

KICK START

MMXV

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CHAIRMAN'S MESSAGE:

At the last club meeting, when we reminded folks about the DJ Ride in Memory, I wasn't sure about the turn-out we would have. Thank you to everyone that made the ride and commemoration of friends departed. More than 20 members, on all manner of two wheeled transport, helped make the event a success. The event also proved the point that if we are out in the public eye, interest is stirred and exposure of our club will increase.

As we move rapidly to the end of the year, the Fairest Cape Tour calls. To all of you who are travelling down for the Tour, make sure you and your machine are well prepared, travel safely and I look forward spending some fabulous days of rallying.

As we head into the New Year, please remember the commitment VMC has made to support events in 2016. The DJ, Century Run and Magnum are the big ones, but the committee is making a concerted effort to put more riding opportunities in the calendar, starting with a social ride to Monaghan Farm, near Lanseria Airport in November

Whatever you do, keep the rubber on the road, ride safely and all keep motorcycling as the goal for eternal youth.



See you all in the Western Cape

Pierre.

CLUB NIGHT, 28th September 2015 compiled by Ken Wiggins

The meeting attracted 38 members – it must have been the thought of our pretty, new committee member Chantal Madgwick, that attracted all the attention. Apologies were received from a number of members, notably Les Simm and Doug McClaren who are not well.

Pierre then welcomed Bill Lance as our newest member. Bill has been an avid entrant in the DJ. He also has a number of interesting bikes in his stable; from a 1927 Zenith to a Suzuki GS1100.

Pierre updates us on the progress of Rally GPS Trackers. These have been ordered and should be available for the Fairest Cape. The Rally Program is ready to track competitors – thanks to Peter Vlietstra for all the late nights completing all the “coding” for the new program. There appears to be a lot of interest in this concept from a number of areas. Perhaps the burden of marshalling will be eased sooner rather than later after implementation at the Fairest Cape Tour in mid-November.

Ian Holmes put everyone’s mind at ease, telling us the planned date of the 2nd week in March for the 2016 DJ is all systems GO and that the Regs will be out shortly. Ian then gave us an entertaining, as usual, description of his trusty “DJ Triumph” which is in fact a 1936 AJS.

He regaled us with stories of his “Flying W” on the DJ when a sheet of water camouflaged a pot hole. After regaining his composure, he had to race along at speeds exceeding 110KPH to get back on schedule. Ian has loaned to bike to at least 6 other DJ riders, as it is such a reliable and trustworthy motorcycle. “It even has a genny that works”, he ensured us, “it provides a full 8A with the lights on!”. And with that he proceeded to fire her up – on the first hint of a kick.

Past Events

The 2015 DJ Ride in Memory by Ian Storer

What a lovely day Sunday 11 October turned out to be. Over 20 riders, on a variety of old and newer motorcycles (including a scooter) set off at 9AM to complete a ride, either the short route of approximately 65km or the longer route of approximately 90km, from the James Hall Transport Museum in Rosettenville through the Southern suburbs of Johannesburg. Meandering through the Walkerville and Grasmere areas, it was a lovely ride with contrasting scenery, from squalor to beauty.

Everyone managed to get back to the Museum safely at around 10:30. A short service was conducted in memory of those departed. Plaques were to be mounted after the service.

The event drew in quite a few visitors who were curious to find out what was going on. This proves that the more exposure we get; the greater chance of recruiting new members and increasing the prominence of our movement and a general interest in motorcycles of yesteryear.

VMC hopes to bring this run back into an annual event to raise awareness of the DJ for future generations.

Part Three of the Story of Two Special Motorcycles by Eddie Germiquet

Some Early Recollections

While the bike was in my friend Peter's possession, he painted it in blue with a hand held paintbrush. When I took possession of it again, I wanted to put my distinctive mark on it. The culture at the time was to look like a hippie and to turn a bike into a chopper. Thankfully all I could afford was a doily pattern on the tank.



1972 "Look like a hippie and ride a chopper."



1971 Triumph in the hand painted blue colour.

An Accident

The only accident I have ever had was in 1972 in the southern end of the Johannesburg CBD. I was riding at an average speed behind a light delivery lorry when the driver suddenly, and most unexpectedly, hit his brakes and came to an immediate stop right in the middle of the road.

Although I had applied my brakes, the distance was not sufficient to prevent me hitting the rear of the lorry and falling off the bike. The driver of the lorry came round to see what had happened and then began remonstrating with the driver of the car that had been in front of him. The cause of the accident was that the driver of the car had stopped in the middle of the road intending to turn into some factory premises, without indicating his intentions to do so. This had caught the lorry driver by surprise and forced him to hit his brakes so unexpectedly.

"Now look what has happened to this poor motorcyclist!" The driver of the car looked at me examining the damage on my bike and asked how much the repairs might cost?

The headlight had taken the impact and was somewhat crumpled up against the steering head. What saddened me the most was that the flat headlight glass had been shattered. "About R25" was my reply. The driver of the car reached in his pocket and pulled out R25 and the deal was settled.

