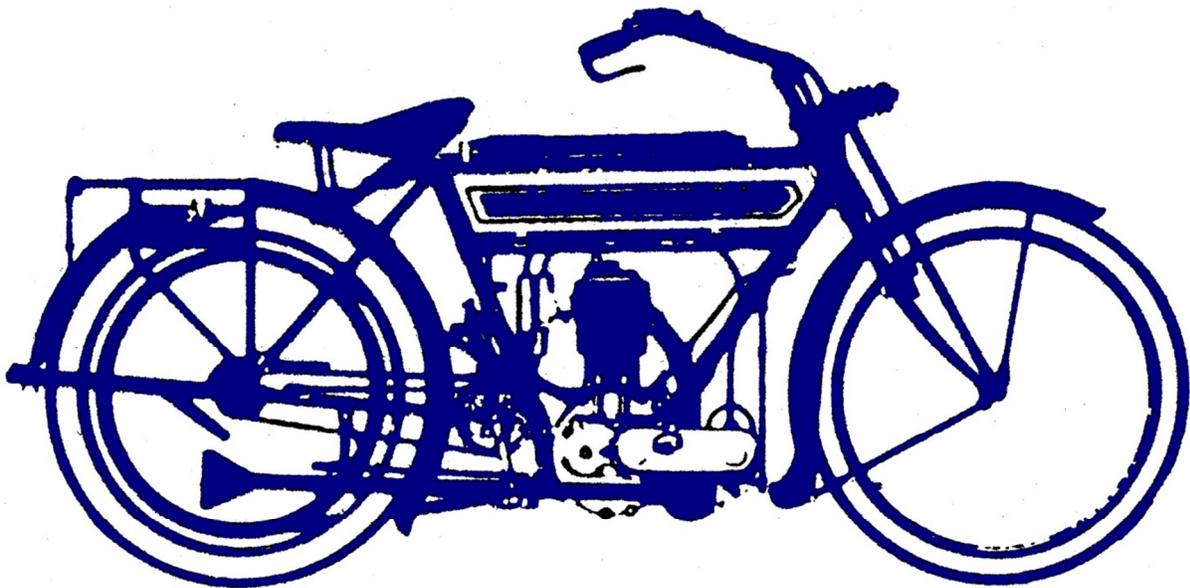


KICKSTART

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*Affiliated to
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Of the United Kingdom*

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CHAIRMAN'S MESSAGE:

Disruption is a disturbance that interrupts the status quo. Every working day, I get bombarded with this new buzz word; in the office, in email or at the client site. Regardless of how Disruption is defined, markets are in flux because of technological advances. The world is experiencing continuous evolution as industry segments change and the competitive landscape for everyone is redefined. In politics, things aren't any different – controversy follows Trump, Putin, Kim Jong-il, Theresa May and our very own Zuma. In general, the world is in upheaval conflict, disagreement, dispute and strife spread through each nook and cranny of society.

VMC, and other vintage, veteran and classic clubs, offers members a refuge and haven from these concerns of the world, allowing us to enjoy our passion. However, we have been caught napping.

The Durban to Johannesburg Commemorative Run is now also being rocked by divided opinion. The DJ, as it is known and loved by all of us, is the brain child of the late Dick Osborne; it was first run almost 50 years ago to have fun while honouring the “ ... half a hundred speedmen pounding hot engines over the rugged 400 miles separating the coast from South Africa's greatest metropolis”. Grandiose, awe-inspiring words indeed but the memory of these courageous competitors of a century ago, along with Dick and his motorcycle comrades-in-arms from half a century ago and the current list of die-hard motorcyclists, retain the DJ's acknowledgement as THE PREMIER VINTAGE MOTORCYCLE RALLY in South Africa.

Current thought and assertions from some sectors would have an additional class introduced, to increase entry levels and assure the DJ's survival in the future. I've made my view known on this issue before; the DJ as it stands is a unique occasion. It lives through the ingenious mechanical inventiveness of participants and spirit of friendship built from common pursuit. I need a lot more convincing of this endeavor to change the nature of the DJ, the reason that there are not enough machines available is an easy excuse and one that, if allowed to take hold, will lessen the status of the event, diminishing the value of the machines in the process. My last point is that the final decision rests with and can only be decided by the custodians of the event, the Vintage and Veteran Club of South Africa. My hope is that they do not entertain populist thinking in this matter.

