



Shoptorque

Classic Motorcycle Club of Natal

Founded February 1981

March 2026

Chairman's Chatter

Chairman's Chat March 2026

Greetings to you all,
We've had a pretty busy start to the year, and it's March already!!
9 CMCN members participated in this year's D-J Rally, which was substantially down from the Club entrants of last year, sadly.
The entrance this year were:

Doug Watson, Bridgit Coertse, Grant Vacy-Lyle, Piet Coertse, Billy Thomas, Russel Greef, Hennie DeJager, Jayson Anderson, Hans Coertse.

8 of our members completed the Rally, with Russell Greef unfortunately having bike trouble on Saturday morning, which meant that he was a non-finisher.

Congratulations to all who took part. Neville Nicolau was the overall DJ Winner, and he's asked to enter our Framgram Natal Classic Rally, along with his wife Helen, so we look forward to some stiff competition this year!
Coming up in April we have a breakfast Run to Pietermaritzburg to view Hans Coertse's "Man Cave" which will be a treat. Thank you to Trevor Davids for organising this. The date has been set for the 19th of April.

Our Century Run will also be held soon – the date will be announced soon.

Entry Forms are out for our Framgram Natal Classic Rally. If you're thinking of entering, please do so soon, and pass the info out to any friends who may be interested. We have opened the field to cars as well as bikes again this year, due to the positive comments received from car competitors last year.

As one of the original Club Chairmen used to say – "Ride them, don't hide them!"

See you at the Club,
Jayson



Two of our hard working Committee members; Jayson and Deena.

CLUB CONTACT DETAILS:

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Banking Details: Standard Bank Bluff
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New Members:

We welcome the following new members:
 Richard Coetze, Bridget Coetzee, David Fobian, Clint Jacobee, Joshua Marais.

Those We Remember:

Those we have lost:
 Don Bristol

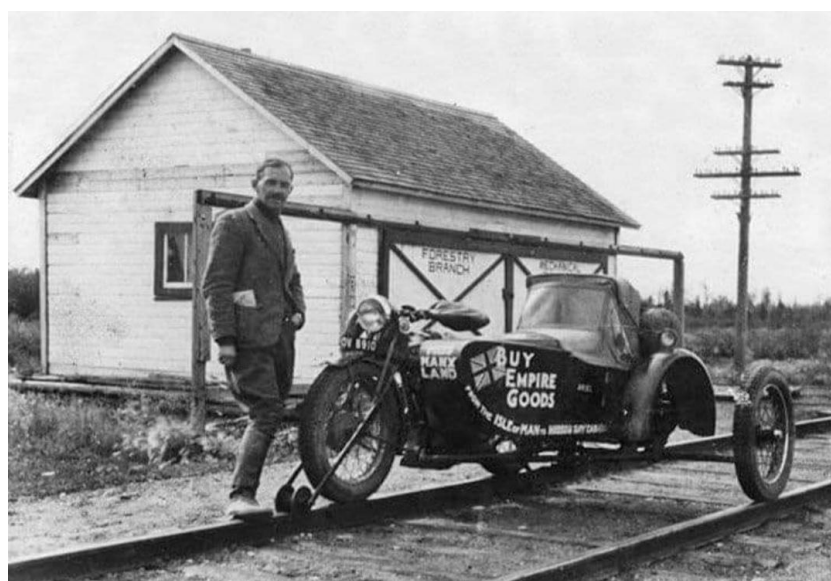
Bike of the Month Competition Categories

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.

Our sincere thanks to Startline for prize money sponsorship.



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

Editorial

Greetings Everyone

Alan Young sent in this amusing but thought provoking joke:

“While the nuts and bolts holding a vehicle together are important the most danger comes from the nutcase holding the steering wheel (or handlebars)”.

So very true and as traffic volumes continue to increase we need to be more vigilant when riding our old motorcycles. It reminds me of the time in the early 1980's. I was just leaving PMB around midnight after visiting some friends. I was in my Ford Escort MK1 1600GT. As I pulled out of their road I thought I heard a ping ping noise coming from the front of my car. I thought at the time that I had driven over a piece of metal and carried on my journey to Hillcrest some 50km away. Back then, at that time of night or I should say early hours of the morning, there were no other cars on the road, so it was a clear run home. Aside from the odd ghost hitch hiker there was nothing really to be concerned about.

Some 5 km from home the steering did not feel right with the car pulling to the left and some vibration. I slowed right down taking about half hour to do that distance. I arrived home at around 1.30 am, the car was making a screeching noise and this had woken up the neighbourhood dogs. Rather than going straight to bed I wanted to know what the problem was. I jacked up the front of the car and literally pulled off the wheel and brake drum. What had happened was the bearing cap had come off the wheel. That was the ping ping noise I had heard as it fell off and rolled down the road. Grease would have been thrown out of the bearing hub until none remained. Then metal friction and heat had set in. I was lucky to get home so yes always check your nuts and bolts and in this case the bearing cap.