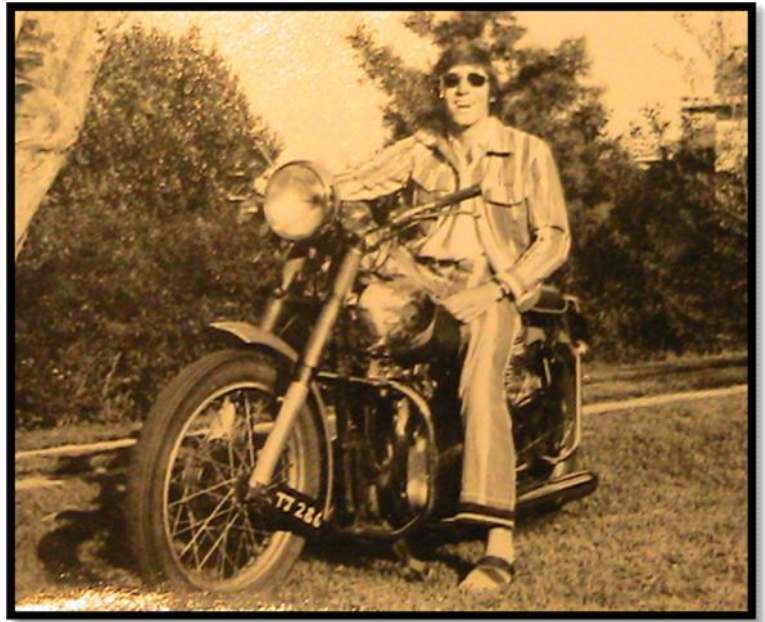
When I went to Rubes Motorcycle shop they could only offer me a convex head lamp glass. I did some panel beating on the headlight and it was soon back in place.

Working at Crown Mines (1972)

From January to December 1972, I worked at Debeers Research Laboratories in Crown Mines and commuted daily from Parkview on the Triumph.

Johannesburg – Grahamstown trips (1973 – 1977)

The 1,000 km trips each way, to and from Grahamstown where I attended University, were always an experience of adventure and excitement. I would scour the maps ahead of time to see if there was any other possible route that I could take. I wanted to see if there were places and routes of interest or importance that I had not yet “discovered”. It was in this way that I “discovered” the Gariiep Dam (then Hendrick Verwoed Dam), the Katberg Pass and Devil’s Bellows; the Nico Malan Pass; the Pen Hoek Pass; the eastern Free State route via Wepener and Ladybrand as well as the route via Durban and through the Transkei crossing over the rivers on the old single lane bridges.



Easy Rider, 1972

In addition, one return trip from Grahamstown to Cape Town via the Bloukrans Pass. I usually rode in sandals or slops so that I did not have the discomfort of water collecting in my shoes after passing through a storm or while riding in rain. On one particularly scorching day I arrived at the Petrol Station at the Gariiep Dam (30° 35' 17”S; 25° 29' 29”E). After the tank had been filled and I was contemplating resuming the homeward journey in the searing midday heat, my eyes fell on a watering can used to top-up car radiators. I walked up to it and noticing that it was full proceeded to lift it above my head and turn it upside down. This impromptu cooling shower on the petrol station apron filled the attendants with consternation and my departure was accompanied by their loud and excited laughter.



Nov. 1974, TJ 286 parked below the Gariiep Dam



110% full and overflowing with a tremendous roar and clouds of mist

The first trip took place in February 1973. The initial part of the journey was in the company of Peter Driver, who wished to escort me for the first day. He had by then completed his year of national service and had acquired an ex-army 500cc AJS single. We rode off together skirting Sasolburg then onto Parys, Ventersburg and Kroonstad and on to and through Winburg.



Peter Driver on his AJS 500cc Single (1973)

In those days, the national roads led from one town to another, making it necessary to pass through the centre of each town along the route. The only part of the N1 motorway that had been completed was between Winburg and Bloemfontein. The road south of Bloemfontein was to Reddesburg where it then forked. The one fork heading south-east to Aliwal North and the other in a westerly direction to Colesburg. Thus having passed through Bloemfontein we reached Reddesburg and decided to look for a B&B. An arrow on a big sign indicating “Coetzee Kamers” pointed us into the heart of this dusty little Free State dorp.

Coetzee Kamers became my usual stopping place during the next 5 years on my trips to and from Grahamstown. Meffrou Coeteez was a widow and kept herself busy by offering simple accommodation for travellers, thereby making a small income. She would give me some of her dried apricot rolls and I would sign her visitors’ book and draw a little motorcycle next to my name. Years later while passing through Reddesburg I noticed that the sign was no longer there. So while buying a soft drink at a road side café I enquired after Meffrou Coeteez. “She was murdered” was the reply.

