

Shoptorque

NATAL



Classic Motorcycle Club of Natal

Headquarters:- 137 Tara Road, Bluff, Durban
Postal:- PO Box 21759, Bluff, Durban, 4036
Web Site:- www.ncmc.org.za



NEWS LETTER: February 2010

Affiliated to SAVVA

Affiliated to The Vintage Motor Cycle Club - UK

Your Committee:

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BANKING DETAILS	
Bank:	Standard Bank
Branch:	Amanzimtoti
Branch Code:	057527
Account Number:	05-155-629-4

The Words of Chairman Mao... sorry, Chairman Ken:

Chairman Ken is on leave. His column will commence in the next edition.

Announcements:

Changes in the Newsletter:

As before, the Club's newsletter will be available on the Club's website, and a printed copy of the newsletter will be distributed every 2nd month.

For those who have internet access, a mini-newsletter will be available on the website every alternate month.

Constitution of the Classic Motorcycle Club of Natal:

For the latest update of the Club Constitution, please visit www.ncmc.org.za or for a hard copy talk to Salome at the registration table. The Constitution was ammended at the last AGM, held in December 2009.

Financial:

Annual subscriptions are now due (25 January 2010), and in that regard... R200 was deposited in the CMC-N bank account in December 2009 without details as to who it's from or what it's for. If this is you, please come forward and clear this up.

Sooooo... When depositing money in the Club's bank account, please use your name or invoice number as a reference.

Bike Raffle:

The raffle at this years' Classic Motorcycle Show is a 1983 Kawasaki KZ550. Raffle tickets are already on sale for R100-00 each – speak to Barbara Sink. The draw will take place at the Show (31 July 2010).

The CMC-N Rally

...is looking for volunteers to help with marshaling. If you want a different perspective on the rally, apply within!

Battery Boxes

...will be available again at the February 2010 monthly meeting.

Directory of Services

We will be publishing a list of persons and business offering services to the classic bike community. These will not be paid adverts; they should rather be regarded as announcements. We kick off with:

- KZN Cables, Unit 3, 15 Devon Rd, Pinetown. Tel. (031) 701-3989. For plastic-lined outer cable and stainless steel inners.
- A+I Bearings, Unit 38, 11 Devon Rd, Pinetown. Tel: (031) 701-0000/0111. They will source imperial bearings and rollers.

Ill and Infirm:

Sad news is that Bob West's wife Jill is not doing too well.

Events: past

Monthly Meeting: 1st February 2010.

The bike show was for "The Best of Britain", and it was won by Wayne Bagley with a 500cc A.J.S. R10. We were honored by a visit by Nobby Clarke, Formula One racemechanic from the 1960's onwards. New Members: Kenny Groenewald and Dave Neethling were introduced to the club;

Mystery Run:

Held on the 3rd January 2010; this was to a place with a 'moving view'.

Pre-DJ Run (7th February 2010):

Great day for a pre-DJ run, extremely hot and humid, a real test of man and machine. As usual the group congregated at the Engen garage in Kloof. Derek had each rider complete the indemnity/medical aid form before he handed out the very well prepared rally sheets. Unfortunately only two riders arrived on their DJ bikes, these being Derek himself, and Aubrey Cilliers. Pity more folk don't realize how important a ride like this can be in order to sort out rider and machine faults, prior to any rally.

First to leave was Aubrey on his very well prepared Triumph followed later by Derek on his BSA Blue Star which had been giving starting problems when hot. The remainder of the pack waited for a fairly long time before they moved out onto the virtually molten tarmac to catch up to the two old machines. Taking up the rear were the sweep followed by Salomi who was out to enjoy a peaceful Sunday drive.

Apart from some of the moderns not being able to follow the route, all went well and all arrived at the breakfast stop at the entrance to PMB where the group separated with some sitting in air conditioned comfort whilst the remainder sat outside where the smokers puffed away happily. It is said that the sweep on seeing the cycle race finish at Umlaas Road, decided not to follow the route sheet and proceeded on towards PMB, not doing the second circuit around Camperdown.

Breakfast and chatter it was now time for the homeward journey. Aubrey and the moderns soon faded away into the heat haze whilst Derek tried to coax the Bluestar into life. After a rather lengthy period of kicking, pushing and checking the spark plug in between, it was decided that the machine would be disgraced and loaded onto the trailer.

Finally Brian Hinks on his Matchless and the sweep vehicle departed with a very dejected Derek sitting in the back of the bakkie. Retracing the route back to Durban brought about the end of the 2010 pre-DJ run.

