



Shoptorque

Classic Motorcycle Club of Natal

Founded February 1981

January 2026

Chairman's Chatter

Greetings to you all, as we wrap up this year.

I'd like to start by saying thank you to all our members for entrusting me with the Chairmanship of this awesome Club for another year. I appreciate the confidence and the opportunity to serve again in 2026.

Our AGM was a great success, and we welcome Trevor Davids onto the Committee as Vice Chairman, and Stephen Knight as our SAVVA and Dating representative.

Thank you to Rod Thomas, for all your years of service on the Committee, in various roles, including Chairman in years past.

Thank you to Doug Watson, for your years as our Treasurer. Your skills and acumen have been invaluable to our Club's functioning.

We have a new candidate for Treasurer, who will be confirmed in January, for which I'm also very grateful.

We've had a pretty busy year, with a number of activities and events for which we can be grateful. It's always a pleasure to be able to participate in, and organise events for our members, and other enthusiasts to enjoy.

The 2026 D-J Entry forms have already been distributed, so for those wishing to enter next year, they are available.

Our Fragram Natal Classic Rally planning is also well under way. My thanks to Richard Sawkins, Cobus Grobbelaar and Lyn Smith for their work on the route and accommodation planning thus far. The Rally Committee has had several meetings to get this event planned for next year, and we look forward to a fantastic event in a new location with new scenery.

Due to the holidays, we are planning to hold our first meeting of 2026 on **January the 17th** to enable as many members as possible to attend. Our theme for January is "Best of British" so there is time through the holiday to get your bikes shined up for January's event!

On behalf of our Committee, I would like to wish all our members and their families a safe, joyous and peaceful Christmas time, with every blessing for all 2026 holds for us.

Best wishes,
Jayson



Our hot looking secretary Marcia posing next to a Triumph at the St Agnes motorcycle show.

CLUB CONTACT DETAILS:

Club House: 137 Tara Road Bluff Durban

Email: info@ncmc.org.za

Website:
www.ncmc.org.za

INSIDE THIS ISSUE:

Chairmans Chatter
Bike of the month categories
Editorial
Competitions
SAVVA Competition Licence
SAVVA Dating

Your Committee

Position	Name	Email address	Cell
Patron	Alan Young	alan.june.young@gmail.com	082 465 8273
Chairman	Jayson Anderson	jayson@thesolutiongroup.co.za	073 708 9989
Vice Chairman	Trevor Davids	tdavids@twkagri.com	082 550 0395
Clubhouse Manager	Deena Naidoo	dena@xsinet.co.za	072 387 7710
Treasurer	Vacant	N/A	N/A
Secretary	Marcia Hinks	marciabrodowicz@gmail.com	082 777 3878
Dating Officer	Steven Knight	stephencknight0@gmail.com	082 886 7528
Spares Manager	Walter Bretter	sales@acemoto.co.za	073 086 1021
Regalia Officer	Alain Beltran	abl@iafrica.com	083 993 0772
Website	John Booth	beltecsa@gmail.com	073 341 8211
Librarian	Dave Stone	dstonealex@gmail.com	073 663 4094
Fundraising	Deena Naidoo	dena@xsinet.co.za	072 387 7710
SAVVA Delegate	Steven Knight	stephencknight0@gmail.com	082 886 7528
Editor	John Booth	beltecsa@gmail.com	073 341 8211
Outings & Breakfast Runs	All Members	Open to any member to organise	All Members
Rally Coordinator	Richard Sawkins	richard@lgtools.co.za	082 800 0971
Bikes on Show	Deena Naidoo	dena@xsinet.co.za	072 387 7710
Assistant Editor and Social Media	Graham Viljoen	gcv134@gmail.com	082 481 5777

Banking Details:

Banking Details: Standard Bank Bluff

Banking Code: 051001

Account No 05-155-629-4

New Members:

Over the past year we welcome the following new members: Quintin Snell, Harold Barns, Robert Van Der Swan, David Cobbledick, Willem Colloty, Annemarie Coertse, Dominic Salomon, Camilla Hyson, Graham Chatterton, Anesh Jairaj, Shaun Matthews, Martin Coetzie Fullbeck, Graham McDonald, Hans Hartmann, Francois Van Der Merwe, Lloyd Weber, Anthony Weber, Tiffany Murrel, Nik Cucit.

Those We Remember:

Those we have lost: Liz Matthews, Brain Botes, Alan Crookes, Dave Renwick, Chanu Chetty, Dave Woolley, Dave Collins, Reg Venter, Terry Chesterton, Dudley Schaffer, Barbara Sink, Neil Larratt.