The next day was a Sunday. Peter and I awoke at about 4am and departed without much delay. As we reached the main road running through Reddesburg, Peter gave a wave and turned north towards Jhb. I turned south and rode off into the darkness faithfully following the little circle of light on the road ahead of me. It was dark, I was far from home and alone on unfamiliar roads but there was joy and excitement in my heart. Dawn began to break as I passed through sleeping Smithfield. The approach to Aliwal North at about 6am was grey and it began to drizzle. Having left Jhb the day before, I was struck by the strange realization that here there was no-one on the streets. “Where is everybody?”

After having passed through King Williams Town I headed on to Grahamstown where the national road (N2) at the time still ran through the town. I paused at the bend where the clump of trees known as Makana’s Kop over-look the town. I gazed over the town and wondered where Rhodes University could be? My next challenge was to find Livingstone House, the residence for theological students. I stopped next to a group of students walking along a campus road and asked for directions. The student who pointed it out to me and who it turned out was also a resident at Livingstone, later confided in me that he had wondered how this long haired apparition on a strange motorcycle could be associated with a residence for ministry candidates. This first 1,000 km trip from JHB to Grahamstown, made in 1973, took place before the start of the oil crisis and the escalation of petrol prices. The fuel costs for this entire trip was R5.

Eddie’s saga will continue over the following months (Ed.)

Library Corner October 2015 by Bob Harpin

Being the CMC librarian and having been involved with it for the past 12 years, one tends to think that it is the repository of virtually everything motorcycling from the year dot. That is until someone asks for, what should be, a fairly simple request and it cannot be fulfilled. This happened recently when I was asked about a workshop / maintenance manual and parts list for an early 1930's BSA. No problem, I thought, there are plenty of Pitman or Pearson books in the library that should cover the requirement. How wrong I was! Although there are many of these books all, apart from one of them, were published post war and although they purport to cover pre-war models, this coverage is rather scanty. The only pre-war BSA book that the library has is the "Pitman's Book of the BSA" (7th edition) from 1936 and no amount of searching the internet could come up with anything earlier. Looking at these manuals (Pitman's or Pearson) it appears that new editions were published when there was a major change in the model range and therefore any previous models are not that well covered and this seems to be the case here.

So if anybody has a copy of "Pitman's Book of the BSA", editions 1 through 6 that they could loan to me (or donate) so that a gap in the collective knowledge can be filled, I would be obliged. Fortunately we do have "Motorcycle Repair and Upkeep" (volumes 1 & 2) edited by Edward Malloy which although not manufacture specific does give a good insight to the maintenance and repair of many pre-war machines and to my mind is the "bible" for working on pre-war machines. It would appear that much of the technical information on pre-war machines was disseminated by the weekly magazines, such as the "The Motor Cycle" or "Motor Cycling", or by printers such as Newnes putting technical books into weekly parts and selling them off to Joe public. Again the library holds quite a large stock of "The Motor Cycle" and "Motor Cycling" (dating back to WW1) with a rudimentary cross reference file.

The advent of the Haynes/Clymer type workshop manuals is a relatively modern thing having been presented to the public in the late 1950's early 1960's where previously, owners had to rely on the manufacturers maintenance handbooks (very basic) or the more general maintenance books such as the Pitman or Pearson series or send the machine to dealers/local motorcycle shop where the services could be rather expensive and of dubious quality. During the war when many young recruits or conscripts had the pleasure of repairing many mistreated motorcycles, some sort of instruction was required as to what to change /repair and how to effect that change or repair (a number of these instruction books are held by the library). These military maintenance / repair instructions of the 1940's eventually evolved into the workshop manual that we are familiar with today.

A few manufacturers brought out their own workshop manuals and initially these were very good as they were written by the Manager of the particular manufacturer's service department but as the Haynes and Clymer products grew in diversity and availability and together with the rapid demise of the British motorcycle industry, the availability of these manufacturer produced manuals was left to the Japanese. (BTW the authors of the Pitman's and Pearson books were frequently the manufacturer's service managers)

Post war there were attempts made by the magazine industry to cash in on machine maintenance with publications of titles such as "Motorcycle Mechanics" and "Practical Motorist" but most of these were relatively short lived and when the "Classic" era took over in the 1980's, such titles as "Classic Mechanics" and "Classic Motorcycle Mechanics" were to be seen on the shelves but alas they did not survive much longer than their 1950's predecessors. The Library has many copies of these magazines and specific technical articles can be scanned and put onto disk. The library also has a nice cross reference files for many of the 1970/80's magazines. To coin a phrase "come up and see me some time"

At about the same time of the changes with the maintenance manuals occurred there were significant changes with the way that the parts lists were shown. Up until the 2nd world war an illustrated parts list just showed the particular part and its associated part number with no reference to its relationship to other parts around it or of the same unit. This makes restoring pre-war bikes more difficult as it is unclear whether spacers, washers, etc. are fitted on shafts and if so in what order. Fortunately, whether to cater for the army recruits during the war I do not know but virtually immediately post war, parts lists came out with the “exploded” view of the assembly so the relative positions of all the parts could be seen and whether any other associated parts were involved. Most manufacturers adopted this format apart from AMC who went their own merry way up until the 1960’s and then for their last few years in existence, conformed. (AMC seemed to be in a world of their own with regard to parts lists as they frequently used the same drawings to show parts which had changed significantly years previously)