This edition we are looking at Sidecars. Ageing bikers need a third wheel and more presence on the road. Aftermarket sidecars are in big demand showing resurgence in interest. However riding solo and riding a bike with a sidecar are chalk and cheese. When I first got a sidecar I could only go straight, turning corners was another story and keeping the third wheel down is a chapter in itself. Also some interesting write ups from 1993 and 9th Natal Rally. Please also see the invitation for the Natal Classic rally. Then coming up is the Natal 100.

John Booth Editor
Keeping the wheels turning.

Monthly Competitions

Best of British

1st 1960 Triumph

**5TA Speed Twin
Deena Naidoo**



Golden Oldies to 1936

**1st 1930 BSA Sloper
Trevor Davids**



Day of the Rising Sun

**1st 1977 Honda CB550
Andy Paulsen**



Stuart, Rod, Thomas and Jayson at the Munster museum after attending Barbara's memorial on Saturday the 10th.

Results of the 2026 DJ Rally

CMCN Participants in this year's DJ



2026 D-J Motorcycle Rally

13-14 March 2026
Combined Result Final

Overall Pos	Bike	Driver	Passenger	Spd Grp	1st Time	Lady	Club	Mount	Make	Model	Class	Cap	Man Date	Date Cat	Total Penalty	Day1 Penalty	Day2 Penalty
1	23	Neville Nicolau		B			VMC	Solo	BMW	R12	C	750	1935	3	471	264	207
2	14	Gavin Walton		B			CMC	Solo	AJS	9	B	500	1936	3	527	351	176
3	19	Mike Venables		B			CMC	Solo	BSA	Bue Star	B	500	1933	3	609	352	257
4	44	Adrian Hollis		B			VMC	Solo	Sunbeam	Lion	C	600	1935	3	633	348	285
5	15	Kevin Walton		B			CMC	Solo	BSA	S31 Sloper	B	500	1931	3	689	348	341
6	13	Ryan Duncan		B			VMC	Solo	Norton	Model 18	B	500	1934	3	705	441	264
7	63	Keith Kendall		B			CMC	Solo	Velocette	MAC	A	350	1936	3	849	606	243
8	53	Jaycee Van Rooyen		B			VMC	Solo	Ariel	NH 350 Red Hunter	A	350	1936	3	921	466	455
9	31	David Pitchford		B			VMC	Solo	Sunbeam	Model 9	B	500	1929	2	971	606	365
10	32	Jayson Anderson		B			CMCN	Solo	AJS	M6	A	350	1929	2	986	639	347
11	10	Bill Lance		B			CMC	Solo	Velocette	MSS	B	500	1936	3	1071	574	497
12	34	Piet Coertse		B			CMCN	Solo	BMW	52	B	486	1928	2	1084	624	460
13	36	Hennie De Jager		B			CMCN	Solo	Triumph	Model 3.1	A	350	1935	3	1132	684	448
14	81	Keegan Ward		C			VMC	Solo	Norton	Model 18	B	500	1936	3	1178	883	295
15	62	Geoff Johnson		B			OVSVMK	Solo	Velocette	350 MAC	A	350	1935	3	1200	660	540
16	18	Trevor Binder		B			CMC	Solo	Indian	Scout	C	600	1925	1	1249	748	501
17	42	Marius Malherbe		B			VMC	Solo	AJS	500 Model 18	B	500	1936	3	1366	987	379
18	17	Brad Binder		B			MSA	Solo	Sunbeam	9	B	500	1935	3	1489	924	565
19	12	Douglas Watson		B			CMCN	Solo	Norton	Model 18	B	500	1934	3	1500	908	592
20	71	Richard Hulsbos		C			VMC	Solo	BMW	R5	B	500	1936	3	1516	664	852
21	64	Graham Kendall		B			CMC	Solo	Velocette	MSS	B	500	1936	3	1691	1199	492
22	57	Mark Palmer		B			CVMC	Solo	Royal Enfield	Model L	C	570	1936	3	1704	1305	399
23	33	Hans Coertse	Bridgit Coertse	B			CMCN	Combo	Harley Davidson	J	D	1000	1921	1	1718	1231	487
24	20	Gerhard Bothma		B			CMC	Solo	Ariel	Red Hunter	B	500	1935	3	1859	1366	493
25	30	Brian Lange	Steve Lange	B			VMC	Combo	AJS	Big Twin 52	D	997	1928	2	2070	1306	764
26	60	Trevor Hall		B			VMC	Solo	DKW	SB	A	350	1936	3	2149	1567	582
27	26	Gary Barnes		B			CMC	Solo	Francis Barnett	Sea gull	A	250	1935	3	2172	1309	863
28	61	Johan Fleisher		B			VMC	Solo	Norton	S C	B	500	1936	3	2371	1862	509
29	56	Benita Palmer		B		L	CVMC	Solo	Rudge	Rapid	A	250	1935	3	2503	1639	864
30	54	Vic Matthews		B			CVMC	Solo	Norton	16H	B	500	1933	3	2524	1597	927
31	39	Grant Vacy-Lyle		B			CMCN	Solo	Ariel	SF31	B	500	1931	3	2526	1359	1167
32	11	Billy Thomas		B			CMCN	Solo	BSA	SV Sloper	C	600	1934	3	2618	2207	411
33	24	Helen Nicolau		B		L	VMC	Solo	Ariel	NH350 Red Hunter	C	348	1936	3	2620	1438	1182