May good sense always prevail, may we be bold enough to debate without tearing the Motorcycling and the Vintage movement apart.

Yours, in motorcycling.

Ken

OBITUARY

Les Sim

It is with great sadness that we learned this morning of the passing of our great and dear friend Les Sim while we were at the meeting last night. Les was truly an amazing man and a great supporter of our movement.

Apart from his magnificent collection of machines, dominated of course by Triumphs, he was one of the most generous and supportive members our club has ever known. His donations both in cash and kind to the DJ, his willingness to lend out some of his beautiful machines and his enthusiasm for every event he entered are only small examples of his largesse in the movement as well as in life in general.

Les had delight all over his face whenever he was participating in any motorcycling event and this year's DJ was the first he had missed in many years. Who can forget the most gutsy performance I have ever seen on a motorcycle when he finished last year's DJ despite being on oxygen. He completed the course on sheer willpower and the desire to succeed, despite terrific challenges that he faced.

A friend to so many in so many ways he will be sorely missed not only by his family but by the movement as a whole.

This short obituary will be followed by a more comprehensive account in the next edition.

IL Holmes

23 May 2017

Arrangements have been made for the memorial service for Les to be held at the VVC Clubhouse on Wednesday, 31 May at 14:00.

PAST EVENTS

Report back on the Natal Classic

The 32nd Fragram Natal Classic regularity rally was held on 19th and 20th May at the ATKV Drakensville resort. After rain and snow the previous weekend, the weather had cleared up magnificently. We had blue skies and excellent views of snow-capped mountains. Early mornings were crisp but by mid- morning temperatures were already above 20 Deg C.

Over the years, this rally has gained the reputation of being a friendly and sociable event. This year was no exception as the hosts, Natal Classic Motorcycle Club went out of their way to make everyone welcome. By the end of the weekend, new friendships were made and old friendships were renewed. Accommodation was in 2 to 6 bedded self-catering units. If you did not feel like cooking, the restaurant offered an excellent buffet.

Just over 50 entries were received and there were 49 starters. It was also good to see a number of young and first time riders taking part. 19 entrants were members of VMC, of which 7 featured in the top 10. Congratulations to Gavin Walton for winning the event and to Kevin Robertson and Kevin Walton for their second and third place. Well done to Trevor Jones and Dave Watson who rode their bikes down.

The day one route took us through around Bergville, towards Ladysmith, refueling in Colenso, then towards Weenen and lunch in Estcourt. After lunch, we headed out towards Loskop, then turned east through Winterton, towards Spioenkop and back via Bergville.

Roads were generally good with the exception of speed bumps. An accident took place near Colenso when two motorcycles collided when trying to avoid a car that stopped suddenly in front of a speed bump. The pillion rider on one motorcycle suffered a dislocated shoulder.

Day two took us up Olivier's Hoek pass via Little Switzerland, through Golden Gate, a stop to view the Ash river outlet from the Katse dam and Lunch at Clarens . After lunch, we rode back to Drakensville. The end of regularity was at the top of Olivier's Hoek, so we had a good opportunity to open up and blow out the cobwebs on the run back to Drakensville.

Results

Position	Name	Comp No	Day 1	Day 2	Final
1	WaltonGavin	39	151	211	362
2	RobertsonKevin	31	239	144	383
3	WaltonKevin	40	222	214	436
4	MaizeyRikkiDiana	22	247	218	465
5	PullonDenis	29	206	305	511
6	MooreRoy	42	292	219	511
7	WardMikeGlenda	36	319	233	552
8	MatherAndrew	23	399	203	602
9	CilliersAubrey	47	367	297	664
10	SmithNeville	34	408	274	682

Peter Vlietstra

24 May 2017

VMC CALENDAR OF EVENETS			
June			
3	Mampoer Vintage & Classic Car and Bike Rally	POMC	Willem Prinsloo Museum
4	CMC Club Sunday	CMC	Germiston
18	Chrysler Day (Piston Ring)	PR	Modderfontein
24	The Great Train Race	VVC	Magaliesburg
26	VMC Club Night	VMC	Oaklands
July			
1-2	1000 Bike Show	CMC	Germiston
16	General Motors Day (Piston Ring)	PR	Modderfontein
23	2017 Century Run	VMC	Kromdraai
24	VMC Club Night	VMC	Oaklands
August			
6	CMC Club Sunday	CMC	Germiston
6	Pretoria Cars In The Park	POMC	Zwartkops
9	OFS Cars In The Park	OFSVCC	Bloemfontein
9-13	Magnum Rally	POMC	Hazyview
26	SAVVA AGM	SAVVA	Durban
28	VMC Club Night	VMC	Oaklands