Bike of the Month Competition Categories

January:	Best of British including best AJS / Matchless
February:	Golden Oldies (Dec 1936) & Golden Years (1937- 1945) Trophy
March:	Day of the Rising Sun
April:	BMW – Dave Turnbull Trophy
May:	Tiddlers & Scooters
June:	Classic Bikes (1946 – 1995)
July:	Concourse Competition Concours d'etat
August:	Post-Classic (1996 – 2010)
September:	European – including Spain, Holland, France, Belgium, Germany (excl BMW), Italy, Czechoslovakia and Russia
October:	Racing Bike & Classic Off Road
November:	American and Modern Motorcycles (2011 – present day)
December:	AGM – No Competition

Bike of the Month Competition Guidelines:

Members are reminded that to qualify for the competitions:
They must be a fully paid up member.
The bike entered in the competition must be owned by them.
The bike must comply with the category entered.
The bike must be a runner.
If a non-runner is entered then it will be for display only.
The same conditions listed above apply to the Concourse Competition.





**Happy to be surrounded by these lovely ladies
Alan Young celebrates his 92 Birthday**

The Opinions expressed in Shop Torque are not necessarily those of the Chairman, Editor, The Committee or other contributors

Editorial

Greetings Everyone

My daughter and I sometimes have 'philosophical discussions' about what the future holds for the next generation. She has just finished her PHD on the effects of the medical industry on the environment at Oxford University, ie its carbon footprint. What will the future hold with AI (artificial intelligence) and when will AI reach singularity? Singularity is deemed the point at which AI will overtake human intelligence in other words it becomes cleverer than us. How will this affect us lowly motorcycle owners and riders, and how will it affect the value of our collections. Will AI take over most of our jobs and leave a legacy of vast unemployment or will it be the best thing ever to happen to humanity with rapid medical and other advances. Will Robots do all the work for us allowing more people to have a higher standard of living and increased leisure time to ride our motorcycles in peace?

The current generation is deemed the poorest generation since the great depression. As such disposable income is limited. The youth of today in a nutshell are not interested in buying classic cars or motorcycles and I say with caution...yet. They are not interested in the stock market either but instead are buying Bit Coin, Crypto Currency, hard assets like phones, clothing, property and enough food to stay alive. An economist friend has hinted that the stock market might disappear altogether. His reasoning is lower birth rate amongst those who would normally buy stocks and even less interest in the future from those being born today. Therefore less people buying stocks means lower prices, meaning more people losing their money, meaning people pulling all their money out of stocks and never returning. In brief a lower population will buy less shares, a lower population not interested in shares will buy even less shares. Money goes into property and hard assets like vintage cars and motorcycles.

Another interesting fact is Alcohol consumption in the USA has dropped to its lowest level in 90 years. This is across all age and gender groups. Drinking once seen as a social norm, now looks more like a warning sign with growing numbers seeing even moderate drinking as risky.

Unfortunately without a crystal ball and a certified Gypsy to read it, we cannot predict the future but research can give us an educated guess. There may not be hordes of youngsters banging on our doors to buy our old motorcycles but there may be restaurant owners clothing shops and fashion designers willing to pay us top dollar for display bikes to go in their shops. Of interest John Lennon's Monkey bike just sold for 57 000 pounds, a record for such a bike. A Honda CB 750/4 prototype went for a staggering 161 000 pounds. There is still life in the classic motorcycle market.

On a brighter note Graham Viljoen has accepted my request to become Sub Editor. I am a member of the Rover Car Club, the VCC and do a lot of work for the environment in the preservation of grasslands. My weekends are taken up by much of these activities hence my limited appearance at club meetings. Therefore Graham has offered to be my eyes and ears when I am not at any club activities. Thank you Graham.

John Booth Editor
Keeping the wheels turning.

Vintage Motorcycle Show St Agnes Church Kloof October 2025

John Booth

Last year I was contacted by a friend of mine Alan to display my old Mercedes next to his Armstrong Sidley at the St Agnes Church in Kloof. They were having their Fete day and wanted a few cars to promote their day. Alan and I are always willing to lend a hand by using our cars for good causes and to promote events. While I was there I was chatting to one of the church members Gavin and I mentioned I was also a member of a Classic Motorcycle Club. Then six months down the line I was asked to take my Mercedes along to Hillcrest High School for a few photos with some models. This was for their 'Feed the Baby Fund' and I got chatting to the dress designer Karen Monk. Her father was a long term member of our club. Anyway between Karen and Gavin and I we came up with the idea to investigate the possibility of hosting a classic motorcycle show at St Agnes church together with a Mods and Rockers Fashion show. Karen it turns out is also a member of the church. Just too many coincidences for it not to work!!!

