



# Shoptorque

## Classic Motorcycle Club of Natal

Founded February 1981

July 2025

### Chairman's Chatter July 2025

Greetings to you all,

We've had a busy past few months, with a successful Century Run and the Framam Natal Classic, which was well attended and also had cars in the line-up this year. My thanks to the Rally Committee for organising such a terrific event, with many compliments shared by competitors afterwards. Without the input and collective efforts by the committee we would not have had an event. We enjoyed dry weather and magnificent scenery.

Thanks to L&G Tools for their generous sponsorship again this year, as well as many others who contributed to the various items we were able to include in the "Goodie Bags". We trust that next year's event will be as much fun, and have even more folk attending to ride and drive.

Our next exciting event this year, is the "Mods and Rockers" Bike Show at St Agnes Church in Kloof on the 25th of October. John Booth has been instrumental in co-ordinating this, thank you John. Please consider bringing a bike or two to display, so we can contribute to making it a bumper event for us, as a Club, and for St Agnes, our host. On the note of Breakfast Runs – if you have ideas for a route, and would like to co-ordinate this on an ad-hoc basis, please let myself, or a committee member know, so we can schedule your route into the calendar and get a number of people together to enjoy a ride to a new venue, or an old favourite, which hasn't been visited for some time.

We are looking for an Outings / Events person, but individual member contributions will be greatly appreciated.

Enjoy the cool dry riding weather.

Safe riding to you all,

Jayson



**Pioneer and Founder member Jim Cramer. Who was the key driver behind the clubhouse. Life story sent in by Alan Young in this newsletter..**

### **CLUB CONTACT**

#### **DETAILS:**

**Club House:** 137 Tara Road Bluff Durban

**Email:** [info@ncmc.org.za](mailto:info@ncmc.org.za)

**Website:**  
[www.ncmc.org.za](http://www.ncmc.org.za)

### **INSIDE THIS**

#### **ISSUE:**

*Chairmans Chatter*

*Bike of the month categories*

*Editorial*

*Competitions*

*SAVVA Competition Licence*

*SAVVA Dating*

## **Your Committee**

<b>Position</b>	<b>Name</b>	<b>Email address</b>	<b>Cell</b>
Patron	Alan Young	<a href="mailto:alan.june.young@gmail.com">alan.june.young@gmail.com</a>	082 465 8273
Chairman	Jayson Anderson	<a href="mailto:jayson@thesolutiongroup.co.za">jayson@thesolutiongroup.co.za</a>	073 708 9989
Vice Chairman	Rod Thomas	<a href="mailto:rodthomas@telkomsa.net">rodthomas@telkomsa.net</a>	073 365 6494
Clubhouse Manager	Deena Naidoo	<a href="mailto:dena@xsinet.co.za">dena@xsinet.co.za</a>	072 387 7710
Treasurer	Doug Watson	<a href="mailto:dugwatson@gmail.com">dugwatson@gmail.com</a>	083 519 5326
Secretary	Marcia Hinks	<a href="mailto:marciabrodowicz@gmail.com">marciabrodowicz@gmail.com</a>	082 777 3878
Dating Officer	Rod Thomas	<a href="mailto:rodthomas@telkomsa.net">rodthomas@telkomsa.net</a>	073 365 6494
Spares Manager	Walter Bretter	<a href="mailto:sales@acemoto.co.za">sales@acemoto.co.za</a>	073 086 1021
Regalia Officer	Alain Beltran	<a href="mailto:abl@iafrica.com">abl@iafrica.com</a>	083 993 0772
Website	John Booth	<a href="mailto:beltecsa@gmail.com">beltecsa@gmail.com</a>	073 341 8211
Librarian	Dave Stone	<a href="mailto:dstonealex@gmail.com">dstonealex@gmail.com</a>	073 663 4094
Fundraising	Deena Naidoo	<a href="mailto:dena@xsinet.co.za">dena@xsinet.co.za</a>	072 387 7710
SAVVA Delegate	TBA		
Editor	John Booth	<a href="mailto:beltecsa@gmail.com">beltecsa@gmail.com</a>	073 341 8211
Outings & Breakfast Runs	All Members	Open to any member to organise	
Rally Coordinator	Richard Sawkins	<a href="mailto:richard@lgtools.co.za">richard@lgtools.co.za</a>	082 800 0971
Bikes on Show	Deena Naidoo	<a href="mailto:dena@xsinet.co.za">dena@xsinet.co.za</a>	072 387 7710
Social Media	Graham Viljoen	<a href="mailto:gcv134@gmail.com">gcv134@gmail.com</a>	082 481 5777

### **Banking Details:**

Banking Details: Standard Bank Bluff  
Banking Code: 051001  
**Account No 05-155-629-4**

### **New Members:**

We welcome new members: Willem Colloty, Anne-Marie Coertse.  
We trust you will have an enjoyable and long association with the Club.