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13-14 March 2026
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Overall	Bike	Driver	Passenger	Spd Grp	1st Time	Lady	Club	Mount	Make	Model	Class	Cap	Man Date	Date	Total	Day1	Day2
Pos															Penalty	Penalty	Penalty
34	49	Bradley Mc Ewan		B			CMC	Solo	Norton	CJ/ES2	B	500	1934	3	2888	1431	1457
35	74	Les Youngman		C			CVMC	Solo	New Imperial	30	A	250	1934	3	3147	1522	1625
36	76	Ryan Van Heerden		C			CMC	Solo	Velocette	MAC	A	350	1936	3	3293	2885	408
37	79	Gary Edwards		C			CSRA	Solo	Velocette	MOV	A	250	1936	3	3415	2622	793
38	75	Gavin Youngman		C			CVMC	Solo	Norton	ES2	B	500	1935	3	3803	2359	1444
39	78	Allan Cuninghame		C			CVMC	Solo	Velocette	MSS	B	500	1936	3	4276	3985	291
40	50	Garreth Keevey		B	F		VMC	Solo	Triumph	350 SV	A	350	1934	3	4454	3258	1196
41	77	Keith Van Heerden		C			CMC	Solo	Velocette	Mac	A	350	1936	3	5112	2932	2180
42	59	Claude Oberholzer		B			VMC	Solo	Ariel	VB	C	550	1935	3	5401	3987	1414
43	73	Tom Linley		C			CMC	Solo	Velocette	MAC	A	348	1936	3	6950	3964	2986
44	72	Michael Buchan		C			CMC	Solo	Velocette	MAC	A	348	1935	3	7809	4523	3286
45	48	Jose Smith		B	F		VMC	Solo	Triumph	5/1	C	550	1934	3	8461	6054	2407
46	47	George Portman		B			VVC	Solo	BSA	2222	A	350	1933	3	9320	5214	4106
47	41	Willem Le Roux		B			VMC	Solo	BSA	Sloper	B	500	1931	3	11563	9829	1734
48	29	Ian Mc Kenzie		B			CMC	Solo	AJS	H9	B	500	1927	2	18662	12908	5754
49	52	David Holmes		B	F		VMC	Solo	Sunbeam	5	B	500	1929	2	23441	21301	2140
50	5	Anton Blignaut		B	F		VMC	Solo	ABC	SOPWITH	B	398	1920	1	27675	8127	19548
51	8	Adhip Iyer		B	F		VMC	Solo	Sunbeam	M9	B	500	1934	3	31790	19623	12167
52	9	Yuvi Jasti	Etash Jasti	B			VMC	Combo	Matchless	H	D	1000	1922	1	41473	20108	21365
53	46	Brent Pieterse		B	F		CMC	Solo	BSA	Sloper	B	500	1933	3	44252	22052	22200
	37	Robin Briggs		B	F		VMC	Solo	Triumph	SD	C	550	1924	1	DNF	DNF	9260
	7	Detlev Borner		B			VMC	Solo	AJS	4	A	350	1930	2	DNF	1971	DNF
	69	Stewart MacGregor		B			VMC	Solo	Royal enfield	G	A	350	1936	3	DNF	3528	DNF
	22	Derek Pirie		B			VCC	Solo	BSA	H2	C	557	1922	1	DNF	8419	DNF
	38	Richard Gladwin		B	F		CMC	Solo	Ariel	G	B	500	1930	2	DNF	15752	DNF
	6	Peter Gillespie		B			VMC	Solo	ABC	Gnome Rhone	B	398	1922	1	DNF	DNF	DNF
	55	Henk Rossouw		B			CVMC	Solo	Norton	Model 18	B	500	1926	2	DNF	DNF	DNF
	82	Steven Helm		C			VMC	Solo	Norton JAP	VT	C	750	1936	3	DNF	DNF	DNF
	35	Russel Greeff		B			CMCN	Solo	Royal Enfield	355	A	350	1928	2	DNF	DNF	DNF
	2	Jacque Paster		A	F	L	VMC	Solo	Royal Enfield	Bullet	A	350	1930	2	DNF	DNF	DNF
	1	Antony Gullick		A	F		CMC	Solo	Rudge	Multi	B	500	1913	1	DNF	DNF	DNF
	51	Gavin Hollis		B			CMC	Solo	Sunbeam	95L	B	500	1935	3	DNF	DNF	DNF
	68	Peter Vlietstra		B			VMC	Solo	Velocette	MSS	B	500	1936	3	DNF	DNF	DNF