Around the 1960’s other “advances” in parts lists took place and the microfiche was born. This enabled a photograph of a parts assembly drawing to be placed on a card and to view it you used a massive reader (if you can’t remember what they looked like, we have one in the library) to get a very unclear representation of the parts list. At the same time the Japanese were getting in on the motorcycle act and started producing manuals and parts lists of their own. As was the case with the machines they copied everything and in some cases actually improved on the original but this was not to be the case with parts lists. The early Japanese parts lists were printed on something which looked like paper but was more like a highly absorbent toilet tissue as when they printed anything on to it the ink was absorbed and spread so making the writing virtually unreadable. With these early parts books even looking at the part numbers through a magnifying glass you cannot determine the actual number! To add to the parts woes, these drawings were used as the back drop on microfiche which made them even more unintelligible when viewed on the infamous microfiche reader. The Club has about 500 microfiche cards on Japanese bike parts of the 1960’s and 70’s but as the technology has passed, getting these microfiche converted into pdf files is no longer possible unless you want to purchase a purpose built machine at US\$ 200,000-00.

July and August has been a time for sorting out some of the magazines that we have recently been given and some progress has been made. I have now been able to significantly increase our stock of duplicate magazines and these are on sale, in the library, for R1.00 each. There are also some car books and magazines available at R50 and R1 respectively. (All proceeds to the library book fund).

An appeal – The library often gets items (to my mind) of significant historical interest and frequently these lay unlooked at for years on end as there is nobody willing to do anything with them. Eventually they get into such a state that it is hardly worth keeping. If you are interested in helping sort these items as they become available and organizing them in some sort of viewable order, please let myself (CMC Librarian) or Ken Wiggins (VMC Editor) know and we can sort out a place and functionality for a club historian. The amount of knowledge being lost or ignored is almost criminal.

TWO-WHEELER DEALERS by Charleen Clarke

Supplied by Roger Houghton, re-printed with permission from Real Estate Magazine.

‘Four wheels move the body. Two wheels move the soul.’ While we don’t know who made this statement, nothing sums up the passion for biking better. Until now, it is this passion that has driven enthusiasts to collect bikes. As Roger Houghton, an ardent classic motorcyclist enthusiast, notes, ‘The collectors of motorcycles in South Africa are – in the main – enthusiasts, with many of them having started their collections with machines handed down from father to son.’ Fellow local biking enthusiast, Clive Strugnell, concurs: ‘Collectors – especially in this country – have largely been people who adore bikes. They have collected them for the love of the machine. Money hasn’t come into it.’

It’s easy to love bikes, as Manfred Prommer-Wolf, a classic-bike tour operator and enthusiast, notes. ‘They are works of art! Motorcycles are fascinating machines that are occasionally very decorative and, in addition, useable. What an awesome combination!’

This situation is mirrored overseas, as Ben Walker, head of motorcycles at British auction house, Bonhams, confirms. ‘I’ve yet to see people, who are purely investors, buying motorcycles. Most buyers – even at the higher end – are informed enthusiasts and collectors. They are people who enjoy their “asset” not only because of its value but also because of what it represents from a cultural, social and historical perspective. The most important factor for the majority of buyers, though, is the thrill of riding the machines. It is a tangible asset and one from which a huge amount of pleasure can be derived.’ However, this situation is changing, as classic motorcycles are increasingly viewed as lucrative investments.

BIKING BASICS

According to the South African Vintage and Veteran Association (SAVVA), which was established in 1968 as an associate of Motorsport South Africa, a motorcycle must be at least 20 years old in order to be considered a classic. It furthermore breaks down motorcycles into various subcategories, ranging from Class A or ‘Ancestor’ for bikes built prior to 31 December 1904 to Class G or ‘Post 60’ for bikes built between January 1946 and 31 December 1960.

Strugnell has a somewhat more flexible definition. ‘As far as I am concerned, a classic bike is basically anything that people are prepared to buy and restore; something for which other people will pay good money,’ he says.

Houghton explains that there are many factors that can make a motorcycle valuable. ‘These include scarcity, technical innovation (such as motorcycles fitted with Wankel rotary engines), and the assigning of “hero” or “cult” status. The latter applies to a Brough Superior, Triumph Bonneville, Norton Manx (racer), BSA Gold Star, Excelsior Manxman, Vincent, Velocette racers and the like,’ he says.

Derek Chester-Browne, a classic-bike enthusiast in the motorcycle trade, agrees. ‘In general terms investment collectability depends on factors other than just age: rarity, beauty of design, character and a model’s success in competition probably being the most noteworthy. The romance of “race heritage” and “sporting focus” triumphs over touring reputation by some margin. Specific history is also an elevating factor, as is full paperwork from the day of sale, ownership by a famous personality and success in competition.’