### **Those We Remember:**

Channu Chetty, Dave Colins, Dave Woolley, Dave Rennick. Our sincere condolences

## **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 Show Bikes (1946 – 1995)
July:	Concourse Competition
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:	Modern (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.

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

### **Editorial**

#### *Greetings Everyone*

I tend to write the Editorial a month or so before the newsletter comes out. I had planned for the July issue to cover past articles from old newsletters. However I got send articles from Ray Nel and Alan Young so have pushed the past articles to the October issue.

So why delve into past articles? Well as you know there are a few of us who are long term members of the club and have been members since the meetings were held at the Mayville Hotel. I can remember reading such fascinating articles of experiences by members from the early Durban days. So my appeal to members if you have some old shop torque magazines please look through them for some interesting articles. Get someone to scan them in and I can do a regular feature in the coming newsletters.

In this issue we have a lovely article sent to me by Alan Young on the life of Jim Cramer who was the real driver in getting the land and pushing for the club house to be built. There are not many motoring clubs that can boast a clubhouse. Many clubs borrow other facilities to have their meetings and some clubs through lack of membership are now represented by a Facebook page. So we can be grateful to the efforts of Jim Cramer and the other early 'Pioneers' of our club. One memory that I have of Jim was his occasional sighting of a ghostly red Triumph motorcycle that was said to be occasionally parked outside the Mayville Hotel long after we had left as a club. Some of the older members may remember this story.

The other interesting article has been sent in by Ray Nel regarding a Douglas TT. Now what got me thinking was the mention of Charlie Young. I remember when I was still at school in the seventies walking past his magnificent shop in West Street and admiring those 50cc bikes that a young school boy would have loved to have taken to school. Sadly for most of us they would remain a dream. Only the rich kids could afford one of those. Does anyone have an article on Charlie Young and his shop in West Street or even Jeff's bikes in Umbilo road? That would make interesting reading.

John Booth Editor  
Keeping the wheels turning.

### **Vintage Motorcycle Show October 2025**

A Vintage / Classic motorcycle show is planned for October 25 at St Agnes church Kloof. This is a joint venture between the church and our club. There will be a Mods and Rockers fashion show organized by top fashion designer Karen Monk. The church will get the permissions to host the show, run the ticket sales and arrange the parking. The club members will bring the bikes and set up the various displays. There will be a club table to attract any potential new members. Dave Stone will be selling magazines and hoping for a good return for the club.

During the event Karen Monk will hold a Mods and Rockers fashion show. The ticket cost will be R50 per person this is a flat rate, no pensioner discount. Children under 12 will get in free. The money from the ticket sales will be shared between the church, the club and the fashion designer. We need your support by bringing your motorcycles on the day. We want a spectacular show and our club to shine. There are roughly 50 spaces available however we have a small spill over area. We need your bikes the older the better, DJ bikes, unrestored we need them.

There will be a 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> prizes for best display. So get your thinking caps on and design a spectacular display. This could be a military display, a racing bike display, 50cc buzz bike display, a two stroke display or any other motorcycle related display. This competition is open to all club members and their immediate families. The public will vote so there is no bias and the top three number of vote counted will be the winners. Each display will be given a number so that the public can vote accordingly. We want people to come from all over the country and a show to be remembered. The church has an excellent marketing department and they will try and get mentions into the Highway mail and the Get it magazine. Word about this show has got out amongst the various religious groups and St Agnes Church wants to go big. Let's get our club name out there.