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Pos															Penalty	Penalty	Penalty
	4	Non-Starter	Henry Biddlecomb	B	F		2222	Solo		2222	Z	2222	2222	9	DNS	DNS	DNS
	27	Non-Starter	Andre Snr Otto	B			CMC	Combo	BSA	V twin	D	700	1930	9	DNS	DNS	DNS
	28	Non-Starter	Andre Jnr Otto	B			CMC	Solo	BSA	W34-8	B	500	1934	3	DNS	DNS	DNS
	43	Non-Starter	Brian Bontekoning	B	F		CMC	Solo	Norton	T18	B	500	1930	2	DNS	DNS	DNS
	16	Non-Starter	Lawrence Houghton	B			CMC	Solo	Triumph	5/1	C	550	1936	3	DNS	DNS	DNS
	70	Non-Starter	Mike Ward	B			VMC	Solo	Velocette	MSS	B	500	1935	3	DNS	DNS	DNS

Well done Jayson Anderson for winning the Forte Trophy for best performance on a motorcycle made between 1926 and 1930.



Derek working out his route schedule with his legendary 1922 BSA in the background





5-6 June 2026



FRAGRAM

NATAL CLASSIC RALLY

● A REGULATORY TIME TRIAL TO BE HELD IN THE MAJESTIC MIDLANDS AREA. ●

HOW WOULD YOU LIKE TO ...

- Test your classic vehicle and rallying skills in the heart of the beautiful Natal Midlands and surrounding area.
- Experience tranquil surroundings on carefully chosen roads where traffic is at a minimum and road conditions good.
- Start from the iconic Notties Hotel.
- Bring family or friends along to enjoy a village that has activities for all.
- Enjoy the company of fellow classic vehicle enthusiasts participating in the 39th annual event.

PRIZES FOR ALL

With generous support from our sponsors, there will be benefits for all competitors at this special event.

INTERESTED?

Book a place now on the Classic Motorcycle Club of Natal's annual rally. Entries close 22 May 2026

CONTACT COBUS/LYN:

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Email: cobus.grobbelaar@telkomsa.net

Lyn:
Cell: 081 470 4990
Email: lynsmith741@gmail.com



Natal 100

The Natal 100 motorcycle run has been planned for Saturday August 15. This event will run from Maytime Durban to PMB and back. Bikes will be started at one minute intervals. Classes will be pre 1940 and pre 1970. Please see the latest two bulletins as provided by Chris Cardwell.

Natal 100 Commemorative Run Promoted by the Natal Classic Motorcycle Club

Bulletin #1 - February 2026

The date is set for the first running of this event for **Saturday 15 August 2026 so please diarise now..**

It will be a Club run following a given route schedule. Please note that it is **NOT** a regularity or timed event and no entrant numbers will be required.

What was the Natal 100?

The event had its beginning way back in 1921 when 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 Pietermaritzburg, and return, a distance of approximately 100 miles (160 kilometres) afforded the then organisers an obviously appropriate title, and to competitors an opportunity to think in terms of speed rather than reliability. Bobbie Blackburn (Harley-Davidson), 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 to 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. *As an aside, here I would like to appeal to all enthusiasts who might know what became of this trophy will be greatly appreciated.*

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.

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”, just beyond the top of Polly Shortts hill, a well-known landmark to those who have competed in the

Comrades Marathon. This slight shortening of the course made little difference to the race as it only eliminated a short flat-out section in each direction. Several years went by, until in 1937 it was apparent that the “D-J Rally” was finally finished as an event. The N.M.C.C. then decided it was time to reassess the feasibility of the event going forward.-

Permission to stage a closed circuit race in Durban was refused, however, the Club was fortunate to obtain sanction from the Pietermaritzburg City Council to utilise a section of road, measuring some 3.4 miles (5.5 km) on the outskirts of the City, shaped somewhat like a boomerang and incorporating a one mile straight section of Alexander Road for the 1937 event going forward.

Unfortunately, authorisation to host the 1940 race in Pietermaritzburg was withdrawn by the Provisional Authorities but by determined efforts of the N.M.C.C. they succeeded in obtaining approval to hold the event in Durban at the end of May. The course was to have been the Snell Parade Circuit, as had been previously used for the very successful Fairfield Handicap car race in 1939.

However, dark clouds of war were looming on the distant horizons and disaster in Europe cast its shadow over this events 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.

The following is a general overview of the upcoming Commemorative Run:

- a. It is a one-day event;
- b. The start and finish will be at the same venue;
- c. The run will follow some 85% of the original course between Durban and Pietermaritzburg.
- d. There will be a tea / coffee break in Drummond (the well-known halfway point of the Comrades Marathon.)
- e. The turnaround point will be the Pietermaritzburg Bowling Club, situated within Alexander Park;
- f. Lunch will be available at this destination.
- g. The riders will return to Durban along the same route but in reverse direction.
- h. A bonus is that the sun will be behind the riders in both directions.