I was then requested to meet with the minister of the church to outline what was envisaged. He was very keen for the show to go ahead. At the next committee meeting I presented the idea to the committee and they duly concluded that it was a good idea and let's go for it. The notion to expose our club to a whole new audience that would not normally visit our club was born. The next few months Jayson and I attended a few meetings to set the ball in motion. To be honest the Church did most of the work and we were tasked with setting up our bikes on show.

As a club we have not held a proper motorcycle show in many years, but what a resounding success it was. Some members dropped off their bikes on the Friday afternoon. Jayson kindly brought up the buried Indian which a huge attraction. More bikes arrived on the Saturday morning and we had a total of just over 40 bikes. The hall we had proved too small and we had an overflow of bikes outside. Deena, Graham and I numbered each bike to prepare for the public to vote for the best three bikes on show. By holding a public vote it is a good indicator as to what the public want to see. Dave manned the magazine/book sales table and made a few sales. Jayson brought up his magnificent Daimler (Not a Jag) and Rolls Royce which were on display outside under a tree. Our lovely secretary Marcia dressed to the nines and manned our club table. The fashion show was a great success and Steven Knight stole the show on his magnificent 1934 Levis 500. Various ticket draws were done during the day by the church and people attending were winning all sorts of lovely prizes. Attendance was good despite competition from other events going on in the area.

The winners of the best bikes on show by public vote were myself John Booth 1968 BSA Thunderbolt and sidecar, (I let Dawn go up and get the prize as she had done so much setting up the picnic theme). Second was Dale Maxwell with his magnificent Honda CBX and third was Vic Lotter with his very interesting Rhodesian Ridge Back. I must add that although my BSA was nowhere near concours condition what won the hearts of public was the story and picnic theme. I was told by many elderly ladies that it was such a romantic idea. People love stories and I think that this is the nature of this type of show where a good story will win the day. So next year get your stories on your bikes. What a great show this was. Hugely successful for us. We all had a fun day out, we gained a few new members and we got some great exposure for the club. Added to that we made some money. I would like to thank our committee for all the hard work that they did to make it such a great success.

Setting up the show on Saturday morning getting ready for the 9am start time



Winners of best on show competition



John and Dawn Booth
1968 BSA Thunderbolt Combination



Dale Maxwell
Honda CBX



Vic Lotter
Rhodesian Ridge Back



Steven Knight showing off his acting skills on his 1934 Levis 500



Wow who is this hot looking Biker Chic? Great Dress up Marcia!!

Monthly Competitions

Racing Bikes

**1st 1972 Harley Davidson
Aermachi 250
Mac Mackenzie**



Off Road Bikes

**1st 1954 Matchless G80CS
Jayson Anderson**



American Motorcycles

**1st 1952 Harley Davidson Pan
Head
Jayson Anderson**



44 th AGM 2025

This Years AGM was started earlier at just after 12 pm followed by a braai / Christmas party sponsored by the club. If I may digress here: I left just over an hour earlier, coming from Forest Hills Kloof. I used the back road through New Germany onto the M19 then N2 at Umgeni road as I had read the N3 was to be blocked off. It was an easy run until I turned off the N2 on to the M7. I thought that section was 60 or 80 kph. However when you get some guy doing 120 kph and flashing his lights, it's like a race track, so who knows what the speed limit is. Then I got just before the Southway Mall and the traffic was jammed up. Huge trucks were changing lanes at will. After a 35 minute delay I got to the club at 12.15. Luckily the AGM had not started. I couldn't even contemplate this road on an old motorcycle the trucks would just not see you.

If I can reflect back to the early 90's. A group of us used to meet at the petrol station in Waterfall, some of you might remember Robbie Hall (His father was the successful motorcycle racer Don Hall), Rolly Hill, Norman Clover and our very own Rod Thomas. The ride down was a pleasure. I used to take either my BSA Sloper attached to a Swallow sidecar or my BSA A10. The weekends back then were very quiet with hardly a truck on the road. I would never attempt this today.

However we have a fantastic club house and the whole positive aspect in all this is that they are moving the shipping container depot to Cato Ridge. So hopefully in the not too distant future the road will once again will be a pleasure to traverse.