The church will be opened on Friday afternoon from 2pm and on Saturday at 7am for members to bring in their motorcycles and the show will start at 9am. The winners of the displays will be announced at 2pm and the show will end at 3pm. Please let Marcia know if

you want to enter the display competition or you are just bringing a few motorcycles to go on show. She will then allocate you a display number if you are entering the display competition. Please if possible put on a write up on your motorcycle or display. People love to read the history or fascinating facts about your bike.

ST AGNES CHURCH KLOOF

**REBELS  
WITH  
STYLE:**

MODS AND ROCKERS RIDE THE  
RUNWAY



**25 OCTOBER  
9AM - 3PM**

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PARTNERING WITH THE CLASSIC MOTORCYCLE CLUB OF NATAL  
TO HOST A VINTAGE MOTORCYCLE EXHIBITION.  
MODS AND ROCKERS FASHION SHOW BY TOP FASHION  
DESIGNER KAREN MONK-KLIJNSTRA  
BEER GARDEN

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R50 PER PERSON. CHILDREN UNDER 12 FREE

CONTACT DERYCK FOR DETAILS 08288455999  
ST AGNES CHURCH 53 ABELIA ROAD KLOOF





## Christine Cleary

### Rockers, Mods, Teddy Boys and Skinheads

## **John James Cramer (Jim)**

John James Cramer. [Always Known as Jim] Born: Durban, 27 08 1936, Died: 02 03 2009.

The most influential member of our club!

Jim was educated at Mansfield High School and obtained a Junior Certificate with excellent results as a draftsman in 1951. That same year he found employment at the City Engineers as a learner draftsman. Here, he rose through the ranks to eventually become Manager of the Planning Division until his retirement in 1993. In those days the C. E. Dept was a competent and efficient organization and my job entailed visits to Jim's department where we would pore over plans of the City's water reticulation in search of supplies for fire protection systems.

Jim found romance and marriage to Beryl McGee on 28-06-1975. they had two children, Patricia born 1976 and Michael born 1977.

Jim attended the first ever meeting of the club at the Albert Park stadium organized by our club founder, Mike Lang. Unfortunately Jim did not present on a classic bike and was under the mistaken impression that he did not therefore qualify as a founder member of the club. Be that as it may he can be considered a founder member and he soon became involved in the activities of the club. His most memorable acquisition was the purchase of his 650 BSA twin with sidecar all in sparkling red and a common sight at club meetings and on breakfast runs. He soon took on the portfolio of editor and held that position for many future years.

In those early years of the club a search was on to find a suitable venue where meetings could be held and bikes put on display. The Cramer family spent many weekend hours at flea markets in an effort to raise funds for club finances. Jim, through his connections in the municipality was able to find a vacant piece of municipal property at 137 Tara Road on the Bluff. A lease was agreed with the municipality and we took occupation of the land in due course. The property was an overgrown jungle with lots of trees. By now Jim had been elected chairman and once again used his influence and prevailed on one of our members who operated with earth moving equipment to bring a grader and level out an area suitable for constructing a clubhouse and for vehicle parking. That done, Jim had plans drawn and approved and again prevailed on club members with appropriate skills to build our clubhouse. In the meantime we had been expelled from Albert Park and moved to the Mayville Hotel who were willing to accommodate us on a couple of Saturdays each month.

The clubhouse was completed sometime in 1985/86 and we took occupation. Jim continued with compilation of the newsletter, all hand drafted which was then typed by Beryl and which were then printed and stapled together ready for distribution. All this was done under the careful supervision of Jim for the twelve long years he served as chairman and editor.

I recall his commanding presence during announcements at main meetings during which he inevitably had a joke at the expense of Triumph owners! But be not mistaken; he had a love for all makes of classic motorcycles.

