSU Quickly. I suppose it must be the availability of the various bikes as most of the “more desirable” bikes have already been found. It would appear that the costs do not change a great deal regardless of capacity as I think that the spares prices, painting and consumables of all size of bikes is approximately the same but the resale value of the smaller capacity models is still relatively low.

Odds and Sods:

A young man at this construction site was bragging that he could outdo anyone based on his strength. He especially made fun of one of the older workman. After several minutes, the older worker had enough.

"Why don't you put your money where your mouth is?" he said. "I bet a week's wages that I can haul something in a wheelbarrow over to the other building that you won't be able to wheel back." "You're on, old man," the youngster replied. "Let's see what you've got."

The old man reached out and grabbed the wheelbarrow by the handles. Then nodding to the young man, he said with a smile, "All right. Get in."

Don't wear your Jacket backwards!

Two guys were roaring down the road on a motorcycle when the rider slowed up and pulled over. His leather jacket had a broken zipper, and he told his friend, "I can't ride anymore with the air hitting me in the chest like that."

"Just put the jacket on backwards." his friend advised.

They continued down the road but around the next bend, they lost control and wiped out.

A nearby farmer came upon the accident and ran to call the police.

The police asked whether they were showing any signs of life.

"Well," the farmer explained, "the rider was until I turned his head around the right way!"

Classifieds

Note: Adds only remain in for 3 months then must be renewed, if necessary. Please inform the editor if adds are no longer needed, within the 3 month period.

DJ MACHINES

DJ Bike for a young enthusiast who doesn't have a large bank balance to buy it! Any condition but hopefully fairly complete. I rode a borrowed bike this year but must get my own! Martin Kaiser
071 865-4220

Gary Barnes is looking for any DJ Bike. Please contact him on 083 329 3558

DJ Eligible 125cc – 200cc machine

Grant Wiggins is looking for a small capacity DJ bike so he can enter the DJ as soon as he gets a valid Motorcycle licence. Please contact him on (078) 366-2742 or grant.wig@gmail.com

WANTED:

1926 – AJS : Model G4 – Flat Tanker – 350cc Side Valve
Gavin Allison has this DJ Bike - Licensed, registered, SAVVA Dated.
It has won the Manner's Trophy 3 times, and the Broker's Trophy in 2014
Bike is in Johannesburg – Please liaise with Hylton on 011-867-0842 or 078-234-7144
Asking R 65,000.00 : ONCO – Negotiable

Paul Whitehead is looking for the following:

1. Sidecar to stabilize his DJ Bike
 2. Quad Bike to get him mobile again
- Contact: Paul 083 450 2078 Caroline 083 653 6290
or email: sdfcxz@gmail.com

FOR SALE:

Honda TransAlp 650 Twin – Fully Serviced. Under 50 000km. R28 000.
Contact Dave Watson (082) 551-5147.

Triumph Trident T150 petrol tank, no rust or dents. R750.

Cowley 6 into 1 exhaust for CBX. R500.

Clymer workshop manual for Honda V Fours 1982 - 1988. R350.

Del Orto carburetors - 2 x New short polished Bellmouths for 40 mm. R400. ea.

Factory workshop manual - Honda XL500S. R450.

Haynes workshop manual - BSA Unit Singles - R200 and Triumph T150 Trident 1969 onward - R300.

Contact Jan. (011) 394-0716; all hrs.

Spare Girder Fork to sell or swop. Originally from a pre-war girder, possibly off a BSA Empire Star.

Contact: Brandon Stovold - Phone: +27 (0) 11 262 5152 / +27 (0) 11 262 5148
Cell: +27 (0) 82 223 7104 Fax to Email: +27 (0) 86 605 5348

Triumph Tiger Cub – Running, restored – R18,000.00 ONCO

BSA C11 Project – R3, 000.00

Pierre 072 513 9432

Matchless G12 1960/63 650cc twin been in continuous use since engine rebuild in 1982
R25,000. Licensed

Paul Whitehead has the following for sale:

1. 2010 Yamaha T Max
2. 1936 Velocette KSS & spares

Contact: Paul 083 450 2078 Caroline 083 653 6290

or email: sdfcxz@gmail.com

Triumph Daytona 500cc twin restored 4 years ago but never ridden, matching frame & engine numbers R25,000 scrapping papers available.