Dates, events and locations may change. If anyone has information on changes or additional events that they would like included, please contact Rob Pattison-Emms at 082 891 8399 or avonrod@mweb.co.za

UPCOMING EVENTS

2017 Century Run

Following on from the unfortunate postponement. On **Sunday 23rd of July 2017**, The VMC (Vintage Motorcycle Club Johannesburg) will again host the 2017 Johannesburg Century Run, in the tranquil setting of The Cradle of Humankind. In and around the Kromdraai / Sterkfontein caves area. On quiet roads with cycle lanes ideal for veteran and early vintage motorcycles, three-wheelers, cars or even vintage bicycles.

This is a non-competitive family fun-run. An opportunity for our girls to share in our hobby (obsession??) An entrant's age and that of his or her vehicle must tally-up to one hundred years or older. Participants are encouraged to don period appropriate apparel.

If you are driving / riding a 1920's vehicle (flat tanker motorcycle) from the "roaring twenties," this age would conger-up images of the age of jazz, flappers, the Charleston, prohibition, the Great Gatsby, art décor, gangsters, the 1922 Rand Miners' Strike (Rand Revolt) Mary Pickford, silent movies, etc. Bring anything along to create an atmosphere! --- Our own version of the very successful Goodwood Revival, held annually in the U.K. Try Googling- Goodwood Revival - images. Anything that blows your hair back --- if you are fortunate enough to have any!!! Does anyone have an old gramophone and some 78's???

Roll-up! To the Neck & Deck parking area at The Rhino & Lion Nature Reserve for breakfast / coffee from about 9:30 onwards. Vehicles will leave at approximately 10:30 – 11:30 am and return at about 13:00 – or earlier. In time for a lunch at the Neck & Deck Restaurant.

Three course options are offered; - a long 58 Km route, a short 30 Km route and a very short \pm 7 Km route. The last option is for the very frail vehicle / rider combination. One may complete more than one course if you wish.

There is no entry fee for this event as it is a social affair, not a competitive event. Participants are asked to patronize the Neck & Deck Restaurant for lunch afterwards, as they have made their facilities available to us at no charge. All meals and drinks will be for the individuals' account.

The venue is located at; - Rhino & Lion Nature Reserve, 520 Kromdraai Road, Kromdraai
Less than 500 M from the traffic circle at the intersection of the R 540 and R 374
GPS; - S 25 58.530 E 27 47.566 (S 25° 58' 53" E 27° 47' 56") www.rhinolion.co.za

RSVP to Rob Pattison-Emms before 18 / 07 / 2017 (No entry form required.)

Mobile: - 082 891 8399 Office; - 011 460 1901 E-mail; - avonrod@mweb.co.za

Sunday Run to Wild Cave Adventures

A few years ago we had a very successful ride to the Old Kromdraai Gold mine.

In a similar vein. What about a run to the Wild Cave Adventure venue in the same area?

As this will include a bit of mild abseiling, it is for the adventurous and the reasonably fit.

Entry to the cave is by way of ropes (belay) controlled by qualified guides. Once the group get to the bottom, there is a one and a half hour adventure by torch light. This requires a bit of climbing and crawling etc. (Bring a pair of old gardening gloves if you do not like getting your hands dirty!) To finish there is a climb out of the cave, up a steel rope ladder.

All overalls, helmets, torches and harnesses are supplied.

The standard cost per adult is normally R450.00 pp. (Inclusive of equipment) but for a large group the organisers (the Norquoy family --- son and daughter-in-law of the late Barbara and Ginger Norquoy will give the VMC a discounted rate of R350.00 pp.

We could ride to the nearby Bush-Wackers pub and restaurant for coffee, leave our bikes, complete the adventure and return for lunch. (Lunch is not included in the Cave Adventure fee.)

Have a look at www.wildcaves.co.za and see if it is for you. We will need a fair number of participants so friends, wives and girlfriends are welcome.

Please let me know what you think.

Robert Pattison-Emms 082 891 8399

Magnum Rally, Hotel Numbi, Hazyview 9 – 13 August 2017

The Supplementary Regulations and Entry forms etc for the 2017 Magnum Rally are available to download.