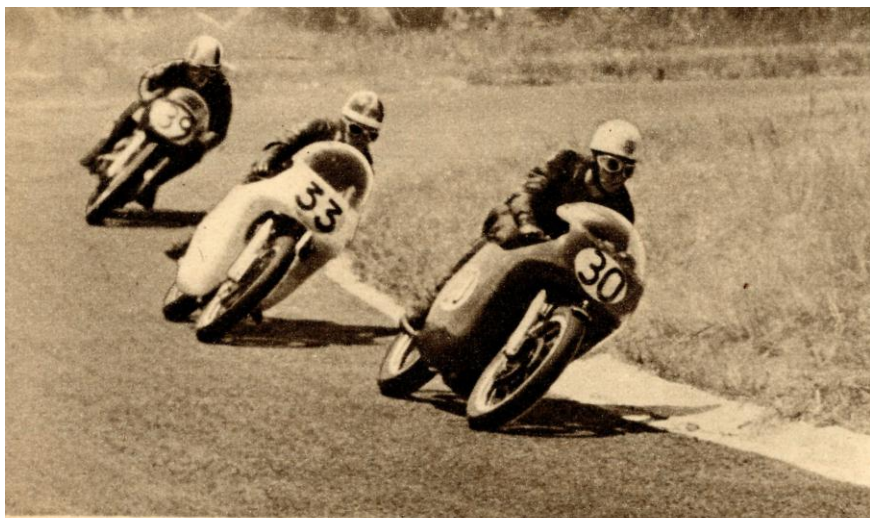
In the early days of his tenure he drafted the monthly competitions for different makes and capacity motorcycles which is still in use today with some minor adjustments and additions. To complement the competitions he sourced trophies for each category but unfortunately some of these were destroyed in the fire and were subsequently replaced by ones somewhat different.....At the AGM's he also devised the various awards to members for services during the year with appropriate trophies.

He continued to raise funds for the club by giving his unstinting support to Ken and Barbara Sink in the planning and execution of the shows we had at various venues over the years which has resulted in the clubs strong financial position. He also participated in club events such as breakfast runs and visit to museums etc. but he was an avid supporter of our rally and took part in many over the years. Thank you Jim for all that you did for our club during your tenure, we are indeed fortunate in having you as a member. Over to you John to edit as you see fit and publish in the newsletter.

My thanks to Alan Young for sending this to me. Jim was indeed the driver behind the club in the early days.







At Pietermaritzburg Jim Redman, Mike Hailwood and Keith Crawford, all on Nortons, do an invisible tow-rope act in the 350 c.c. scratch race

## **Review of a Highly Successful Winter Season in South Africa**

By P. E. G. GIBSON

# **Triumphant Tour**

THE chequered flag falling at the end of the Van Riebeeck handicap on the Cape Province Sacks Circle circuit on February 15 marked more than a fine win for Dave Chadwick and his 499 c.c. Norton; it marked also the end of the winter tour of South Africa by Chadwick and Mike Hailwood with their mechanics Syd Higgins and Jim Adams. Chadwick had ridden off scratch in the 18-lap, 54-mile race and, together with Hailwood—also off scratch on a five-hundred Norton—overhauled the 30-strong field by nine laps. Then, just short of full-distance, Hailwood was yet again plagued by bad luck when his valve-gear bevels failed.

Thinking that he was on the last lap, he quickly dismounted and pushed his machine a mile down the straight to cross the line. But there was another lap to go, and to have lugged his machine around the 2.97-mile circuit in the near-gale which was blowing was a patently impossible task. So, rather reluctantly, the towel was thrown in.

Without detracting in any way from Chadwick's admirable success, it was obvious that the handicapper had offered him his win on a platter. The race was the first for solos on the Sacks circuit, although a car event—in which speeds of 96 m.p.h. had been attained—had been run on New Year's Day. The handicapper (one of South Africa's foremost solo contenders some years ago) erroneously considered that motor cycles had little chance of matching the terminal velocities of the fastest cars, and worked accordingly. Both Chadwick and Hailwood pushed their Nortons around at 98 m.p.h., and, had it not been for the gale, would easily have made the 100 m.p.h. mark.

Second on handicap was Rhodesian Jim Redman (348 Norton) and third Cape rider Alec Grier, mounted on a 499 c.c. long-stroke Norton. But both Chadwick and Redman added further feathers to their caps by winning the five-hundred and three-fifty scratch races run concurrently with the handicap; and the English contingent had yet another success when Jim Adams, on Hailwood's N.S.U., took the two-fifty award.

The Sacks circuit won the approval of all riders. It is second for speed only to the W. M. Gray course in Port Elizabeth, and is the first major clockwise track in South Africa. In spite of a few hazards, it holds great promise, and Chadwick said after the meeting that he is confident of lapping at 100 m.p.h. when he returns to the Union at the end of this year.