Wanted

Screw on Fuel cap – for 1928 OK Supreme. Please contact James “Hamish” Morrison (083) 456-2768 or hamishm@mweb.co.za

Ariel Sq 4 Carburettor – needed to complete project. Roly (082) 377-4303.

Moto Guzzi V7 Petrol Tank

Motoguzzi SP1000. Seat or seat base and Switches

Contact John Hassall 082 886 7133 or JH29@pixie.co.za

Triumph Tiger TR110 1954 model. I'm looking for the above bike as a restoration project.

Please contact me on 0832355519 if you know of one for sale. Graham Watters graham.watters@actom.co.za

JAP 4B (Speedway) top end bits e.g. pushrods, pushrod tubes, rocker box & cover wanted

Triumph 3T ('46-51) primary chain covers, oil tank wanted

Triumph Model P ('26) exhaust pipe/silencer, carrier, rear stand, petrol tank, chain guard wanted

BSA M20 ('37-54) rear stand, front & rear rims & brake assembly, girder wanted

BSA Sloper Any condition.

Phone Peter Vlietstra 082-650-9880

Points & Condenser for BSA Bantam 175cc

Contact Gerald Hollis

VMC Quick Calendar and Upcoming events

The VMC Committee wants to make the newsletter an essential part of your motorcycling life. The newest idea is the VMC Quick Calendar, to provide information on events, primarily relate to our interest in older bikes, throughout the year. Please send or event info comments to the Chairman, the Editor or any committee member. Contact details are available on the last page of Kickstart.

Calendar for 2015					
June 2015			July 2015		
06-Jun	Mampoer Rally	POMC	4-5 Jul	CMC 1000 Bike Show	CMC Germiston
07-Jun	CMC Club Meeting	CMC Germiston	19-Jul	VMC Winter Rally	Kromdraai
22-Jun	VMC Club Meeting	VVC Club	27-Jul	VMC Club Meeting	VVC Club
August 2015			September 2015		
02-Aug	CMC Club Meeting	CMC Germiston	06-Sept	CMC Club Meeting	CMC Germiston
02-Aug	Cars in the Park	POMC	19-Sept	SAVVA AGM	Johannesburg
06 - 09 Aug	Magnum Rally	POMC/VMC	20-Sept	Piston Ring Swap Meet	Modderfontein
24-Aug	VMC AGM	VVC Club	28-Sept	VMC Club Meeting	VVC Club
October 2015			November 2015		
04-Oct	CMC Club Meeting	CMC Germiston	01-Nov	CMC Club Meeting	CMC Germiston
26-Oct	VMC Club Meeting	VVC Club	08-11 Nov	30th Fairest Cape Tour	Cape VMC
^^^	^^^	^^^	23-Nov	VMC Club Meeting	VVC Club



MAMPOER RALLY

6th June 2015






POMC Club house
c/o Keuning street & Fred Davey avenue
Meyerspark

Registration: 7h30 till 8h45
Coffee: 7h30 till 8h55
Start time: 9h00
Cars /Bikes leaving at 1 minute intervals
Entrance fee: R200,- per vehicle
Parking for trailers at POMC Club house

Distance: 180 km

Tar roads north-east of Pretoria

Fourspeed groups:

- A 55 km/h
- B 65 km/h
- C 75 km/h
- D 90 km/h

Plus Touring class



Willem Prinsloo Museum

Arrival time: 12h30 - 13h30
2 persons per vehicle
free entrance to museum

Contact:

Steffan Stander 079 060 9990
Claude Stander 082 570 2498 (C)
086 538 7825 (F) 012 734 1634 (H)
claude@stander2.co.za

HUGE ACCESS ROAD UPGRADE FOR CARS in the PARK 2015



The Pretoria Old Motor Club has successfully negotiated an extra access road which will be in operation for the 2015 edition of South Africa's biggest car show, the Cars in the Park, scheduled for August 2, 2015.