Classes and eligibility:

- i. Pre-War Motorcycles: the cut-off date for pre-war motorcycles is set as December 1940;

- ii. Post-war Motorcycles: the cut-off date for post-war motorcycles is set as December 1970;
- iii. Preference will be given to pre-1940 motorcycles;
- iv. All eligible motorcycles and riders to be fully compliant with all regulations governing the use on public roads;
- v. Scrutineering will be a requirement for all entrants.

Future Bulletins will be published as we progress with the Event's organisation. Should you have any queries or anecdotes, photographs, additional history which you wish to share, please contact me direct at either:

Chris Cardwell – Organiser

Mobile: 082 774 6196

Email: cbcardwell@outlook.com

Until next time, keep the shiny side up and the wheels rolling.

Natal 100 Commemorative Run

Promoted by the Classic Motorcycle Club of Natal

Bulletin #2 - March 2026

The date is set for the first running of this event for Saturday 15 August 2026 so please diarise now.

It will be a Club run following a given route schedule. Please note that it is NOT a regularity or timed event and no entrant numbers will be required.

WANTED! Any information leading to the whereabouts of the Natal Motorcycle Club (N.M.C.C.) 'Blackburn Memorial Trophy', which was awarded to the winners from 1922 onwards, will be appreciated.

An update on progress of the upcoming 'Natal 100 Commemorative Run':

- a. The route schedule has effectively been finalised pending a final review that will be done within 2 – 3 weeks of the actual event;
- b. The combined distance of the two stages is just shy of 186

kilometers, approximately 92.6

km in each direction;

c. A simulated run of the entire route, including all current known stops, has been undertaken to determine an overall expected duration for the slowest competitor to complete the route.

An average bike speed of ± 55 km/h was maintained to obtain a worst-case scenario.

d. A second run of the route will be conducted within 6 – 4 weeks of the event to determine

an actual appropriate start time for the first entrant away and to forecast the last entrant's

expected return time to Sica's Guest House.

e. Two sections of road are currently under construction, namely:

i. Between the Astron Energy garage (Inchanga side) and Cato Ridge central of

approximately 3.5 kilometres. This is a Stop / Go section;

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ii. R103 between Ashburton central to the top of Polly Shortts hill. This is currently

open to traffic in both directions but is single lane;

iii. Updates on progress of these two sections will be given in future bulletins.

f. Sica's Guest House and the Maritzburg Bowling Club have both been notified of the

event's date and look forward to hosting us on the day;

g. The Engen garage, on entering Pietermaritzburg, has kindly made their facilities available

for those who require refueling;

Please see Volunteers required below, as people come forward their names will be added:

a. Club Steward: Jayson Anderson

b. Documentation personnel: Marcia Hinks

c. Scrutineers: Deena Naidoo, Graham Viljoen.

- d. Starter: John Booth
- e. Sweep vehicles and bike trailers: Kim Hammond, Deena Naidoo
- f. Marshals at Sica's Guest House;
- g. Volunteers at Maritzburg Bowling Club – for bike parking co-ordination;
- h. Volunteers for route marking at Alexander Park x 2;
- i. A.N. Other as required.

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Should anyone have any suggestions, queries or anecdotes, photographs, additional history of the Event which you wish to share, please contact me direct at either:
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Mobile: 082 774 6196
Email: cbcardwell@outlook.com

Until next time, keep the shiny side up and the wheels rolling.

Concourse de Elegance

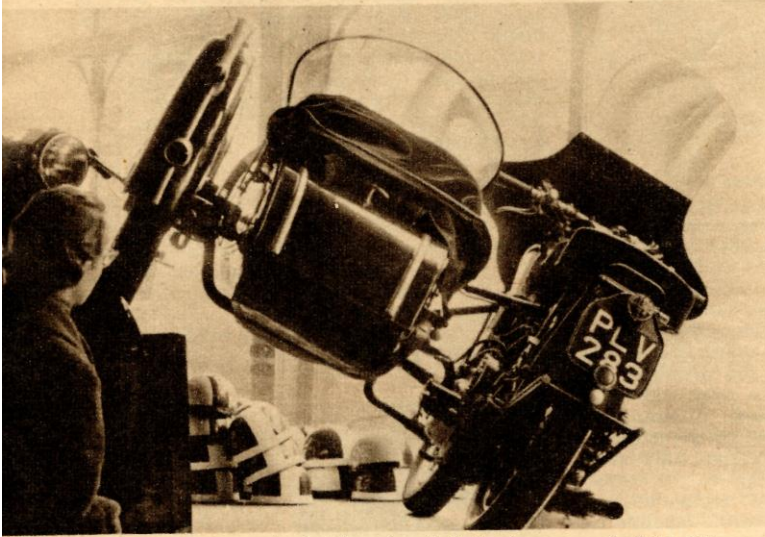
This event has been scheduled for the 7 September. More to follow on this.

Steven Knight organised last months breakfast run. Meeting was at the Winston Park Garage then a ride through Bothas hill and back via Inchange. Then onto the Cotswold Downs Garage for breakfast.