The AGM was over in a shorter period time than I was stuck in traffic. Jayson presented the club activities and Doug presented our favorable financial position. Marcia unfortunately could not make it so I took down the minutes in my terrible short hand. The prize giving was presented by Alan Young. This was followed by a great Christmas braai. Our thanks go to Deena for organising the braai packs. A great end to our biking calendar.

Two new members were welcomed onto the Committee:

Trevor Davids Vice Chairman

Steven Knight Dating / SAVVA rep

Stepping down is Rod Thomas and we thank him for his dedicated service to the club over many years.

The following trophies were awarded to worthy prize winners:

Bum Pad Trophy – Daniel Beltran

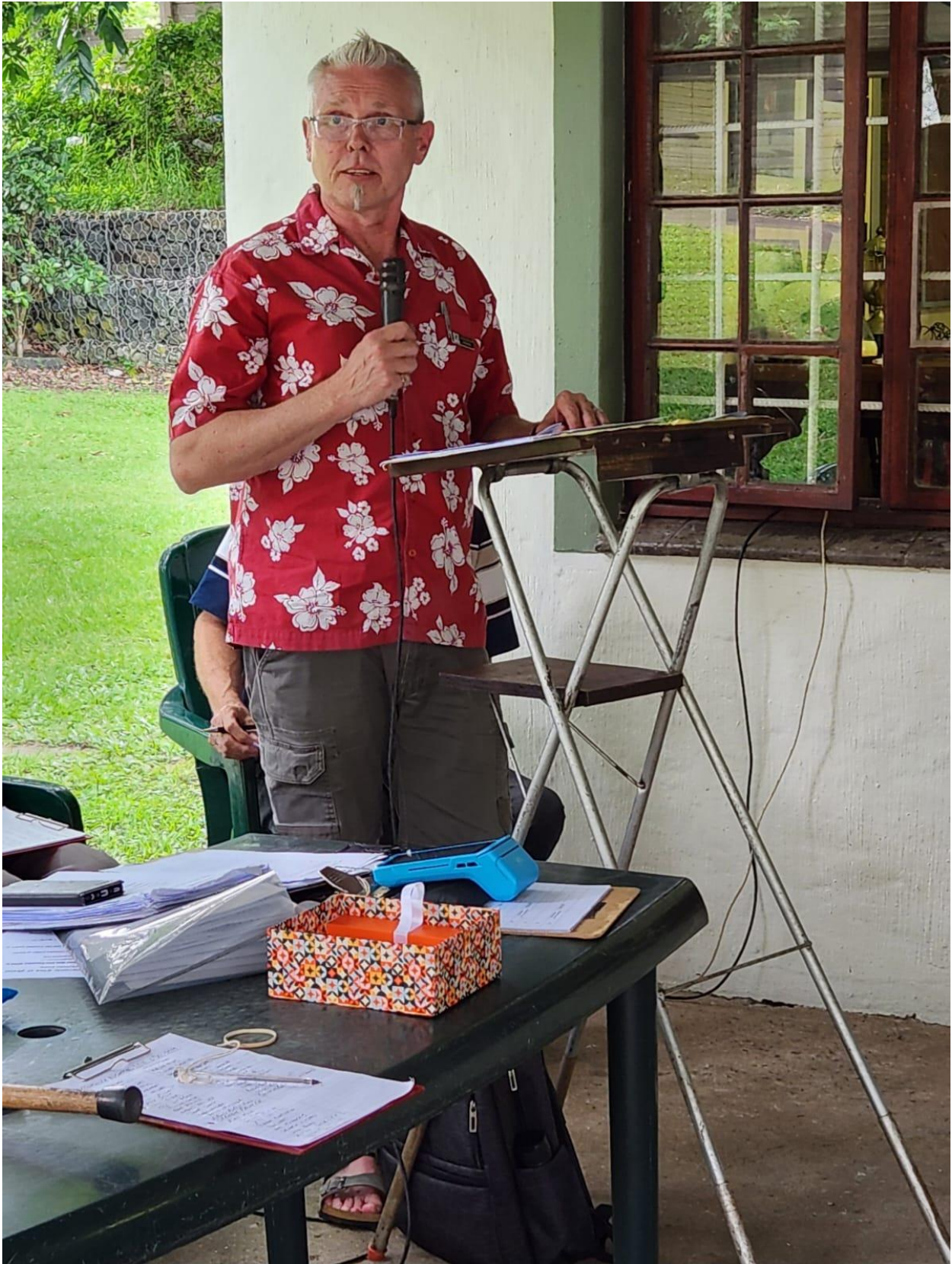
Oldest Rider – Clifford Le Roux

Youngest Rider - Conner Young

Highest Placed DJ Rider – Doug Watson

Biker of the Year – Dale Maxwell

Enthusiast of the Year – Deena Naidoo



AGM Presentation by Chairman Jayson Anderson

Trophies were presented by Samatha Anderson



Bum Pad Trophy Daniel Beltran



Oldest Rider Clifford Le Roux



Alan Young receives the Trophy for Connor: Youngest Rider



Highest Placed DJ Rider Doug Watson



Biker of the Year Dale Maxwell



Enthusiast of the year Deena Naidoo

Durban South Lions Club
Vanessa Wilesmith

You just see 3 members making your food every month, but without the income we generate, we would not be able to do the projects in our community. So a huge THANK YOU goes to the members of the Natal Classic Motorcycle Club for not only your monetary support, but your friendship over the last 15 years, and your patience when we are having a rough day in the kitchen.

Our club has done the following projects this year (our year runs from July to June):

Monthly we collect cardboard, paper and plastic cold drink bottles. This is taken to the recycling center and the money is donated to CROW.

We collect bottle tops and bread tags for wheelchairs.

We donated toiletries for Mandela day to the Brighton Beach Police Station Trauma Unit.

We will be sewing up trauma bags for them in January.

We donate newspapers to CROW monthly and took part in their Walk in the Wild fundraiser.

Played bingo with residents of Arcadia Old Age home we supplied eats and drinks for tea. Prizes are normally toiletries or sweets we have been donated.

We took part in the walk to raise funds for Umduduzi. It is a palliative care NPO for children.

Supplied stationary to two young ladies for school next year. A big thank you to all the NCMC members who helped us make this project possible.

We donated 48 hotdogs and 2 presents for the Yellowwoodpark Sports Club Christmas party.

On behalf of the Durban South Lions Club members, a big Thank You for the last 15 years and we look forward to your continued support in 2026.

Kind regards
Vanessa

Thanks Vanessa for sending us these photos and a write up of the sterling work that you are doing in the community. Our appreciation for all the hard work that you ladies put in for our club lunches. Thank you and well done!! (Ed)