Thanks to Derek for checking the route and preparing the very well produced route sheets. To those who came for the ride, also a big thank you, but again, it was a great pity that more DJ bikes were not on the run.

Till next time keep on riding.

MADMAN

PS Very soon after arriving home, Derek was seen riding around, stopping, and starting happily. Pity Dave Stone experienced clutch problems and turned back at Hillcrest.

Events: future

Bike of the Month Competitions

January:	Best of British (won by Wayne Bagley)
February:	Golden Years Trophy (DJ Rally bikes) (Won by Doug Cruikshank)
March:	Day of the Rising Sun (Classic Oriental Bikes)
April:	Best BMW (Dave Turnbull Memorial Trophy)
May:	"Tiddlers" (Up to 250cc)
June:	Showbike Trophy (1937 to 20 years old minimum).

July:	Concourse Competition (Any classic bike, 1989 or older. Winner chosen by panel of judges)
August:	Best Post-Classic (At least 10 years old but not older than 19 years).
September:	Best Sidecar Award (Must be classic, i.e. 1989 or older).
October:	Best Matchless/AJS
November:	Best Classic Racer
December:	Moderns, incl. scooters. Any make, any size. 2000 to 2010 and a separate category for Harleys, any age.

Durban-Johannesburg Rally (a.k.a. DJ Run)

Rally Party: Wednesday 10th March 2010

Rally Scrutineering: 11th March 2010.

Actual Rally: 12 – 13 March 2010

More on this years' DJ Rally from the Clerk of the Course:

The 2010 DJ Rally takes place on the weekend of 12 and 13 March 2010. This is 2 months away. The entries are coming in slowly, so if you have not entered yet, then please do so. We urge everybody that has a DJ-eligible motorcycle to dust it, service it and enter for this years' event.

We have riders that would like to ride so if you have an eligible motorcycle and do not, for whatever reason, want to ride it in the DJ, it would be appreciated if you could make your vehicle available for somebody else to ride.

If you would like to get involved in marshalling for the event please contact Theo Stander on 082-421-3899.

The regs for the DJ can be found on www.classicmotorcycleclub.co.za

Please Contact:

Pierre Cronje 072-513-9432

Hylton Allison 083-407-2752

Regards

Pierre Cronje

And still more DJ-related stuff from Pierre Cronje:

The Vintage & Veteran Club (VVC) annually hosts a get-together for DJ Riders at their Clubhouse on the last Sunday in February. This year is no exception.

For those that would like to join us, we will be departing from the CMC Clubhouse in Germiston at 09H00. We will make our way across to Athol-Oaklands to join the VVC members and spend the morning with them.

If you do not want to ride from CMC, then make your own way to VVC.

Guys I urge to support this ride to VVC as they are the promoters of the DJ and have been doing this since 1970. Also use this opportunity to shake down your bike and get rid of the cobwebs. We will provide a back-up trailer.

Contact Pierre 072 513 9432

Natal Classic Rally: Date to be announced.

Cars in the Park:

This show will be held in Pietermaritzburg in May 2010. The exact date is still to be finalised.

Our Club's Classic Motorcycle Show: 30 & 31st July 2010.

Bike of the month:

The competition for 'Bike of the Month' at next months' monthly meeting (7th February 2010) will be for Golden Oldies – that means up to and including December 1936. Only SAVVA-dated bikes are eligible.

Technical

This article was written by CMC-N clubmember Stuart Anderson and appeared in the Shoptorque of October 1989. For space reasons I have left out the sketches that accompanied the article. (However, if anyone wants to try this conversion, these sketches are available from the editor.)

BRITISH BIKE IGNITION CONVERSION FOR LUCAS MAG/DYNOS CIRCA 1920 – 1965

For as long as I have been restoring and riding British bikes, I have experienced problems with the old magneto's in that when the machine gets really hot, the magneto becomes tired and eventually, cannot produce a spark strong enough or intense enough to fire the mixture in the combustion chamber. This causes misfiring and loss of power or even complete failure.

I have noticed this problem more so on my BSA Gold Star and this I am convinced is due to the magneto being clamped directly onto the engine crankcase behind the cylinder, which means the mag runs at the same temperature as the engine.

Although I have fitted a re-wound armature with new condenser and gone to tremendous trouble to re-magnetize the magnet, all this failed. I might just add that I went to the trouble of researching the whole concept of magnetizing a magneto and asked a gentleman who actually worked for LUCAS for all his procedures, which he gladly gave me. It was very interesting but at the test the magneto failed. The test is simple – you place the magneto into your wife's oven set at 90 degrees Celsius for 30 minutes. Remove with oven gloves and turn the gear or sprocket, observe the intensity or lack of spark at the spark plug, which you have previously fitted.