‘Take the Laverda Jota, a statuesquely handsome model of uncompromising nature. This bike enjoyed only modest success in racing but only a few thousand were ever built. Then there are the bevel-drive Ducati v-twins of the 1970s, which shot to prominence when British rider Paul Smart defeated a horde of more powerful opposition piloted by higher ranked riders at Imola in Italy on a 750SS. On the back of that early success, more recent Ducati domination in World

Superbike plus many wins and a MotoGP championship, all bevel-drive models from the touring 750GT of the '70s to the last Hailwood Replica 1000 Mille of the '80s have become highly sought after,' he explains.

Prommer-Wolf paints a similar picture. 'Age, character, history, low numbers, limited editions and/or racing history classify a bike as a vintage classic. This can be a Harley Davidson pre-war model or a racing bike from Ducati that is just a few years old.'

His personal wish list when it comes to classic bikes includes:

- Norton Commander;
- Triumph Bonneville;
- Benelli 750 or 900 SEI;
- Ducati's 750SS and 900SS;
- Pantah 916;
- Laverda Jota;
- Moto Guzzi Le Mans;
- Honda's CB750 Four, CB1100R, RC30 and CBX1000;
- Suzuki's Katana and GSX-R 750R; and the
- BMW R90S.

According to Houghton, there is also a growing market for the 50cc machines that were so popular in the '50s to '70s. 'These include Itom, Garelli, Zundapp and even some of the mass production Honda, Suzuki and Yamaha models,' he says.

Kim Karlsson, co-founder of Born2Ride premium motorcycle store in Sandton, Johannesburg, says British, Italian and German bikes from the '50s, '60s and '70s are proving popular, as are Japanese bikes from the late '70s and '80s. 'These are becoming rarer and thus more valuable,' she explains. 'The main collectors are people who owned (or who wanted to own) the bikes in the '70s and '80s. These collectors want to relive those good old days now that they have more disposable income.'

On an international front, Walker says the Brough Superior, Vincent and Croker are the big-ticket bikes. Strugnell claims the Vincent is sought after in South Africa, too. 'This rare British bike (only 11 000 were produced, from 1946 to 1955) was the superbike of its day. I know a South African plumber who inherited five of these bikes. Ironically, he lives in a caravan! He has sold two, for the princely sum of R500 000 a piece,' Strugnell reveals.

Some collectors focus on less expensive brands such as BSA Bantams and Royal Enfields due to the lower cost and a ready supply of replacement parts. 'Motorcycles with a history of racing, motocross, trial or enduro successes have increased values, particularly if they have been ridden by famous riders such as world champions or taken part in famous races, such as the Isle of Man TT,' notes Houghton.

Even classic bikes with an impressive pedigree can be acquired for a fraction of their motorcar counterparts. 'In South Africa, it's possible to snap up a classic bike for anything from R35 000 to R100 000,' says Strugnell.

THE COLLECTORS

Many South Africans are doing exactly that, although, points out Chester-Browne, big motorcycle collectors and their collections are mostly under the radar in South Africa. 'For instance, there is a father-and-son collection of Bimota motorcycles in Gauteng numbering over 100 bikes, which few even know about,' he reveals.

He describes local collectors as 'a varied lot': 'They range from the corporate executive with his mint Vincent Rapide and Ducati beside his Bentley and Ferrari in an upmarket suburb anywhere in South Africa to the hardworking plumber east of Springs with a fleet of immaculate British and Italian classics from the '60s to '80s in a dedicated room at his industrial premises.'

Most collections of value are of modest proportions. 'South Africans generally own anything from three to a dozen bikes, whatever is practically manageable for the owner. What the owners have in common, irrespective of level of affluence or social strata, is passion, the element that unites them despite their differences,' says Chester-Browne.

Of course, there are opportunists and trend followers cashing in on the current popularity of motorcycle classics. 'But the reality of maintaining a collection is hard work and expense, invariably making them a here-today-gone-tomorrow part of the classic scenery,' Chester-Browne notes.

For the serious (and knowledgeable) collector though, a classic bike can turn a pretty profit – at the time of going to print, the Harley-Davidson ridden by Peter Fonda in Easy Rider was set to go under the hammer. The estimated price tag? Over \$1 million.

'Go for something like the Yamaha RD350; they're in huge demand all over the world and, if you're lucky, you can pick one up now for R60 000. I reckon these bikes will treble in value over the next three years' – Clive Strugnell, SA bike collector

'Café-racers (classic or older-model bikes that have been revamped to look like period racers) are growing in popularity but be careful of this trend as it can devalue the donor motorcycle if it is a worthwhile brand and model' – Roger Houghton, SA biker and collector

USEFUL CONTACTS

- Vintage Motorcycle Club of South Africa (Johannesburg), vintagemotorcycleclub.co.za
- Classic Motorcycle Club (Germiston), classicmotorcycleclub.co.za
- South African Vintage & Veteran Association (SAVVA), savva.org.za
- Deneysville Motorcycle Museum, deneysville.com

CLASSICS ON THE CUSP?

'Compared to the car market, the bike market has a little catching up to do – but there is a growing level of sophistication and informed decisions are taking place,' says Strugnell. 'We've seen a rise in the values of motorcycles year on year since the recession as people look to reinvest their funds in more tangible assets,' he adds.

