

KICK START

MMXV

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

Volume 30. No 12.

December 2015.

CHAIRMAN'S MESSAGE:

This has been a tumultuous year for motorcycling, vintage and classic motorcycling in general and our small biking family in particular. We have arrived at the cross-roads in our sport where the mechanical marvels of the past are bashing against the inevitable tide of modern technology.

In fact, this has constantly been the situation since the original invention of the internal combustion engine; unless I'm sorely mistaken. If I look at the life of the motorcycle, almost each new company that formed to bring us new innovation in two wheeled transport was a new crossroad in our transport evolution.

What I'm really getting at here is that as we move from the 2015 Fairest Cape Tour to the 103rd running of our DJ Commemorative Run – we move into the new era of human-less Marshal Points. My question is simple; "Is this a terrible thing?" I do not believe it is and; all things considered it will make a more efficient process for scoring rallies. This in itself will take a large effort of the same soles who seem to struggle each event to get our results to us on time. Also the factor of Marshal safety comes into the equation and in this day and age, can't be ignored.

In the bigger scheme of things, it is just a progression in our lives and the way things have to be upgraded all the time. Let's embrace the change and never forget the commitment and unflagging determination our Marshalls always put in. Enough said, so please people, get your entries in for the 2016 VVC 103rd DJ Run.

There will be time to practice with the Logger on the CMC Pre-DJ in February, 2016. Let's make next year's event a success.



Pierre.

CLUB NIGHT, 23rd October 2015 compiled by Ken Wiggins

29 members attended the meeting, and we received news that Doug McClaren was improving. Details of the DJ Ride-in-Memory on 11 October were given – the ride was approximately 84 kms and was enjoyed by all who took part. Plaques with the names of riders are to be taken to James Smith for placement on the wall. It is proposed that this event takes place in June or July next year.

A ride to Monaghan Farm for the second Sunday in November was on the cards and everyone seemed to agree that more regular events like this were needed.

14 VMC members had entered in the 2015 Fairest Cape and we hope for another clean sweep of trophies. Ian Holmes spoke of the reality of event entry numbers falling; these issues must be considered in future if our life style is to endure – this means younger members to carry on the tradition and the availability of machines. Think about this when you decide to cash in and sell your trusty old machine, beyond our borders!

Ian then confirmed that the start point of the 2016 DJ would again be the Oxford Village in Hillcrest, KZN. The event will be over 10-13 March next year and the new GPS Loggers will be used. Pierre gave a brief update on the Loggers and how they were being tested on the Fairest Cape.

Eric McQuillan then enthralled us all with the tale of his 1923 350, three speed AJS. Eric had obtained the bike from the daughter of its owner after he passed away. The bike had come with its registration book, including payment details from 1930. There was an original picture of the bike as new in England.



Kevin Robertson summed up the Velocette Club's Run to Ficksburg, making a point that the Velo guys supported the event with 50 people and 26 machines. The 46 working steam locomotives that operate on 36km of track were on display and were fantastic to behold. The owner set a record for having 400 tractors simultaneously ploughing a field. The venue was superb.

Past Events

VMC Club ride to Lanseria by Ken Wiggins

On 22 November, we held an informal Sunday ride to Lanseria. The starting point was the fuel station on Witkoppen Road, just off Douglas Drive. The plan was to ride to the Weisenhoff Restaurant at the airport but at the meeting point it was decided to rather try the Culinary Kitchen just before the turnoff to the airport.

An enjoyable morning was had, and the general consensus was that this type of “breakfast run” should be a regular occurrence. In all, nearly 20 members enjoyed a relaxing breakfast before each making their own ways back home.

2016 VVC D-J Motorcycle Rally by Ian Holmes

The exciting news is that the plans for next year’s DJ are progressing well and the Regulations for this will hopefully be available before the end of this month so watch this space!

The event will follow the same format as in previous years but the first big change will be that the 2016 event will be the first DJ to be run using GPS loggers instead of the conventional marshals that we have become so used to. This system has been tested on rallies and we have sufficient confidence in it to run next year’s rally using the loggers.

There will be a number of questions about how this will work but we will endeavour to answer all of these to give competitors the comfort that they will require to enjoy the rally to the full.

The first one relates to “how do I get a logger?” The answer to this is simple in that you may either wish to purchase one through your club or you can hire one for the event and hiring will be arranged by individual clubs. To purchase at a subsidised price please contact your club chairman and we strongly suggest that you buy one for future rallies will be on this basis. Each entrant will be required to carry one and we have seen from the experience to date that the system works very well.

Should you decide to hire one there will be a deposit which will be refunded upon the return of the item in good condition less of course the hire fee.

In reply to the question “why change?” I can say that there are among other two compelling reasons why this step is necessary. Firstly it is a matter of costs as not having to place marshals does save the event significant cost. In addition to the cost factor the safety of marshals has become an increasing concern in these times and while we will miss the smiles and waves as we pass them the issue of security falls away. There are two other reasons too which are accuracy and ease of scoring the event and that makes a big difference in the lives of our hardworking volunteer scorers. All in all we are confident that this development will add to the event and we look forward to a really great and enjoyable DJ next year.

The dates are 11 and 12 March for the Rally with registration and documentation taking place as before on the 10th March at the Oxford Village Shopping Centre. We are delighted that the Centre is happy to have us back there next year as the venue worked very well for the event.

Get those motorcycles sorted and get your entry in early as we plan to restrict these to the first 125 entrants.