Thanks to the kind efforts of Willem Fick (Owner of Hotel Numbi) we have been able to contain the cost increase again this year (Last year there was no increase!).

Please help us to fill Hotel Numbi! Please get as many as you can to enter with you.

Hope to see you all in August!

Please note :

The cost include all meals for Thursday morning till Sunday breakfast

The total cost is less than the cost to stay in the hotel for 4 days

The Wednesday is public holiday, therefore you only need two days leave

The route schedule will allow competitors to view a number of scenic points.

Leo Middelberg

CoC 2017 Magnum

FROM THE TREASURY

Logger Purchase

We have a new batch of loggers in stock for sale to members.

These will be sold to members either at a subsidised price for first time buyers or at our cost price if this is a second logger purchase. Prices are:

First time buyers	R500.00
Normal price	R750.00

Please refer any queries to treasurer@vintagemotorcycleclub.co.za

Subscription increase

Unfortunately, due to the sliding value of our currency, it is necessary to review subscriptions from time to time. While we would like to retain our subscriptions at a constant level for as long as possible, it is now necessary for an increase. In view of this and due to the pressures experienced by many pensioners, we have included a discount.

The new fee structure, applicable from 1st July 2017 is as follows:

Joining Fee	R50
Full membership	R300
Country membership	R220
Discount for over 70's	50%
Discount for over 80's	100%
Family membership (no discount applicable)	R20

Discounts only apply to members with at least 5 years of continuous membership. **If you qualify now for a discount or will shortly qualify, please send me your ID number or birth date.** This can be done by email to treasurer@vintagemotorcycleclub.co.za or via SMS to 082-650-9880.

ROB'S TWEEDLE

Robert Maynard Pirsig 1928 – 2017, Philosopher and author of; - Zen and the Art of Motorcycle Maintenance. - An enquiry onto values.

I read last week of the passing of Robert M Pirsig aged 88 at his home in South Berwick, Maine USA on the 24th of April 2017. His philosophical book Zen and the Art of Motorcycle Maintenance was heralded as “the book that will change the way you think and feel about your life.”

“Zen” was published in 1974 and sold over five million copies and went into paperback that same year. Since its publication Pirsig’s fame around the world has grown hugely. He is considered by many to be similar in stature to any of the great philosophers, from Kant to Thoreau to Descartes and even Plato and Socrates. More conventional / mainstream philosophers scoff at this notion but --- few if any of these have been as widely read or sold in excess of five million copies.

I started reading this book, - as most people of my generation did, (I say started as one never really finishes reading it) forty-two years ago. While I was in my military national service – the height of the S.A. / Angolan war. A strange phenomenon – philosophy – motorcycle maintenance – logic – scientific methodology and metaphysics, amidst the turmoil of the evacuation and withdrawal from Angola in 1975 / 76? --- Only to return to South Africa just in time for the political upheavals of June 1976. (Yes, - it is not a book one reads / studies in one day!)

Time Magazine described it as, ---“an unforgettable trip.” (Remember this was the era of the hippies?)

The Corgi paperback edition featured an unforgettable image on the cover of, a vertical BSF spanner morphing upwards into a lotus flower. --- How very “Arty!”

“The real cycle you’re working on is a cycle called yourself.” Robert M. Pirsig

Warning; - This book will not assist you much with physical motorcycle maintenance – but definitely mental attitude towards it, --- and everything else.

SAVVA TECHNICAL TIPS

No 120 - Oils new and old

The business of which oils to use in our older cars has been flogged to death. However, in this world of change it's important that we keep up with the latest information available. Here is an interesting article recently received, which spells out additives in simple terms. Since the development of catalytic convertors and much smaller tolerances used in modern engines perhaps we should be more concerned about what we are using in our pre 1970 engines. We are also told that it is not wise to "run in" a re-built engine with modern oils and we should consider using "running in" oils which are now available. This we will research and discuss at a later stage.

The article - to quote: "***The Missing Zinc***

Ah yes, the missing zinc. Let me start with a primer on zinc/phosphorus anti-wear additives. In the '50s, when cars began to feature overhead valves and started making serious power, the camshafts needed more aggressive profiles, which were prone to rapid wear. That's when lubrication engineers discovered the utility of zinc dialkyldithiophosphate (ZDDP), which had previously been used in motors as an anti-corrosive additive in modest quantities. The phosphorus and zinc in this molecule are attracted to bare iron, coating the microscopic asperities (high spots) where the cam nose slides over the flat surface of the tappet. This molecule-thick layer prevents iron-to-iron contact. After a few hours operation, the two surfaces burnish each other to a nice, smooth, low friction surface, micro-welding is a thing of the past, and everybody's happy.