Selecting a Sidecar

A CONFIRMED CHAIR MAN PASSES
ON THE BENEFIT OF HIS
EXPERIENCE IN MAKING A CHOICE
BY "LANDLOPER"



From the inside—of a dealer's showroom—looking out

OBVIOUSLY I'm prejudiced because I have been side-carring for many years. But bias or not, I am certain that the sidecar outfit is the ideal all-round vehicle. It can be exactly suitable for the family with one or two lusty near teenagers; for the couple with a youngster; for the dyed-in-the-wool soloist making a gesture to his fair lady who is averse to decking herself in motor-cycling garb. It can be steady, reliable, economical transport or a zippy mileater.

First let's spare a moment to scotch the belief that there is anything difficult in driving a sidecar outfit. Riders I know who can do anything on two wheels and car drivers who can handle anything from an Austin Seven to a ten-ton lorry all look with awe at my outfit and declare that they couldn't possibly manage it. In fact, driving a sidecar is simplicity itself. The essential gimmick is to picture the outfit sitting fair and square on its three wheels. Sit yourself on the saddle and use the handlebar as a tiller to control direction. Keep in mind the idea of a machine with three wheels, make yourself forget about balance, and you'll be as safe as houses. On slippery surfaces you'll find that an outfit is by far the easiest vehicle to handle.

As confidence increases you will revel in the delight of "pouring" the outfit round left-hand bends. Decrease speed as you come up to the corner and go round it accelerating gently all the while. Only with an empty sidecar on some of those never-ending bends in Wales have I had trouble—on those where, after keeping the speed mounting through what seems like 200 degrees there's a lot more corner still left. A dab on the sidecar brake restores order and all is well. On right-handers you do the

opposite—ease back the throttle and let the sidecar do the rolling round. You'll find it as exhilarating as solo riding. The insurance companies show their confidence by cutting the solo rates by 50 per cent for sidecars—a really concrete demonstration of their belief in the safety of the outfit.

The chassis is the basis of all but the few monocoque models. Unless the purse strings are very tight get a sturdy chassis and include a sprung wheel if possible. Not only does wheel springing increase the passenger's comfort but it improves the driver's ride enormously. Driving a model with good fore-and-aft suspension married to a chassis with an unsprung sidecar wheel is like having one leg in a splint. All the road bumps seem to be concentrated on the attachment lug under the saddle! With all wheels sprung you have a car-comfort ride.

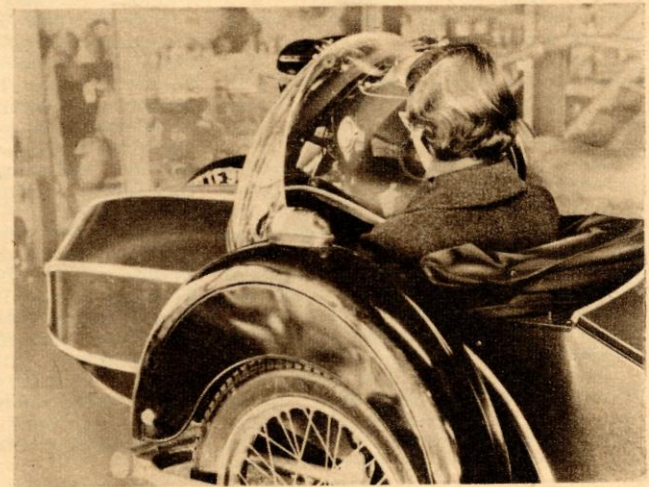
There is much argument as to whether with a sprung wheel it is better to have the body mounted direct on to the chassis or with independent suspension. Personally I prefer the former scheme. My passengers say that the dual springing gives them a ride that is so buoyant as to be bouncy. However, it is only fair to add that I have heard that some makers have had complaints that the newer chassis without separate body springing are too firm. Much can depend on the extent to which the springing of the sidecar wheel matches that of the machine. If possible get your dealer to give you a trial run on both types—alternatively, let your passenger have a ride and decide which it is to be.

If you are going to do much touring with heavy loads the addition of a sidecar brake is very worth while to give you a big margin of braking power. For the sporting rider a brake on the third wheel is an aid to swifter cornering. However, sidecar brakes are not an unmixed blessing—some of them are rather fiddling to keep adjusted so that they operate in unison with the rear brake of the machine. Different leverages lead to a different rate of pedal movement.

I suppose most sidecar outfits are bought for family reasons and the majority of designers have this use in mind. Here are just a few pointers. When you are thinking of taking a very young baby in a sidecar you need full protection for it and a seat where mother can be comfortable holding junior for the journey. So select a roomy single-seater with a fixed head to preclude draughts and a full-length door so that mother can get in and out easily.