Ian Holmes
Clerk of the Course
DJ 2016

Library Corner October 2015 by Bob Harpin

Well the books that I have ordered for the library have arrived and I have started to read through them to ascertain that they are fit for general reading and do not contain anything that could be construed as controversial or offensive (LoL)

The books purchased were:

1. NSU : The Complete Story by Mick Walker
2. Greeves: The Complete Story by Colin Sparrow
3. Rudge Whitworth by Bryan Reynolds
4. BSA Unit Singles by Matthew Vale
5. Francis Barnett The complete Story by Arthur Gent
6. Douglas : The Complete Story by Mick Walker
7. Royal Enfield : The Complete Story by Mick Walker
8. Excelsior The Lost Pioneer by T J Liversage
9. Moto Rumi : The Complete Story By Riccardo Crippa
10. Aermacchi: The Complete Story by Mick Walker
11. Ken Sprayson - The Frame Man by Ken Sprayson

Club Sun day on the 1st November turned out to be a great day for the library. First, while having breakfast I got into conversation with an elderly, non-member who was unaware of the library and when I explained the function and scope of the library he was pleased that there was somewhere that his motorcycle books and memorabilia could be donated rather than have his family take it to the dump. Then as I was on my way to the clubhouse for the AGM, Kevin Robertson thrust a box of books into my hands full of "Fishtail" magazines and about 10 – 12 books on Velocettes and Vincent's. Then immediately after the AGM Sheldon Hamm accosted me and said he had been given a large box of motorcycle related books and after he had finished sorting through it, the remainder would be donated to the library.

The first of the above books that managed to read was "NSU: The Complete Story" by Mick Walker and a worthwhile addition to the library it is. It details the history of NSU from its beginnings in the 1870's up until its takeover by the VW conglomerate of Audi, NSU & Auto Union in the 1970's. It covers the motorcycle side in great depth with chapters on the historical models (251, 351 501 and 601), the Quickly and the various iterations of the Max plus history and development of the Munch Mammoth (which was powered by the NSU Prinz car engine). Being a book on NSU there are also chapters on the four wheel products such as the Prinz and Ro 80 and a complete chapter on the Wankel and NSU rotary engines. It also gives a good insight into the part played by Walter Moore (designer) and Tommy Bullus (rider) as well as the development of various aspects of motorcycle engineering brought on by GP racing. A book well worth the read if you are interested in Teutonic engineering or in the various 2 and 4 wheeled vehicles of the marque.

The second book read was "Francis Barnett The complete Story" by Arthur Gent and was significantly different to the previous one. I was looking forward to reading this one but within reading about a dozen pages my enthusiasm wore thin. Although this book gave a rather shorter early history of the marque than some others it did give a model by model history model manufactured in some depth and also gave a reasonably complete write up on the Villiers engines as used by FB. To cut a long story short, this book is more for the owner or restorer of Francis-Barnett machines rather than an overall history of the marque. Definitely not a book to take as a bedtime read.

The third book to be started upon was "Excelsior: The Lost Pioneer by T J Liversage" and again within the first couple of pages I started to get disappointed in it. The first few pages had so many

grammatical, spelling and typographical errors that, to me, the book was hard to read. This continued throughout the book so overall not a book to recommend even though it did have some decent Excelsior history.

The latest one to be read is Moto Rumi : The complete story by Riccardo Crippa which details the production of the first Moto Rumi motorcycle and also the development of the production and racing bikes up until the companies demise in the early 1960's. The 125cc engine that was utilised by the company was completely designed and manufactured by Moto Rumi and went through few iterations in its life span of 10 years and had a power output of 6bhp @6500 rpm in the beginning and ended with 9bhp @8500 rpm in its last iteration. All the motorcycles and scooters manufactured were very distinctive in their design and were expected to be a rival for the Gilera concern but over reaching with production and under financing, soon saw the demise of the long established foundry and engineering company. The book contains many colour photos of the various production models as well as their racing machines and also includes exploded drawings of the engines and chassis.

It is amazing what you learn from reading some of these books and my store of useless information is increasing by the bucketful: An excerpt from the Rudge Whitworth story. "Sales were also helped by a development for the parent company. Another company in the group was the Atlas Chain Company, whose Managing Director, Mr Bull, had a problem. He had large lawns at his home and these had been cut by a lawnmower pulled by a donkey. But the donkey had died – could a motorised mower be designed to replace it? Such a mower was produced and it worked so well that a supply went into production. A new company was formed in the group and named after the chain company – Atco. The gardening trade could not see the future for the invention, so salesmen were hired to tour the country on Rudge outfits to sell them. This led to a new line for the factory – the commercial flatbed sidecar. The rear hinged down to form a ramp for the loading and unloading of the lawn mowers, which with 22" blades were not light! This width therefore required the sidecar box body to have an increased width of 28 ½". Such a sidecar was in use at the factory for new machine delivery to Coventry railway station for onward dispatch to Rudge depots and local dealers throughout the country. With low sides and front it was readily usable for this new type of cargo. It was also realised that it would be easy to load large milk churns and many sidecars were sold to local dairies for milk collecting from farms and even for street deliveries."

So now you know what prompted the invention of a motorised lawn mower – a dead donkey !!! If anybody has any preferences for requirements for books for the library please let me know and I will endeavour to get them.

Don't forget that the library has plenty of duplicate books and magazines, both Motorcycle and car, for sale and will be available in the library on Club Sunday's at R50 to R100 each for the books and R1 for the magazines.

Bob Harpin

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

FOR SALE:

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

BSA Sloper Any condition.

Phone Peter Vlietstra 082-650-9880

BSA Bantam 175cc Points & Condenser

Contact Gerald Hollis

RESTORATION and other SERVICES

Restoring your bike?

Classic Restorer offers VAPOUR BLASTING SERVICES.

We clean aluminium, brass, and copper parts using the method of VAPOUR BLASTING.

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

Professional, British made equipment is used.

There is no excessive metal removing and no blasting material embedded on metal surfaces. Just a smooth satin finish.

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.