Without the zinc and phosphorus, this localized high pressure, combined with the sliding friction, can microscopically weld the cam to the lifter, ripping out tiny chunks of metal. The industry standardized on 800 or so parts per million (ppm) ZDDP content in motor oil, and engines lasted a very long time. In fact, ZDDP levels eventually rose to 1200 ppm by the '70s.

Cut to the 1980s. Cars have catalytic converters installed to meet emissions requirements. Somebody figures out that zinc and phosphorus can contaminate the previous metal reactor beds in the cats, reducing their effectiveness. Concurrently, in an effort to reduce internal friction and improve economy, more and more engines use roller tappets or roller rockers, eliminating sliding friction at the camshaft interface. Even engines that have non roller-bearing camshafts have better, upgraded metallurgy and improved surface finish at that critical cam lobe-lifter interface. ZDDP levels were reduced to 1000 ppm, because higher levels were no longer deemed necessary.

And this is right where your '60s muscle car gets the shaft. Too little ZDDP, especially in the critical first few minutes of engine operation, can destroy the surface finish of the cam lobes and lifters, especially on the high lift cams, factory or aftermarket grind. Lubrication engineers at

Shell say that a stock engine with the original camshaft grind, stock springs and modest seat pressures and OEM-ratio lifters should be fine running these 800 ppm oils. Aftermarket grinds, stiff springs and high-ratio rockers increase cam-to-lifter pressures and would be better off with higher levels of ZDDP in the mix. Regardless of the petroleum companies' take on this, most engine builders dealing with speciality cars like to see that 1200 ppm number.

It has been suggested the use of diesel rated oils in early engines. This I don't recommend as there are additives in diesel oils that are not appropriate for spark ignition engines."

PS Since receiving this article some clubs have had a visit from the gentlemen representing Castrol Classic Oils. They have nothing to do with Castrol SA. They import oils from England that are specially made for early cars. If you would like a visit from them or would like further information about these special oils, I suggest you contact Paul Williams 082 373 5980 or pwilliams@wol.co.za. You have nothing to lose by listening to what they have to offer.

BOOK REVIEW

A Penguin in a Sparrow's Nest is the autobiography of Freelance Motorcycling Journalist Frank Melling and I was given this by a great friend for my birthday this year.

Now I know there are some really good books out there for motorcyclists who still find some time to read but this is definitely one of the most charming I have seen for a long time.

Frank tells the story of his life which has been a most varied and challenging but also totally thrilling one as well as sharing some really fascinating insights into the British Motorcycle industry and why it failed as he was deeply involved in this and in fact was the last "works" rider for BSA.

The reading feels like a conversation one could have had with him while seated in a cosy armchair in front of a warm fire as he tells his story. He had a difficult childhood and overcame many serious obstacles to become one of the most successful freelance writers the bike world has known.

Without giving anything away he takes the reader on the journey of his life sharing pain embarrassment and triumph equally.

Even if you are not a reader I would urge you to get your hands on a copy and trust that you will enjoy it as much as I have.

It is published by Collie Press and the ISBN No is 978-0-9527987-1-2 . My copy came as a gift from the UK but I am sure any reputable book dealer would be able to locate one otherwise Kindle or Amazon would surely be able to help.

Ian Holmes

May 2017

CLASSIFIEDS

FOR SALE:

Ducati M900 1995. Motorcycle in excellent condition. Lots of carbon fibre. Rear sets and special speedo cluster. R 45,000.00 Contact Ken Fox on 071 434 5060

Brand new motorcycle tyres. Classic thread pattern. Czech Mitas make. Size 3.00/3.50/4.00 x 19 available. Call Janus 081 065 8275 (Benoni) for details.

1981 Honda XLS 500. Only done 4700 km's. In excellent condition. Asking price is R25,000.00 ONCO. Serious parties must please contact Errol John on 082 651 4331

1936 Triumph T70 250cc - 90% complete. Bike can be viewed in Germiston R25000.00 Contact Jason 082 551 2634 jasonkeyzer@gmail.com

Honda Black Bomber (CB 450) spares for sale.