"Creating the new access road involved negotiations with a land-owner neighbouring the Zwartkops Raceway, and now that we have been given the go-ahead, we can expect traffic flow to improve by a significant margin," said show organiser, Frik Kraamwinkel.

In addition, the usual entry and exit points on the R55 which runs from Kyalami to Laudium have been up-graded, as has the road itself over the past two years.

The new exit will see proper exit roads being established on the north-western corner of the Zwartkops venue, giving improved access to the M26, which runs through the suburb of Erasmia, and then ultimately to William Nichol Drive, which traverses Randburg and Sandton, before joining up with Jan Smuts Avenue in Hyde Park Johannesburg. This route has also been massively up-graded over the past two years, and all work should be complete by August 2.

The **Cars in the Park 2015** will see the 36th running of the event which was started by the Pretoria Old Motor Club in the early 1980s, and held initially at the old Pioneer Museum in Silverton, east of Pretoria.

Since those early times, where the event was strictly a classic car show, the event has evolved to the point where it attracts some 3 000 special-interest motor cars, over 100 car clubs, associated motoring and apparel store holders and over 15 000 spectators. It is by far the biggest car show on the South African calendar, and in fact it is the biggest event on the Zwartkops Raceway calendar, being likened to South Africa's version of the famous British Goodwood festivals.

Cars that show up every year range from vintage machines dating back as early as 1904 to classics from the 1950s and 1960s, hot rods, muscle cars, dragsters, customised motorcycles and hot turbocharged street machines. It is this varied mix of motorised adoration that makes the event so special.



For more information on Cars *in the* Park 2015, contact Frik Kraamwinkel via e-mail on frikkr@gmail.com or by telephone on 082 444 2954. For exhibition space, contact Hanlie Delpont on info@siyakula-events.co.za or on 082 908 2295.



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RESTORATION and other SERVICES

Restoring your bike?

Is there a better cleaning method for your aluminium parts than Vapour Blasting? It's a gentle, water based, non-destructive process for aluminium cylinder heads, engine blocks, gearbox casings, wheels, carburettor bodies, etc. There is no excessive metal removing, no blasting material embedded on metal surface. Just a smooth satin finish.

Call Janus from Classic Restorer for details: 081 065 8275 (Benoni) or email classic.restorer1@gmail.com

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/aluminium 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 or carolinesrawhoney@gmail.com

Petrol taps Enots flat-slide type, made in brass to your order. In sizes 1/8", 1/4" and 3/8" BSP as well as **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.

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.

Restoration and other services. Gravel Man Services offers full service of all BMW boxer twins (old and new). Accident damage repairs and restorations. Please contact Markus Watson on 083 602 3503.

THE VINTAGE MOTORCYCLE CLUB

P O Box 782835 SANDTON 2146 South Africa

Website: www.vintagemotorcycleclub.co.za

COMMITTEE AND OFFICE BEARERS

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Rob Pattison-Emms	Committee Member/Century Run organiser	avonrod@mweb.co.za	011 460 1901	011 460 1901	082 891 8399
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Kevin Walton	Club Dating Officer	kevin.walton@norcossa.com			082 891 2869
Ken Wiggins	Magazine editor	editor@vintagemotorcycleclub.co.za	011 793 7138		083 256 1949

Fees payable

Entry Fee: R50.00 Annual Subscriptions: R240.00 (R120.00 if joining after 1st Jan)

Country member: R175.00 (+80km from club HQ) (R85.00 if joining after 1st Jan)

Family members: R10.00 (i.e. Spouse & minor children)

Please note that Club fees for the next VMC year will increase to R260 (Annual Subscription) and R190 (country members).

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

Please forward DEPOSIT SLIP to the Treasurer's email address or the VMC postal address above.

Club Meetings are held every fourth Monday of the month (except December) at The Vintage and Veteran Club (VVC), 3 Athol Oaklands Road, Oaklands Johannesburg, at 20h00.

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