We as a club have been approached by Chris Cardwell for a re-run of the historic Natal 100 motorcycle race. Chris has been in the vintage car and motorcycle movement for many years. More details will follow on this event but the target date will be for August 2026. Start will be in Mayville and will follow the closest route to the original event. Those no wishing to start at Mayville can join the event at any point along the route. Halfway stop will be the bowling club in PMB with the return leg back to Mayville. We want to make this an annual event, there will be two classes: Pre 1940 and Pre 1970 to commemorate the reintroduction of the DJ. Many thanks to Chris for this write up.

The Natal 100

By Chris Cardwell

Although essentially a Provincial event, the “Natal 100” had always been regarded as a South African classic and deserves a mention in respect to the early pre-Second World War motorcycle road races.

In 1921, the Natal Motor Cycle Club of Durban, feeling that long distances events like the “Ladysmith” and “Jo’burg – Durban” were not the ultimate expression of road racing enthusiasm, instituted a new event in the form of the “Natal 100”. Run from the outskirts of Durban to Griffin’s Hill (I believe this to now be known as “Polly Shortts”), just south of Pietermaritzburg, and return, a distance of approximately 100 miles (160 kilometers) afforded the organisers an obviously appropriate title, and to competitors an opportunity to think in terms of speed rather than reliability.

Neither of these facts was apparent immediately, for the first race of the series was named (without great originality) the “Maritzburg Race”, and the winner’s speed was not greatly in excess of that returned in the contemporary long-distance classics. It must not be overlooked, however, that the fifty odd miles between Durban and Pietermaritzburg in those days presented an obstacle of no inconsiderable proportions to high speed motoring on two or three wheels. The dusty, potholed untarred road wound its sinuous way (more tortuous and full of pitfalls even more than today) in the tracks of the wagon wheels of a previous century, with complete disregard for modern haste. The old “Botha’s”, “Älverstone” and “Inchanga” hills were then a present menace, with their steep and washed-out climbs over the summits of the heights and the day was not long past when it had been something of an achievement to climb them at all at the first attempt.

Certainly, we must salute those stalwarts of earlier days who performed such prodigies of valour with their high-built unstable machines, side-valve engines prone to distortion, narrow section, beaded-edged tyres and brakes that were often too fierce at the start of the event and non-existent at the finish. Although remarkably free from serious mishaps, the “Natal 100” was always noted for the number of minor spills, which its short distance and consequent diminution of caution engendered and one notable victim of these early hazards, in the first race, was the popular Natal figure, Ben North, who lost a thumb as a result of a crash on old Inchanga.