However, children grow up and the family man's constant worry is that the family is outgrowing the accommodation. So, if your child is 12 to 18 months old think ahead for the two or

Whenever possible the regular passenger should be consulted when a sidecar is being chosen and should try the seating



Sidecarring in spring-time — a delightful Lakeland view across the valley from Emerald Bank with the Catbells in the background



three years that you are likely to run the sidecar. The youngster of, say, four years likes to sit up and look around, and we found that in a wide single-seater there was room for our daughter to sit beside my wife in comfort. The possibility of this arrangement depends very much on personal size so it will not work with all wives and all children! Remember that winter clothes take up a lot of room, too.

Once five is reached it is safe to let a kiddy have the rear of a child-adult saloon. This is the most popular type of body and a good choice is offered in most ranges. They are all good value for their price—but as in most things, the more you pay, the more you get. Look closely at the external *and* internal finish. The models with fixed head and full-length door are to be preferred if possible because they make a stronger unit and hinged canopies, unless well constructed, tend to rattle. Nobody has yet put the child's seat in front, although this would be a more friendly arrangement for the child and more reassuring for its mother.

If you are hoping to do much touring, a point to watch is locker space. You will note that many child-adult and double-adult saloons offer less luggage accommodation than do single-seaters. Obviously space is tight if the maker is trying to put two people into a body length not much more than that of a single-seater, but the convenience of adequate locker space is very great. Remember the obvious—that you can have a luggage grid on the rear of some bodies and panniers and a carrier on the machine.

Once a child nears ten or 11 you will find that a double-adult sidecar will soon be needed. Even if it is possible still to squeeze into a child-adult model there will come a day when, after using the shoehorn so to speak, you realize that for a long journey your teenager is distinctly uncomfortable.

The intending buyer of a double-adult is really pampered. There is a wide range of good, sound jobs at reasonable prices—and there is the Rolls class. Nearly every maker markets a really outstanding saloon. These are expensive, but coupled to an over-500 c.c. twin—or an Ariel Four—make an outfit that is really out of the ordinary. By the way, the really big sidecars do not

affect steering to any serious extent provided the alignment is correctly adjusted for weight and width.

Of course, there are personal preferences. My wife likes to ride on the pillion whenever possible and for a long time we kept a single-seat body and let our daughter have it all to herself. The disadvantage was that there were times when my wife wanted to arrive all “band-box” and a helmet can have rather a disastrous effect on a carefully arranged hair style. In the light of our experience I think that perhaps a child-adult saloon would have been better. When the rear portion of the sidecar was not in use it would have made grand storage space for our camping gear.

I have devoted a good deal of space to family problems because they are in the majority of sidecar users. However, the rider looking for a single-seater has some really outstanding models to choose from. A properly lined-up outfit, a snappy motor and you have a vehicle that will give you all the fun in the world. The sports single-seaters are designed primarily for youngish people and may not be so comfortable as other types, but they look the part and do what they are intended to do very well.

For the man who does not demand too great a performance and who is willing to use the gear box quite a bit there are sidecars suitable for 197 c.c. and 250 c.c. machines. Obviously they cannot offer the roominess of the heavier sidecars, but they do give a means of making a very economical outfit which is a perfectly practicable means of transport. Then there is the delightful class of scooter sidecars. They are pretty as a picture and are well worth consideration by the utility scooter rider—they offer him a permanent prop-stand and a surprising amount of carrying capacity. For weekend runs the lightweight (including scooter) outfit will take an average-size passenger in comfort, although, of course, one must allow for a sedate performance. I never cease to marvel at the way these little outfits perform.

Sidecarring can give a whole family pleasure throughout the year at a very low cost. But much of the success depends on the initial choice. As a dealer said to me a few weeks ago in an undertone so that my wife should not hear: “Choose your sidecar as carefully as you would your wife!”

Restore your own

UNTIL the late 1950s, when glassfibre began to make an appearance, sidecar bodies were largely constructed on traditional coach-building lines. There were exceptions of course, in the early days basket-weave cane bodies were the vogue. Being light and flexible they were appropriate for the low power outputs and poor roads of the day. After World War Two a number of welded steel bodies appeared, the sports Swallow Jet 80 being a notable example. However, timber framework, clad with steel, aluminium, or plywood is the most likely type of body to be unearthed by today's classic enthusiast who is anxious to turn Sunday riding into a family affair.