2 Motor/gearbox units, some parts missing but generally complete

1 Spare head with valves, no camshafts

2 complete Keihin carbs and a box full of spares, float bowls bodies etc

4 new air filter units complete with rubber connectors

Box of new and used cables, speedo, revcounter, clutch, front brake etc

Lots of new and used engine parts including 6 new pistons and rings

Box of assorted electrics, coils, condensers, light lenses, points etc

2 boxes of assorted used parts, covers, levers, footrests

Make a sensible offer to:

Kevin Robertson, 083 321 3234; 012 997 1554

Books for sale

The following books are the OSPREY Collection by Roy Bacon. To me these are the greatest books to have in your Classic Book Library as each book pertains to one particular MARQUE .

The models they cover reflect engine specification, colours and original layout.

BSA Twin & Triples - Roy Bacon (Osprey)	- R 450.00
Royal Enfield – The Postwar Model - Roy Bacon (Osprey)	- R 250.00
BSA Gold Star – and other singles - Roy Bacon (Osprey)	- R 450.00
AJS and Matchless – The Postwar Models – Roy Bacon(Osprey)	-R 350.00
Ariel – The Postwar Models – Roy Bacon (Osprey)	- R 350.00
Norton Twins – Roy Bacon (Osprey)	- R 350.00
Triumph Twins & Triples – Roy Bacon (Osprey)	- R 450.00
Tuning for Speed - P.E. Erving	- R 450.00
Modern Motorcycle Mechanics – J.B Nicholson	- R 400.00
Matchless – Peter Hartley	- R 400.00
Classic British Motor Cycles – Bob Currie	– R450.00
Tuning S.U. Carburettors- including full needle charts – Speed Sports	R150.00
Automobile Electrical Maintenance – Arthur W. Judge –	R 150.00
AJS & Matchless Postwar Twins 1948-1969 – Roy Bacon-	R 50.00
The Auto Expert – understanding the Ignition System -	R150.00
Ariel Square Four – Super Profile – Haynes –	R100.00
Honda – Mick Woollett –	R150.00
Motorcycles an Illustrated history – Erwin Tragatsch-	R125.00
Superbikes from around the World – Roland Brown –	R150.00
The Complete British Motorcycle – John Carroll-	R150
The complete encyclopedia of World Motorcycles – Mirco de Cet-	R200
Miller’s Classic Motorcycles – Price Guide 1995 – Professional Handbook-	R200
Popular Mechanics Encyclopedia	–R50
Classic Superbikes – from around the world – Mac McDiarmid –	R150
CONTACT- MIKE LANG – 082-8211826 OR 011-849-5859	

Workshop Tools for Sale

I am moving to a retirement village and have to sell the contents of my workshop. Over the last 40 years I have collected some really useful and unusual tools for all occasions. There is far too much to list and I invite you to contact me to have a browse.

AFROX Porta Pack – Oxogen and Acetylene Small bottles – Bottle gauges and pipes nozzles etc. complete R 9500.00

Arc Welder with welding leads etc. Like new still in the box R 2000.00

Workshop workbench – 4 meters long R 1000.00

Large Vice - used R 350.00

Large electric grindstone R 450.00

Drill press and cabinet R 1250.00
Wooden workshop bike bench R 1000.00
Hydraulic bike – workbench R 5500.00
Industrial Buffing machine R 2000.00
Large Steel Cabinet–with worktop +- 2.5X500X1High R 1000.00
Large Set of adjustable bush rehemmers suitable to finish bushes R 2500.00
Electric jigsaw in very good condition R 550.00
Electric high speed grinder (25 RPM) with grinding and routing bits R 2000.00
Wheel Clamps (each) R 100.00
Portable Compressor_24 Lt HP 0.75 like new R 850.00
High Speed Grinder_with chuck and tools(ideal) for boring out metal or routing R 1500.00
Gun safe – rifles R 1250.00
Micrometers (assortment for all occasions –metric and imperial FROM R 75.00
Cad Plating Plant – suitable most motor cycle parts R 2500.00
Many other factory tools for sale to suit BSA, Triumph, Etc
Including factory pullers.
CONTACT -: MIKE LANG – 082-8211826 OR 011-849-5859

Eddie Kirkwood has a selection of spares for mainly British bikes which he needs to dispose of.
Go to "Spares for Sale" on Blogger website: <http://britbikecapetown.blogspot.co.za> or phone
082 568 4913

WANTED:

M20 BSA : I need an alloy front mud guard for a 19 inch wheel as well as a tool box for a M20 BSA. Please contact Mick Skelly 0828249427 or michael.c.skelly@gmail.com .