One thing came home to me after doing all this magneto testing and that is if the magneto is fitted in front of your engine on a separate base-plate, a la Matchless, it will not reach 90 degrees and you will probably run for years.

With all this experience behind me I decided to cut my losses and fit coil ignition so that I might enjoy my Gold Star. I decided to try and retain the originality as far as possible and with that in mind, went about converting an old magneto casing into a distributor.

NOTES FOR DIY MAGNETO CONVERSION TO DISTRIBUTOR: -

1. You will need precision turning facility (lathe, ect.)
2. Refer to sketch 1. The dimension marked * must be checked with your existing armature.
3. Please note the new points cover which is to be made from nylon or suitable non-conducting material, will be longer than the original pressed metal cover. This may present a space or fitting problem in your bike.
4. With reference to sketch 2, the dimensions marked * are for substitute brg. at drive end. If you wish to retain the original magneto brg., these dimensions will change to 87,5 and 20,5 respectively. Again check your original magneto armature for dimensions.
5. The taper at front of the shaft for fitting the drive gear must be accurate. The 5 degrees quoted must also be carefully checked. Take a cut leaving some oversize; fit your existing drive gear with mechanic's blue and check. Finally grind in with fine paste.
6. The two keyways must be accurate to accept the dynamo drive clutch hub and gear. Again check dimensions from your original shaft.
7. To avoid having to cut a tapered keyway internally to drive the point's sketch 2, I simply drilled a 1,5 mm diameter hole through the brass point's holder close to the center tapered boss (after first removing the original key) and with the points fitted into the end of the new drive shaft. I carefully drilled ± 3 mm into the end of the drive shaft and used a pop rivet shank as a key.
8. In both conversions, it was necessary to make up a new cover retaining stud, re-used the original spring steel clamp.

Routing the wire from the coil to the mag/distributor: I fitted the coil inside the toolbox and ran the HT lead from the coil to the plug via a hole in the rear of the toolbox along the frame. Using an old HT pick-up, which I modified by removing the brush housing (on a grind stone) I then drilled and tapped M4 thread into center aluminum contact. Using a terminal and a piece of flex connected to the inside of the pick-up I ran the wire inside the magneto casing and out the cover-points end. The other end was then made off with a terminal lug for connecting to the points. By doing this I was able to use the original HT lead as the supply to the points and it is very difficult to notice the conversion.

S J Anderson.

Not Technical, but Informative! (Or 'Those Bloody Germans!')

Did you know....

The iconic English TRIUMPH motorcycle origins began with a German immigrant back in 1885. A very astute and academically talented young Siegfried Bettmann founded a London-based import/export business in that year, importing sewing machines and exporting british-made bicycles to Europe which was being swept by a bicycle craze. Initially these cycles made for him in Birmingham bore a 'BETTMANN' trade mark. This was soon changed to 'TRIUMPH', a name chosen because of its recognition in most languages. Very clever.

Trade improved to the extent that the import of sewing machines was dropped and a decision was made to not only export more bicycles, but to manufacture them in his own factory. Siegfried took on another German immigrant in 1887, Maurice Schulte (a trained engineer) as a junior partner, to set up a bicycle factory in Coventry, the home of the British cycle trade at that time.

In time Schulte foresaw a market for a powered two wheeler, & the impetus for this came when 'MINERVA' of Belgium introduced a neat, fairly reliable little 175cc two-stroke engine that was clamped to the forward downtube of a bicycle frame and drove the back wheel directly with a twisted rawhide belt. This was to be the first 'TRIUMPH' motorcycle. The year was 1902 (the end of the Boer war!).

Development was rapid with improved engine power and reliability, but still basically a 'clip-on'. In 1904 it was decided to take the plunge and design and produce a 'proper' motorcycle, with stonger frame and wheels and an engine mounted within the frame which had become the convention.

The first 'in-house' engine was a 298cc side-valve. The first attempts were not without problems. During testing, frame breakages and rapid wear of piston rings and cylinder were some of them. The problems were overcome with better metallurgy and design and the marques' popularity grew rapidly as its reliability improved. Success at the Isle of Mann TT racing helped with this.

This reliability was to stand the company in good stead in the years leading up to World War 1. Some 30,000 'TRIUMPH' Model H's were supplied to the British and allied armies. The 'trusty Triumph' H proved to be a very rugged machine.