'At the top end of the market, the values of some marques rise between 10 and 25%. But, even at the lower end, motorcycles have increased in value by 5 to 10%. A number of car collectors are also buying bikes as they represent excellent value when compared to cars,' says Walker.

Karlsson concurs, 'The market for classic bikes is currently one-fifth of the size of the classic car market. But, on an international front, the trend has been swinging towards bikes in the last two years. Classic bikes are now selling at a premium, at least 50 to 100 times the original price.'

Local buyers are beginning to realise that these returns are possible, and experts say that trade in classic bikes is starting to pick up in South Africa. 'I have noticed this trend in the last 18 months,' comments Strugnell. 'As a result, some classic car outlets – Hamptons in Sandton, for instance – are starting to focus on bikes now as well.'

Prommer-Wolf says that an investor cannot really go wrong with a classic bike. 'The bandwidth of prices for classic motorcycles is enormous – from a couple of thousand rands to millions of rands for a bike. You may be able to pick up a nice, reliable BMW R100 RS for R30 000. Or go wild and spend R3 million on a Ducati that has won a MotoGP! If you buy the right bike, you will not lose money. There is no depreciation; they are only appreciating,' he reveals.

Strugnell says car collectors have also come to realise that it's easier to collect bikes. 'The bikes are obviously cheaper and they are more practical investments. One of the problems with owning a classic car is where to keep it. At least 50% of all the cars you see in exotic car showrooms are owned. They're there on consignment as a showroom is a convenient place to keep your classic car. It's far easier to store a bike or two.'

Sadly, when the time comes to sell, these investors are eyeing overseas markets. 'In South Africa, classic motorcycles are usually only tacked on at the back of an auction featuring mainly classic cars,' says Strugnell. 'In contrast, there is considerable global interest in classic motorcycles as investments with huge prices being realised in the USA and Europe, particularly the UK. The volume of motorcycles being traded is large, so they can justify auctions for bikes only. The upshot is that the only way local owners can realise substantial prices is to export the motorcycles to overseas auction houses. This means a continuous drain on our local collections. The bike market is obviously much smaller than the car market, meaning it's always been more difficult to source classic bikes,' he adds. 'But now, with the huge interest in these machines, it's more difficult to locate a good classic bike than ever before,'

Prommer-Wolf concurs. 'The reality is that classic bikes are in short supply anyway. Take these examples: there are about 1 000 Porsche 911s (built before 1986) available in Germany online and about a handful in South Africa. Three Moto Guzzi Daytonas, three Benelli 750 Seis, one Laverda RGS and zero Laverda Jotas are available in Germany. None of these bikes is available in South Africa.' The message is clear: investors eyeing the classic bike market should act now.

WHERE TO START

1. Join a classic motorcycle club. 'This is where the novice collector can find machines for sale and, most importantly, where he or she can obtain advice on what to buy and what to stay away from,' says local enthusiast Roger Houghton.
2. Attend classic-bike events. 'There are numerous shows around the country where owners can exhibit their classic motorcycles, with the largest being the Classic Motorcycle Club's 1 000 Bike Show held at the Germiston High School, opposite Rand Airport, on the first weekend of July each year,' reveals Houghton.
3. Buy a bike that is in good running condition. 'Probably the biggest pitfall is mechanical condition,' says biker and motorcycle tradesman Derek Chester-Browne. 'Unless it seems an absolute steal, beware the cosmetic restoration or painfully polished original that does not start. It should be a good runner and feel good on the road. If it fails on either account, walk away or offer substantially less than the asking price. Buying sight unseen is a risk not worth taking.'

4. Go for a popular model. Houghton warns that it's difficult to obtain spare parts for some bikes. 'Avoid these motorcycles!' he says. That's not to say that there isn't a market for unrestored bikes that are in a good condition, though,' biker Clive Strugnell adds: 'But, very importantly, they should not have been butchered in any way. They must be 100% original.'
5. Buy the best you can afford, says Ben Walker of British auction house Bonhams. 'Consider the cost of maintenance, restoration, insurance, petrol and storage before buying,' he advises, 'And always check the history of the bike. Make sure you have documents and ensure that the frame and engine number match the documents.'
6. Get professional help. 'This is an extremely difficult market with many standard or cheaper models being modified to look like more expensive and rarer models,' warns Kim Karlsson of Born2Ride premium motorcycle store in Gauteng (born2ride.co.za).