Bobbie Blackburn (Harley), then at the height of his racing career as a rider, was a popular solo winner of the first event in 1921. His name is inseparably connected with this event, not only because he won this race but in view of his tragic death in a road accident whilst touring later in the same year. As a mark of respect this popular sportsman, the N.M.C.C. purchased a

handsome trophy, which as the "Blackburn Memorial Trophy" became the premier award in subsequent events.

Run as a separate class for the first and last time, the sidecars were well represented. The winner being C.G. Smith (Harley s/car), one of the foremost exponents of the day.

During the next five years the race, now firmly established as the "Natal 100", consolidated its hold on the populace's imagination. Fields of around about twenty riders were attracted, drawn from the most outstanding solo and sidecar riders of the day and the rapid improvement in machines together with the more gradual improvement of road condition brought about a startling increase in speeds.

Famous names such as Len Cohen, Charlie Young, Don Hall and John Storrie appear with almost monotonous regularity in the yearly record of these races becoming the immortal heroes of not only small boys but also the adult enthusiast whose ears bristled at the sound of a racing exhaust approaching. Len Cohen and Don Hall each won this famous race on two occasions and are typical of the class of men who possessed a definite flair for speed, combined with an engineering knowledge, and tuning skill beyond the average competitor. In 1927 principally through the enterprise of Ben North the race took on a different complexion and opened a new era of "big" racing in South Africa. Considerable cash awards were offered in addition to the normal trophies, medals and motorcycle requisites. The success of this innovation was reflected in an increased number of participants totaling forty-two.

The weather conditions for this event were appalling with heavy rain and mist which accounted for less than half the entrants completing the race. Don Hall recorded his second win plus recording the fastest time on his two-stroke Dunelt, a performance, in itself indicative of the severe race conditions which resulted in so many of the riders, who on larger and faster machines, failed to finish.

1928 produced even greater enthusiasm in that it attracted an entry list of fifty-eight riders and in contrast to last year's event the weather was perfect. Unfortunately, the day was marred by the death of Bob Smythe, in an inexplicable and unwitnessed crash on an easy bend which overshadowed the tremendously close racing, one of the closest finishes ever recorded in a big road race. The dense crowd on the concrete stretch at the foot of Black Hill surged and eddied perilously as a black leathered figure, crouching over the handlebars, appeared scudding down the slope. Officials made frenzied efforts to clear a path and brought forward the chequered flag in readiness of the leading rider. It was Norman Brockwell on an O.K. and great cheer of welcome arose as he reached the level section of road. Then, an audible groan was heard as he was seen to be coasting and another furiously speeding figure came into view, swinging down the long sweeping bends towards the concrete strip.

Hearing the roar of the approaching machine behind him, Brockwell leapt from his saddle and pushed his bike desperately towards the finish but with only a few yards separating him from success, Len Grey, also on an O.K. swept by, lying flat on the tank, to deprive Brockwell of the win and claiming victory by a mere 3/5 of a second!

It appears that the event was not held in 1929. The difficulties that were encountered with the "Jo'burg – Durban" event was now having serious effects on the "Natal 100" and it was necessary to implement drastic measures by the officials to keep racing on the open road alive. The N.M.C.C. had by long usage the 'right' to two race days per year, one of which had been retained for the "Natal 100", whilst the other was handed to the R.M.C.C. for the "Jo-burg Race". Sacrificing their own event (a true sporting gesture) the Natal club appeased the anxious Provincial authorities and, by giving the remaining day to the R.M.C.C., secured the continuance of the more famous race.

1930 saw the revival of the "Natal 100", the last of the series to be held on the open road and a good quality field of about forty riders was received. However, for this year's event the turn-around point near Pietermaritzburg had been brought back about a mile to the "Star & Garter Hotel". This slight shortening of the course made little difference to the race as it only eliminated a short flat-out section in each direction and necessitated pulling up and re-starting at the foot of a fairly steep hill.