In 1924 a 500cc model 'P' was introduced with a price tag of just under 43 pounds, the lowest priced 500cc ever. The demand was so great for these that the factory stepped up production to about 1000 a week! It was phenomenal for the time.

The company managed to survive the great depression of 1929/30, which saw many go to the wall, and as the mid 30's ushered in better times, (somewhat short-lived!) more pace-setting models were added to their line-up. These included the very popular Tiger 70, 80 & 90 singles, and the real 'masterpiece', Edward Turners 500cc Speed Twin of 1937! This was to set the standard for British twins right to the end of Triumph's long and proud history, which unhappily unravelled in 1978.

This proud name continues today in the Hinkley Triumph, an entirely new company which benefits from the most famous name in motorcycling history!

Thanks to Dave Stone for this brief history – Ed.

News from SAVVA

The South African Veteran & Vintage Association is currently involved in discussions with the National Ministry of Transport regarding the registration and licencing of classic vehicles.

News from the Historic Motorcycle Group

The HMG is based in Johannesburg and recently (early-February 2010) revived the South African Tourist Trophy – a classic one! Here follows a report by Mike Cox (taken from their newsletter):

“ The limeys left the UK before 6am Wednesday which meant at least a 3am leave from home, if not earlier? Caught a connecting flight in Amsterdam and arrived Wednesday night around 10.30pm and by the time they got to Haarties where they were sleeping, it was close to 1am and they hit the sack after 2.30am!! Phil Read arrived a day before and stayed a few days with John Boswell.

Well for me personally it started a few months back. Clive asked me to assist with organising some of the program, mainly for **HMG** but it turned out to encompass quite a lot more. But the actual hard work started Thursday morning.

I had promised I would assist the overseas guys with a drill, extension; tools etc and help get their bikes out. At the track by 9am and waited a bit for the UK people to arrive. The unloading took a few hours with getting crates out of the 40 foot container and then assembling the bikes back together.

Practise is on every Thursday with Dave Klette, who runs the practises as a business. I spoke to Dave and he agreed and allowed anyone of the UK guys to join in if they wished.

Thursday evening was our hosting of the braai for the overseas visitors. We had 47 people book to turn up but as per normal over 60 actually purchased braai tickets. Many of them we didn't know or forgot or didn't bother to book. Just, just had enough food. A good evening was had by all I believe and the UK guys loved the braai. I loved their comments about the pap. 'What's this white stuff? Is it for putting wallpaper on the wall?' **Eat it and shut-up.**

We presented John Boswell with a plaque from **HMG** honouring him as one of the founding members and for his efforts and assistance for many of our members over the preceding years. We also made him an honorary member. Long may he continue riding and assisting us with his vast knowledge and amiable manner for years and years to come?

I stayed from Thursday night through to Sunday afternoon, as did John Boswell, Geo, Rob, Marianne and Gary Boksnot. Also Ian Groat and Jimmy Guthrie stayed over, but sort of stayed by themselves. Trevor and a couple of others arrived Saturday and stayed over as well. We had a couple of braai's and a few beers along the way.

Friday late afternoon I could see a storm approaching, and casually mentioning this to the UK guys, still left working on their bikes, that a typical SA thunderstorm would hit us in an hour or so. Actually I was slightly wrong because the typical storm was anything but. The roads turned to rivers and then floods and the lot headed to and through the Bridgestone pits in a torrent. So much so, we were under 70mm of water within 15-minutes. The tents were hastily picked up and moved but it was a waste of time as everywhere became under-water. The souities loved it. 4-hours later the ground was dry again. I heard later that half of Joburg was floating towards Pretoria?

We had a bike display under the Bridgestone roof Saturday which moved up to the main pits Sunday early.

Saturday not as good from my point of view as many local teams with gazebos arrived, put them up wherever and little concern for anybody else, the UK bikes and riders ended up jammed inside and no easy method to get out for the events. A pity as I assumed one of the main reasons was to show these overseas fabulous bikes with their equally famous riders to the general public? Short sighted attitude from my perspective because if you piss off the UK guests, they don't come again, and then what?

Phil Read and Jim Redman spent time together going over old times and must have signed 1,000s of autographs. I saw a few bikes with Phil's signature on the seat hump. I would like to thank John Boswell and Roger for providing accommodation for Phil while he was in Joburg.

Alan Cathcart also drew some interest. Alan writes for most if not all motorcycle magazines throughout the world and I am sure we might get some recognition in the near future. BikeSA and Two-Wheels were filming and interviewing throughout the weekend and Dave Petersen and Simon Fourie were seen from Thursday night through to Sunday.