18inch Borrani Aluminium Rims please contact Pierre Cronje 072 513 9432

Velocette MOV/ MAC / MSS webb Girder forks please contact Brandon Jarvis 082 410 8828

Velocette MSS gear box or parts thereof please contact Brandon Jarvis 082 410 8828

BMW R26 or R27 to purchase and/ or spare parts.083 326 4911 Gawie

Norton racing type oil tank to fit slimline frame. Rod Thomas 073 365 6494

Alternator type primary chaincase for pre-unit swinging arm Triumph.
need two inners and one outer. Will buy or have parts to swap.
Tony Dodsworth. 082 742 1742 or 011 453 2688

To fit BMW R50 : 2 x Bing 1/24 Carbs complete pair or 2 x 1/24 Bing Housings (blocks) OR 2x AMAL Carbs (pair), same size as above. Contact Trevor Jones – (082) 416-4650

Triumph Tiger Cub T20 engine and any spares. Contact Pierre Cronje 072 513 94532

Ian Otridge looking for donor parts / bike for a **Puch MS50V** that I was given. It is commonly known as a 'Help my Trap'. Call 082 572 9749.

SERVICES

British Bike Spares

Specialising in classic British bike spares supplying parts from Wassell, the biggest new classic bike part wholesalers in the UK, has been purchased by Gavin Walton from Mike Lang.

All the stock has been moved from Benoni to Springs on the East Rand.

Gavin's intentions include enhancing and growing the business, web basing it to provide on-line browsing and ordering and shortening the time between import orders and delivery at a competitive rate.

Gavin's details are:

74 Phoenix road

Selcourt

Springs 1559

Home 011 818 4055 or Mobile 083 408 4296

Email gavin.walton@e6.com (this will change in the near future to britishbikespares@gmail.com)

Please call to enquire or make an appointment to see him. **RESTORATION and other SERVICES**

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.

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.

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.

VAPOUR BLASTING SERVICES.

We clean aluminium, brass, and copper parts using VAPOUR BLASTING method. It's a gentle, water based, non-destructive process for aluminium cylinder heads, engine blocks, gearbox casings, carburettors, etc. Professional, British made equipment is used. There is no excessive metal removing, no blasting material embedded on metalsurface. Just a smooth satin finish. Call Janus Gruska from Classic Restorer for details: 081 065 8275 (Benoni) or email classic.restorer1@gmail.com

ADVERTISEMENT – ACTION 60

Action60 - Specializing in the recruitment of the over 60's and getting them back in action & should you be considering an investment, vehicle, painting, business or whatever, we have a supply of knowledgeable valuers & advisors Launching May 1st - Web site www.action60.co.za
Business owners (employers)

We are inviting entrepreneurs, owners of small or large businesses etc. that if they have a staffing need be it temporary, short or long term or need specialist advice, to contact us, at the addresses below.

We have a growing number of mature & skilled associates who are available to offer their services.

The advantages of using one of our associates are, to name a few

They know what they are doing.

Are usually more reliable and trustworthy.

Are not encumbered with the employer to provide medical aid or pension schemes etc.

Specialists (the over 60's)

We are inviting all people over the age of 60, or thereabout who have suddenly found themselves sitting at home or bored of retirement but still consider themselves useful to the business world or consider themselves as an expert in a particular field to join Action60.

We will endeavor to put you back in action and get paid for it.

Terms & Conditions;

There are no joining fees or annual subscriptions; we will draw up a contract and charge a percentage to the employer over and above the remuneration of the employee/contractor. There will be no sharing of any given and voluntary information to any third party without permission.

Businesses Please send us a brief description of who or what type of person you need & budget

Specialists Please send us your brief CV (one page only accepted) with contact details to: brian@action60.co.za 082 601 3021 or ian@action60.co.za 072 727 7382

THE VINTAGE MOTORCYCLE CLUB

P O Box 782835

SANDTON

2146

South Africa

www.vintagemotorcycleclub.co.za

COMMITTEE MEMBERS

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CLUB ACCOUNT DETAILS

Account Number 1970259841

Nedbank

Sandton Branch 197-005

Please use your name and surname as your reference when making a payment

CLUB MEETINGS

Meetings are held every 4th Monday of the month (except December) at The Vintage and Veteran Club (VVC), 3 Athol Oaklands Road, Oaklands Johannesburg, at 20:00.

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



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