The visit of the English contingent to South Africa over the past few months has been memorable for two reasons. First, there was the large number of successes chalked up and, secondly, there was the ill-luck which has haunted Hailwood since the New Year. Hailwood was the first to arrive, and quickly scored a hat-trick at Killarney, Cape Province, at the end of November. He also broke two lap records and equalled a third.



Dave Chadwick

The long trail then led to Pietermaritzburg where, on the Roy Hesketh circuit on December 14, Hailwood scored a remarkable double hat-trick by winning the 250, 350 and 500 c.c. scratch races and breaking lap records in each of them. Then at the New Year, Dave Chadwick and veteran Frank Cope came on the scene. Their first appearance during the tour was at Port Elizabeth where, in the famous "200," they well and truly established

British superiority. Frank ("You can say that I'm an up-and-coming youngster") Cope, 63 years old, won the 144-mile handicap and the 250 c.c. scratch award on his sleeved Norton. Chadwick, on a 348 c.c. Norton, finished third overall, took the 350 c.c. scratch prize and established a record lap at 104.81 m.p.h. It was in the Port Elizabeth "200" that Hailwood's jinx made its call sign. He was going well until the third lap, when a bent valve caused his retirement.

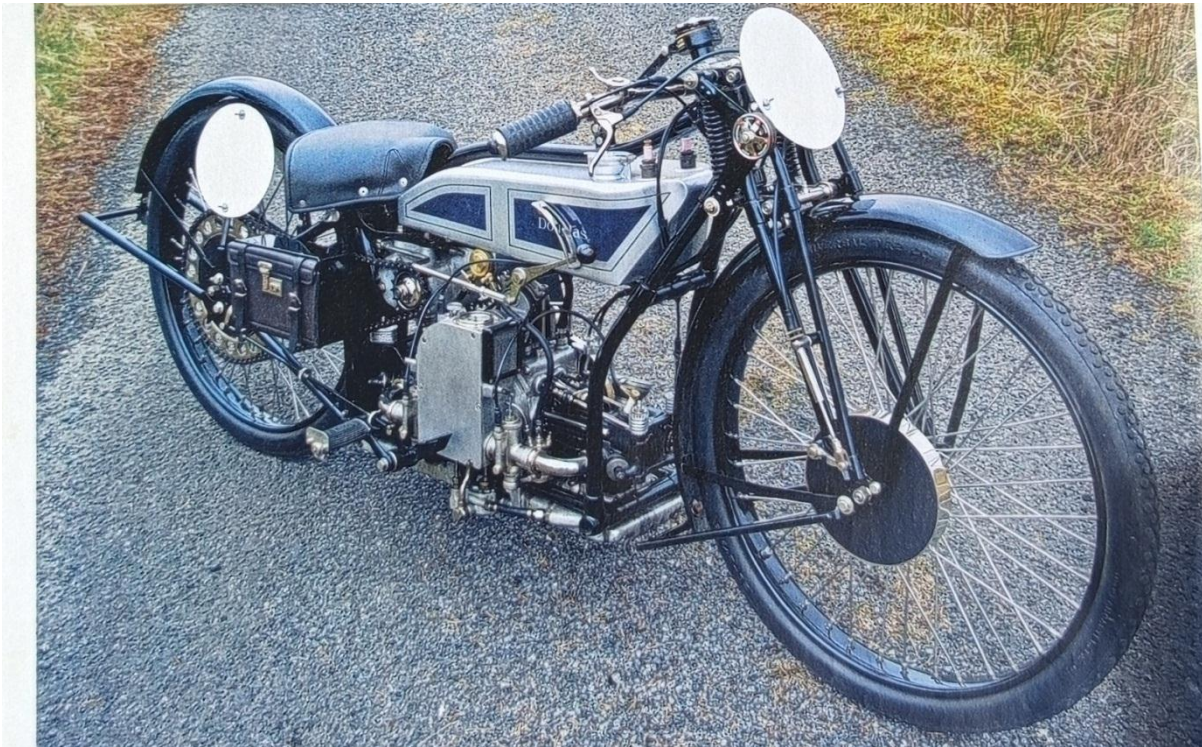
Pietermaritzburg again, and a national date on the Roy Hesketh circuit on January 18: Chadwick was at his brilliant best; he won both the 350 and 500 c.c. scratch events, in addition to beating the 500 c.c. lap record set up by Hailwood a month before. Hailwood was again unlucky. His two-fifty N.S.U. was reluctant to start and the best he could manage was second place behind Jannie Stander's Velocette Special. (Standers name is purposely mentioned: he is the only South African to notch a major win since the English invasion.) In the 500 c.c. scratch race, Hailwood's Norton refused to start, and he was left several laps behind. Only in the 350 c.c. category did he have a trouble-free ride, and then he was up against his compatriot Chadwick, who proved a brilliant winner. Frank Cope raced but without success. The tight Roy Hesketh circuit was not quite his cup of tea, and gear-change troubles slowed him further.