Once again, the crowds at the finish were treated to a spectacular finale, this time staged by the two ace Durban riders, Charlie Young and Len Cohen. Both were scratch men, riding respectively a 600cc o.h.v. Douglas and a 500cc o.h.c. A.J.S. and they had put up a tremendous scrap from the word go. It is reported that on the difficult winding sections of the course, south of Inchanga, the short wheelbase A.J.S. had a slight advantage while on the more open northerly sections the Douglas was able to make up for this slight disadvantage and pulled away. So, for close on 100 miles they had battled together, alternating the lead, gradually forging their way through the field, until at the top of Black Hill, half a mile from the finish they swung into the acute right-hand bend almost wheel to wheel. Desperately anxious not to yield an inch, Young made his first mistake of the day by keeping the throttle open a fraction too long, with the result that he swung wide, running up the bank and along it for several yards. Apparently, in a superhuman effort he regained control but, in the meantime, the unperturbed Cohen, on his slightly more agile bike, swept around the bend, gaining a precious lead of some twenty seconds, which he maintained to the finish.

Cohen, who had held the course record over the slightly longer distance for several years, established a new record of nearly 67 mph with Young only fractionally slower. Despite the absence of serious mishaps, the riders were undoubtedly endangered by the large crowds at either end of the course as well

as the traffic on the roads. Towards the “Star & Garter Hotel” the quicker riders were speeding on their return leg while faster men were approaching it on their upwards rush and, it was realised that to continue with this two-way event under the prevailing conditions, was to court disaster. Very wisely, the organisers decided to discontinue the race.

Several years went by, until in 1937 it was apparent that the “D-J Race” was finally finished as an event, the N.M.C.C. Then decided it was time to do reassess the situation. The success, both from the riders and spectators point of view, of racing on a closed circuit had long been done on overseas circuits and, more recently, at the very popular T.T. Races at Port Elizabeth and, the Parkhill Club’s Bluff Grand Prix, had confirmed that there was indeed a need for such events in South Africa. Permission to stage a race in Durban was refused but finally the Club obtained sanction from the Pietermaritzburg City Council to utilise an excellent section of road, measuring some 3.4 miles on the outskirts of the City, shaped somewhat like a boomerang and incorporating a one mile straight section of Alexander Road.

The meeting, which included a race for cars named the “Coronation 100”, was a huge success. Public support exceeded all expectations with ample revenue being raised to cover the heavy organising expenses and the very ambitious prize list. An entry of in excess of thirty competitors was obtained, not excessively large, but of very high calibre and, apparently very interesting racing occurred. The distance was 153 miles or 45 laps of the course and presented a test so severe that practically all the small machines had problems of one sort or another, with the final finishing list down to sixth place being filled by overhead camshaft machines.

Nathan Smith, by now firmly established as a rising younger generation star, was the winner at a speed of 66.6 mph riding a 350cc Norton. Don Hall, who had conceded two minutes at the start, followed him home less than a minute behind in second place having put up the fastest time of 67.6 mph. If it had not been for a binding brake, culminating in a short pit stop in the later stages of the race, the finish might have been very closely fought.

Roy Hesketh, another young rising star at the time, broke down early in the race after putting up a meteoric fastest lap at 73.8 mph on a 500cc Norton. During the following year, being 1938, an Easter Racing Festival was staged in Pietermaritzburg, with the “Natal 100” on the Saturday and a car race on the Monday.

A record entry of 65 competitors for the solo event was achieved, including internationally famous names such as Joe Sarkis and Jonny Galway. The size of the field presented something of a problem to the lap scorers and timekeepers for the first half of the race. A. Riddle, riding a super-charged two-stroke 175cc James had a handicap advantage of some 54 minutes over the

scratch riders, started first as the limit man and, by the time the entry had thinned out after the first half of the race, it was apparent that if he kept on going he would never be caught. He did ride with superb judgment, the small engine buzzing sweetly for almost three hours, to win the second "Natal 100" over the Alexander circuit, at the remarkable average of just shy of 52 mph. Another two-stroke came in fourth whilst the remaining four places were filled with overhead camshaft machines.

Joe Sarkis, who finished sixth, set the fastest time improving on Don Hall's time of the previous year on a similar machine, by a little over one and a half minutes. For various reasons a change of course had to be made for 1939 and an excellent, if slightly narrow circuit was mapped out on the Greytown side of Pietermaritzburg, a short section of the main Greytown road being incorporated. The lap distance was 4.3 miles and, with 35 laps for the race, the customary distance for a closed-circuit race of approximately 150 miles was maintained. Apparently, the circuit included a number of very tricky bends and the one and a half mile slightly downhill straight past the grandstands afforded the opportunity for the larger machines to be fully extended to their maximum. It was, therefore, evident that the event would be won by an overhead valve machine. That year the entry was down to approximately thirty riders, nearly all of which were top notch riders, including the sporting visitors, Sarkis and Galway, by now they were almost as popular in Natal as they were on the Rand. After a finely contested race the dashing but rather unlucky Archie Sells ran out an easy winner on a 350cc o.h.c. Velocette at over 67 mph followed home half a minute later by Bob Sibbald riding a 500c o.h.v. BSA who had struck trouble and lost time in the early stages of the race.