LEADERS OF THE PACK

The top prices paid for classic motorcycles at auction:

1. 1915 Cyclone Board Track Racer \$551 200 (July 2008)
2. 1939 BMW RS255 'Kompressor' \$480 0000
3. 1922 Brough Superior SS80 'Old Bill' \$469 763
4. 1929 Brough Superior SS100 \$465 350
5. 1926 Brough Superior SS100 'Alpine Grand Sports' \$453 000
6. 1939 Brough Superior SS100 \$426 100
7. 1934 Brough Superior SS100 'Two of Everything' \$393 400
8. 1932 Brough Superior 'BS4' 3-Wheel Austin-engine \$377 950
9. 1948 Vincent-HRD 'Black Lightning' \$377 260
10. 1938 HRD-Vincent Series A Rapide \$366 110

Source: The Vintagent, thevintagent.com



1915 Cyclone Board Track Racer



1939 BMW RS255 'Kompressor'

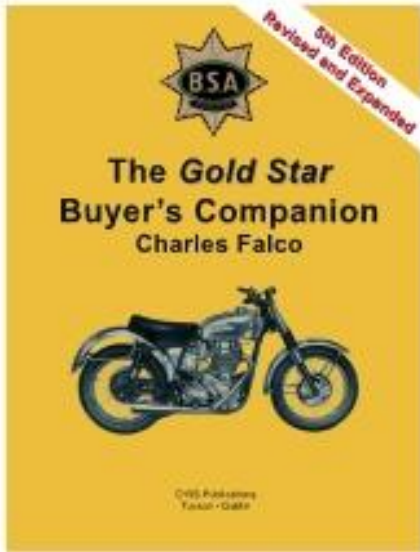


1922 Brough Superior SS80 'Old Bill'



1948 Vincent-HRD 'Black Lightning'

Motorcycle Publications



A few years ago, Charles Falco wrote a book called The Gold Star Buyer's Companion. The book was recently released as an expanded 5th edition and may be of interest to members with Goldstars, wanting to restore a Goldstar or just purely for the love of Motorcycle literature.

You can find a full description of the book, its contents and the author's biography at <https://www.createspace.com/5757916>.

The book may also be ordered from this site.

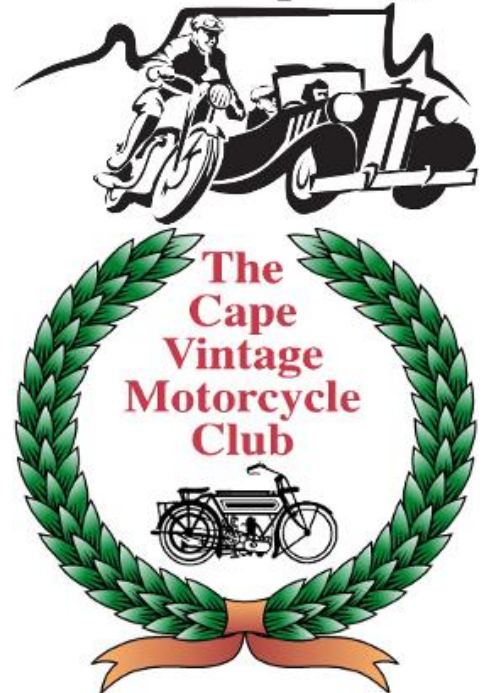
Upcoming Events

Fairest Cape Tour 2015: The Cape Vintage Motorcycle Club is holding the 30th event for Motorcycles and Motor Cars from Sunday 8th to Wednesday 11th November at Goudini Spa, Rawsonville in the Western Cape.



Goudini Spa Countryside

Fairest Cape Tour



Future Events – planning ahead for 2016

Petrol Heads in Paradise: The Garden Route Motor Club will be hosting this show on Sunday, 1 May 2016.



The Magnum Rally: This event is the 37th running of the most outstanding motoring event in the north of our country. Please start recruiting friends, colleagues and all motorcycling lovers to start saving for this amazing extravaganza of rallying.

The poster for 'THE MAGNUM RALLY 2016' is set against a yellow background with a subtle grid pattern. At the top left is a circular logo for the rally, showing a red vintage car, a motorcycle, an elephant, and a giraffe, with the text 'THE MAGNUM RALLY 2016' and 'MPUMALANGA'. To the right is the SAVVA logo, a circular emblem with a gear and a lamp. Below these, the text reads 'Incorporating: 2016 SAVVA National Vintage and Classic Motorcycle Rally and 2016 SAVVA National Vintage and Classic Motorcar Rally'. The central text block provides the dates '11th till 13th August', the route '800 kilometres tarred roads on Mpumalanga Escarpment', and the organizers 'Vintage Motorcycle Club and Pretoria Old Motor Club'. To the left of this text is the 'The Vintage Motorcycle Club' logo, and to the right is the '50th Old Motor Club' logo, celebrating its 50th anniversary (1966-2016) in Pretoria. At the bottom, the 'Hotel Numbi & Garden Suites' logo is shown, featuring a giraffe and the text 'Next to the Kruger Park' and '***'. The bottom-most section contains contact information: 'Info: Leo Middelberg (leo@middelberg.co.za), Tom Linley (sandraily@yahoo.com), Frik Kraswinkel (frikkr@gmail.com)'.