And so to Capetown and the boat back. At the prizegiving after the Cape meeting, extra awards were presented. Chadwick received the cup for being South African three-fifty champion last year, and Hailwood that for the two-fifty championship. But these grand young sportsmen have done more than merely win trophies in South Africa: they have shown and practised the finest traditions of motor cycling. We were sorry to see them go.



## **1926 Douglas 600cc TT**

### **By Ray Nell**



In 1923 Douglas Motorcycles were winning races around the world including the French GP, the Spanish 12 hour and the Durban to Johannesburg race. It was not the first time a Douglas had won the DJ as Percy Flook won on a 350cc Duggie in 1919 and a year later Fritz Zurcher won on a 500cc covering the 420 miles in just over 23 hours despite roads that had been turned to mud by heavy rain and thunderstorms.

The South African Douglas turned out to be a historic machine. Fritz Zurcher who was born in Mozambique to German Parents was a business partner in the Douglas agents; Zurcher & Acutt of Durban. He took delivery of the 600cc TT model in 1926 by which time it featured a gearbox still above the rear cylinder but now mounted to the front, a circulating oil system and efficient drum brakes. Huge petrol and oil filler caps and a spare spark plug screwed into the top of the petrol tank were standard for the TT.

## **SPECIFICATION - 1926 TT DOUGLAS**

Engine.....Inline OHV air-cooled flat twin	Number of gears .....Three
Capacity.....596cc	Rear wheel drive .....Chain
Bore x stroke .....68 x 82mm	Frame .....Double cradle
Compression ratio .....7:1	Front suspension ....Douglas girder, Andre damping
Carburation ..Twin Amac needleless track, shared pressure-balance box	Rear suspension ..... Rigid
Lubrication.....Dry sump, two gear pumps	Brakes ...8in (200mm) single-sided drums front and rear
Primary .....Drive chain	Tyre dimensions .28 x 2.5in beaded edge, front and rear
Clutch .Single plate flywheel clutch	Top speed .....100mph

Fritz rode it in a number of races including the 1927 Natal Hill Climb where he was timed at 92mph (148 kph) this was the highest speed ever recorded in Africa at the time. He also lent the Douglas to Charlie Young, one of his employees. Who two years later pushed the speed record to an impressive 107mph (172.4kph) at compensation flats northern natal. Charlie also rode the Zurcher TT in the 1929 DJ. There were 127 riders but the handicap gave Jock Lind's 350cc cammy AJS far too much of a head start and Charlie had to be satisfied with eighth position.

The Zurcher business closed down in the early 1930's because of the great depression. The TT ended up in a Sydenham garage in Port Elizabeth. By the time Jack Cuyler saw it in 1942 the engine had been taken out and was packed into a wooden box. Jack paid less than a pound for it and soon got it running and used the old racer to ride to work and back.

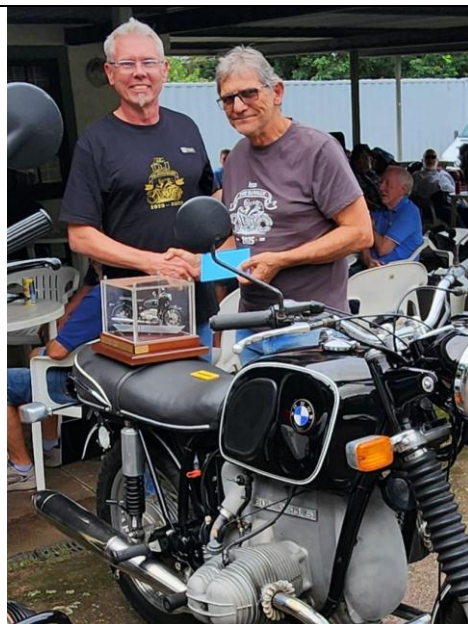
What an interesting story, thanks to Ray Nell for sending this in.