No race was possible in 1940 in Pietermaritzburg owing to the Provisional Authorities restriction on roads coming under their control but by determined efforts of the N.M.C.C. succeeded in obtaining permission to hold the event in Durban at the end of May. The course was to have been the Snell Parade Circuit, as had been used previously for the very successful Fairfield Handicap car race in 1939.

The stage had been set for another feast of speed, with the added attraction of the proceeds being donated to the then Mayor's Fund. During May, however, the clouds of war were looming darkly on the distant horizon and disaster in Europe cast its shadow over this event's future.

After all factors were considered, the organising Club decided that, under these unhappy prevailing conditions, with many riders and officials already serving with the armed Forces or expecting to leave shortly, a successful event in the N.M.C.C. tradition could not be guaranteed and run. Reluctantly, the decision was made to abandon the event.

Many thanks Chris for this interesting write up.

Master Harley Davidson builder Chris James sent in this photo of a 1200cc Harley engine that he has just completed. Well done Chris!!



SAVVA Indemnity Forms and Cards:

Indemnity Forms and Indemnity Cards

The form is available for download on the SAVVA website under Forms.

Indemnity forms are legal documents. Both sides of the forms must be completed, signed and witnessed, and after the number of the indemnity card issued has been recorded on the form, the original forms should be posted to the SAVVA Secretary, or brought to the SAVVA AGM each year. Clubs are encouraged to keep copies of the forms.

SAVVA Indemnity applies to all events, socials, fun runs, displays, nothing excluded, organised and promoted by a club affiliated to SAVVA.

The onus rests upon the Club to ensure persons listed in Section 5 of the Handbook

complete the forms.

Indemnity Cards It is suggested that when a new member joins a club that an indemnity card be issued to him/her and spouse immediately.

Every single person involved with a SAVVA competitive event where a permit has been issued shall have in their possession an Indemnity Card issued by the Club on behalf of SAVVA, that is all drivers, navigators, passengers of participating vehicles, all officials, marshals and their assistants, including drivers and passengers of tender vehicles and in modern vehicles who are part of the event, and persons representing sponsors, the press, SAVVA or the host club who will be present on the event or who may travel in competing vehicles.

Thus, as Club Members wishing to participate in any Club organised event, please ensure that you have a SAVVA indemnity card, which is issued when you join, and that your Bike is SAVVA dated. Steven Knight can assist in this regard, as he's the Club Dating Officer.

Items for Sale/Wanted:



Graham Viljoen has a contact for mug printing (not face painting). These are "too good to drink out of and put into a dish washer mugs" of your choice.

Contact Graham

DATING OF MOTOR VEHICLES

Many of our Members are not taking the opportunity to have their Vehicles Dated. Dating of a Vehicle serves two things.

The First is so that you can Enter the Vehicle in a SAVVA Sanctioned Event like, the D-J ; Natal Classic ; Magnum ; Fairest Cape, to name a few.

Many enter an Event "PENDING DATING" and never do have the Vehicle Dated.

Vehicle Dating is a requirement.

Secondly a Dated Vehicle adds Authentication to a Vehicle when being sold.

Dating Forms can be downloaded from the SAVVA website.
 It is up to the Person applying for the Dating of a Vehicle to furnish all the necessary Information required, not the Club Dating Officer or SAVVA.
 Information on you Vehicle can be found on the Web or from s Mark Specialist for your Vehicle

Steven Knight is our Club's Dating Officer and he can be contacted on Whatsapp on:
 Cell : 082 886 7528

List of recommended suppliers by club members

Business Name	Service Provided	Contact details
Startline	Motorcycle Parts	031 7050715
Camtech	Camshaft repairs	Gerald 011 6181823
Ram Trading	Zinc Engine Oil	011 4219300
Dave Wigston	Seat Covers	Dave 082 368 4749
Springrite	Springs and shim stock	031 7053515
Speedick Durban	Sprockets and Chain	031 5792260
Talent Auto Upholstery	Auto Upholstery	Talent 082 356 2187

AH Designs	Custom Painting	Andrew 082 709 5141
VS Motorrad Technik PE	BMW Spares	082 555 3197
Bright Blast JHB	Vapour Blasting	Daniel 076 567 5675
Sun Instruments	Instrument Repairs	011 4202916