THE MAGNUM RALLY 2016
MPUMALANGA

Incorporating:
2016 SAVVA National Vintage and Classic Motorcycle Rally
and 2016 SAVVA National Vintage and Classic Motorcar Rally

11th till 13th August
800 kilometres tarred roads
on Mpumalanga Escarpment
Organised by :
Vintage Motorcycle Club
and
Pretoria Old Motor Club
Accommodation at

Hotel Numbi
& Garden Suites
Next to the Kruger Park ***

Info: Leo Middelberg leo@middelberg.co.za
Tom Linley sandraily@yahoo.com
Frik Kraswinkel frikkr@gmail.com

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 (2016). Please contact him on (078) 366-2742 or grant.wig@gmail.com

WANTED:

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
or email: sdfcxz@gmail.com

Caroline 083 653 6290

FOR SALE:



Suzuki Katana GS550 1983 -One owner since 1983 and is licenced up to date. Has not been used for 3 or 4 years so will require recommissioning. Bike comes complete with a full dolphin fairing, a complete spare rolling chassis and the major parts of an engine

R12 000.00 negotiable.

Contact Bob Harpin - 011 849 8130 or 083 230 4714



Suzuki GSXR400R 1996 - Fully licenced up to date. Comes with spare engine but needs some work.

R8 000.00 Negotiable

Contact Bob Harpin - 011 849 8130 or 083 230 4714

1977 HONDA 750/four supersport – Winner of Rat Class in Concourse at Strawdogs Rally, Graaf Reinet, May 2015. Engine rebuilt, Wiseco big bore kit (836cc), Timing chain kit, Gasket set kit. Side covers and tail light not original. All original parts and new back tyre included. R18 000.

Contact Bennie Buys. (048) 881-1279, (081) 362-4714 or BuysBF@telkom.co.za.



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:

2010 Yamaha T Max

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

Pre - 1945 motorcycle. Also looking for a suitable sidecar body.

Phone Janus Gruska (081) 065 8275

Norton: Slimline Featherbed frame.

Contact Eddie Kirkwood on his mobile number (082) 568-4913, or eddie.kirkwood30@gmail.com

Barrels – for Douglas Dragonfly.

Crankshaft – for BMW R60.

Contact Pierre Cronje (072) 513-9432

BMW R50/2 - Bing carburettor for left hand side cylinder.

Contact Robert Rosset (081) 018-2495 or robert@rame.co.za

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

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

BSA Bantam 175cc Points & Condenser
 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					
November 2015			December 2015		
01-Nov	CMC Club Meeting	CMC Germiston	05-Dec	CMC Club Meeting	CMC Germiston
08-11 Nov	30th Fairest Cape Tour	Cape VMC	13-Dec	VMC Club Meeting	VVC Club
15-Nov	VMC Club Ride	Monaghan Farm	^^	^^	^^
23-Nov	VMC Club Meeting	VVC Club	^^	^^	^^
Early warning for 2016					
10/12-Mar	DJ Run	KZN to Gauteng	10-Apr	VMC Century Run	Cradle of Humankind
01-May	Knysna Motor Show	Eastern Cape	11/13 Aug	37Magnum Rally th	Mpumalanga

With the 2016 DJ approaching at greater velocity than most of us can stand, **Hylton Allison** has offered any member of the club assistance in preparing their machine for the event. For a nominal fee, he can put his extensive motorcycle mechanical knowledge to work in your favour.

Hylton can be contacted on (078) 234-7144 with queries, or for advice.



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RESTORATION and other SERVICES

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Classic Restorer offers VAPOUR BLASTING SERVICES.

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It's a gentle, water based, non-destructive process for aluminium cylinder heads, engine blocks, gearbox casings, wheels, etc.

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We do a same day service upon prior arrangement.

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.

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. 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

Incumbent	Portfolio	e-mail	Home	Work	Cell
Pierre Cronje	Chairman	pierrecronje@mweb.co.za	011 849 3008		072 513 9432
Ken Wiggins	Vice Chairman / Editor	editor@vintagemotorcycleclub.co.za	011 793 7138		083 256 1949
Peter Vlietstra	Treasurer/SAVVA Rep.				082 650 9880
Ian Storer	Secretary/Magazine distribution	hilian@isat.co.za			072 727 7382
Rob Pattison-Emms	Committee Member/Century Run	avonrod@mweb.co.za	011 460 1901	011 460 1901	082 891 8399
Les Sim (non active)	Committee Member/Calendar	les@turnkeyhydraulics.co.za	011 673 1865	011 827 8954	082 552 4072
Roly Tilman	Committee Member/Librarian	tilman@lasergroup.co.za	011 803 1462		082 377 4303
Chantal Madgwick	Committee Member/Marketing	chantal@igola.co.za			
Ian Holmes	Committee Member/DJ CoC	ianhol@iafrica.com	011 793 7304	011 791 6424	083 646 3089
Brandon Jarvis	Committee Member	brandon@ascotmews.co.za			

Fees payable

Entry Fee: R50.00 Annual Subscriptions: R260.00 (R130.00 if joining after 1st Jan)

Country member: R190.00 (+80km from club HQ) (R95.00 if joining after 1st Jan)

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

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

Please forward DEPOSIT SLIP to the Secretary - hilian@isat.co.za.

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.