## **Monthly Competitions**

### **BMW Award**

1<sup>st</sup> BMW – Dave Turnbull Trophy  
Billy Thomas  
1970 BMW R50/5



### **Tiddler Award** **Bikes up to 250cc**

1<sup>st</sup> 1981 Yamaha XT 250cc  
Jayson Anderson



### **Classic Show Bikes 1946 to** **1995**

1<sup>st</sup> 1981 Motor-Guzzi V50II  
Deena Naidoo







**Oldest rider/bike on the Centenary Run. Steven Knight with his 1934 Levis.**

## **Natal Classic Motorcycle Rally**

By all accounts this was a fantastic rally enjoyed by all. Well done to the organisers who went out of their way to make this rally such a success. Also well done to the winner Gavin Walton and the two highest placed club members Doug Watson and Steven Knight. For the first time we allowed cars to boost the numbers and I think this is a progressive way forward.







## Results Table

Position	Name	Comp No	Day 1	Day 2	Final	Speed Grp.
1	GavinWalton	18	131	75	206	B
2	RichardHyson	31	166	170	336	B
3	StephenKnight	20	259	125	384	B
4	PietieCoertze	25	229	219	448	B
5	DouglasWatson	21	193	259	452	B
6	HenniedeJager	7	266	250	516	A
7	GrahamKendall	3	471	218	689	A
8	JohnTheaFleischer	35	611	216	827	B
9	AndyRobertson	17	588	260	848	B
10	AndreOtto	9	665	288	953	A
11	BillLance	14	707	280	987	B
12	RobThompson	40	728	357	1085	C
13	DeenaNaidoo	22	726	670	1396	B
14	DetlevBornerMarilynShafto	38	1352	253	1605	C
15	GrantVacy-Lyle	6	1492	244	1736	A
16	SabrinaPeterGillespie	37	1518	218	1736	C
17	DerekPirie	30	997	926	1923	B
18	JenneferKirkDanitaOtto	13	737	2192	2929	A
19	RobinMcDonald	34	2622	757	3379	B
20	MatthewVacy-Lyle	33	3304	278	3582	B
21	PietCoetse	26	225	3658	3883	B
22	TheoEsterhuizen	24	3263	737	4000	B
23	RaymondMeyer	1	4015	549	4564	A
24	DaleMaxwell	16	4480	227	4707	B
25	GaryBarnes	10	420	4487	4907	A
26	DionSueTappan	5	6359	627	6986	A
27	DavidWatsonRichardAustin	36	7747	543	8290	B
28	StewardLarinaMacGregor	39	8368	303	8671	C
29	MartinDavis	2	9082	165	9247	A
30	HankRaatgever	29	10473	313	10786	B
31	GeoffDougall	28	11444	1152	12596	B
32	HansAnnemarieCoetse	23	13562	334	13896	B
NF	RorfZoller	8	3279	12600	15879	A
33	GerhardBotma	4	7938	8274	16212	A
NF	BillyThomas	19	16200	4651	20851	B
34	GeorgePortman	15	13967	10370	24337	B
NS	CraigPatterson	12	16200	12600	28800	A
NS	NickMuller	27	16200	12600	28800	B
NS	WillemColloty	32	16200	12600	28800	B
NS	RobertvanderZwan	41	16200	12600	28800	C



## **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. Rod Thomas can assist in this regard, as he's the Club Dating Officer.

### **Items for Sale/Wanted:**

Wanted scrap BSA with papers. John Booth 073 341 8211

### **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

ROD Thomas is our Club's Dating Officer and he can be contacted by Message on.  
Cell : +27 73 365 6494

## List of recommended suppliers by club members

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

<b>AH Designs</b>	<b>Custom Painting</b>	<b>Andrew 082 709 5141</b>
<b>VS Motorrad Technik PE</b>	<b>BMW Spares</b>	<b>082 555 3197</b>
<b>Bright Blast JHB</b>	<b>Vapour Blasting</b>	<b>Daniel 076 567 5675</b>