The UK racing guys if you're not into racing were not that well known by the general public. But I must have been asked 100s of times 'which one is Steve Plater, which one is Mick Grant?' Steve only rode the Isle of Man once before winning it the second time. And his average speed was just under 132 miles per hour. Just pipped by John McGuinness who won last year.

Sunday all the planning put together about no parking vehicles in front of the pits and keeping to your pit allocations went out the window for everyone else. HMG were the only people who actually did as asked. The rest was a free for all. I thank everyone who did as we requested.

Overcast and/or cloudy all weekend until early midday Sunday when the sun started beating down and it turned hot and humid. The Classic Club came out as an official run and the **HMG** were able to give each **CMC** member a free ticket to get in.

Practise went well. So did the two events. A couple of breakdowns, including the Souties. Alan Walker bit the dust in turn two and the Ducati a little worse for wear. But he had two more bikes as spares, so maybe not a major problem.

We had one of our members also go down in the same corner (turn 2) but in a different event. Les Van Breda on his Suzuki GP bike was having a ding dong battle with Wayne Heasman, also an ex SA champ, but just couldn't get by. The back tyre (a Battlax) couldn't put the power down. I offered him my new Avon back tyre for the Ducati that just arrived, if he would replace? Les was over the moon with the difference and had a grin the rest of the weekend. He said 'I don't care what this tyre costs, I've never had this much fun on this bike, ever!!!'

I think one of the past, older champions will be joining us. Lives in Durbs and rode a Honda 500/4 with a piss-pot helmet on.

I had my clutch master cylinder pack up as I started the last event. **DON'T BUY CHEAP EVEN IF ITS NEW**, I just got the bike started and pogo'ed out of the pits and did clutch-less changes thereafter and remained way behind at the back of the pack on the warm-up. When the flag dropped I let them all get going then came around the last corner and took off after them. No way I could do a standing start. Took a bit of catching up and got past a few slower bikes, great fun. Must have been dreaming about the last event when I hit the sack Sunday night because my wife said the bed looked like somebody had a fight under the sheets the next morning?

Got another master cylinder from Robbie Godwin a week before for the front brake which has been giving me kak for over a year now. But I didn't know it was 100% the master cylinder problem until now.

Fitting it and in the practise I could see the brakes were 100's of times better than before and no fading. So much better, I was hitting the brakes as per normal just before the 100 metre marker, coming almost to a stop and having to accelerate again. I could miss the 100 metre marker and only at 50 metres or less slam on the brakes and dive into the corner. What a difference working equipment makes! Must have knocked off ½ a calendar from my lap times?

Nobody from HMG rode Saturday, apart from ex champions who belong to us.

John Boswell is bringing in master cylinder units as well as rear master cylinder's. Give John a call to get pricing.

Do it again? Well maybe not the 4-days again, but for sure Saturday and Sunday. Committee members, Derek and Etienne assisted with rollers, issuing tickets, standing at the main gate etc. Special tanks to

Penny for doing all the paperwork. Rob Godwin for bringing the Gazebo. And to anybody else I left out, sorry!!

The overseas contingent left Monday morning in hired cars at 5am for Plettenberg Bay for a few days, then onto Cape Town. They will then ride Saturday and Sunday at Killarney, then do some sight seeing before leaving for East London. By the middle of February there're back to the land of chills!!! I personally think they enjoyed themselves. Bit of a rush though. "

Smalls

For sale:

2007 Triumph America, 5000 Kms, Blue colour, very good condition. Asking R65 000 negotiable. Phone Ian on (031) 460-8722 (work) or 082-650-8475 (cell)

For Sale:

1984 Moto Guzzi Le Mans MK3 850cc. 60 000 kms. In completely original condition. Has completed 5 Natal Classic Rallies and numerous Breakfast Runs etc. R27 000.00 neg. Contact Reg Venter on (033) 330-6064 or 082-3577-827.

For Sale:

1960 BSA Super Road Rocket 650cc. This is the bike that was won in our Lucky Draw at last years Classic Show and is in immaculate condition, fully registered and licensed. Price: R25 000.00 onco. Contact Greg Stroud on (031) 467-3488.

For Sale:

Original 1979 Moto Guzzi 850 T3 in beautiful all-round condition, with panniers and in daily use. Only 50 000 kms on clock. Urgent sale R25 000 onco. Contact Giovanni on 083-710-8001 or (021) 979-2410 or breakthrough@telkomsa.net

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