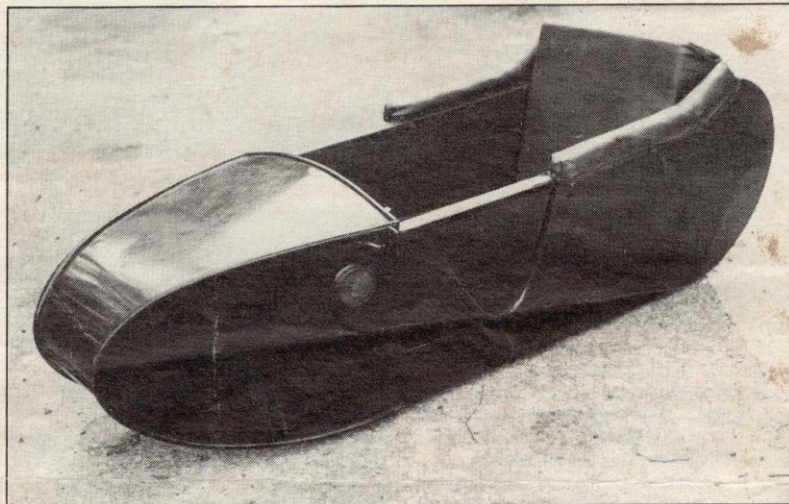
The survival rate of any kind of sidecar body has been remarkably low, considering the numbers made over 60 years or more, and it is likely that any to be found now will require a fair amount of work to restore. Most sought after are the sports single-seaters of various styles for their visual appeal. Least wanted are saloon chairs of the fifties for their lack of it. Whatever your luck, the reconstruction problems will be largely similar, and you can put away your micrometers and spanners for a while, and get out some woodworking and upholstery tackle.

In the best body-building shops, the only timber permissible for framework was ash, because it combined strength with elasticity to a degree not possessed by any other wood. It was also suitable for bending and could thus be formed to a curved body side, or back. Various other hardwoods were used from time to time as a substitute or because of their own particular merits, for example beech, used from the days of the horse drawn carriage, elm or birch. Where these woods were used the makers catalogue would perhaps say 'frame constructed from selected hardwoods', rather than a straightforward — 'ash framework'.

Where cost was an important factor, however, the use of softwoods and plywood was not uncommon as a pre-war touring body I stripped down recently proved. In this particular case, the frame had originally been covered with sheet steel panelling, which at some time had largely been removed and replaced by hardboard for the sides and aluminium over the nose. Only the rear of the body retained its steel panel and this was now suitable merely for a pattern. It was also obvious that the upholstery had been renewed, for it lacked the professional

Sidecar bodywork

Ken Hallworth tackles a coach-building job



The sidecar being restored is a pre-war touring type which has had most of its steel panelling replaced with hardboard



Old panelling is removed carefully as it will be needed for patterns

pleated look to the cushion (seat) and squab (seat back). When the seating was lifted away, the floor of the body was seen to be rotten at that point and it was apparent that a complete stripdown would be needed.

If you are unfamiliar with this sort of

project you may not be aware of the materials and fittings which are readily available. This is particularly so in the case of the upholstery, for the fittings and leather cloths employed are near identical to those used in the car world. So, before

Restore your own

PHOTOGRAPHY MARTYN BARNWELL

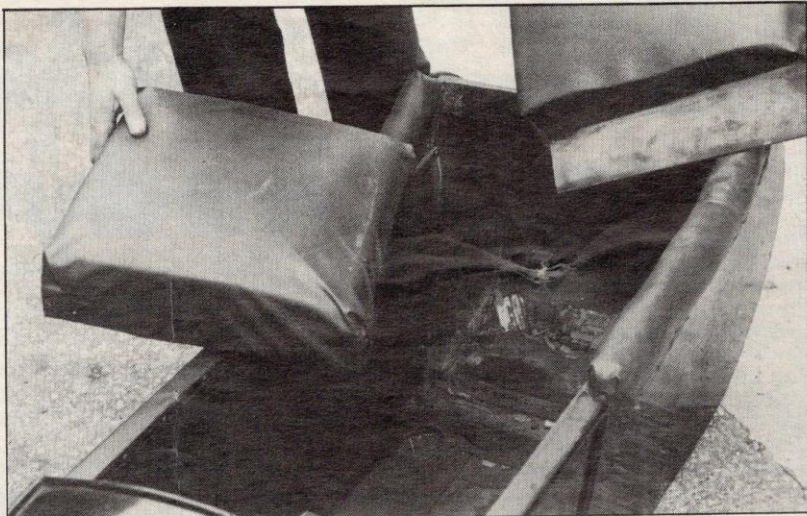
starting, arm yourself with catalogues from the specialist suppliers in this field, and check against the old fittings that you are removing from the body. Two very complete ranges are those offered by Woolstenholmes and Paul Beck. You will most likely find all you need from these people, and they list a number of other useful items, not normally advertised in the motorcycle press.

After taking photographs, and sketching any particularly tricky points for future reference, you can begin removing the panelling by prising off the beading that overlaps the panel edges. The bead on mine was a three quarter round section, set to a curve around the body nose, but unfortunately it was missing at the rear end and along one side. All the panelling was held to the framework by 1in long round-headed nails. The remaining sheet steel section at the back had these fixings which looked genuinely original, so the rest of the hardboard/aluminium mix had at least been attached in the proper manner.

An old broad chisel and hammer will soon loosen the panels, with a pair of pincers to pull out the nails if they prove stubborn. Try not to distort the panels that you are taking off, as they will become your patterns. With the outer side panels out of the way and the little access door removed with its hinges, there remained the inner side panels which carried leather cloth facing, making the passenger compartment more homely. These were also simply tacked to the framework. Padded armrests were screwed to the tops of both top side rails. The bare skeleton was convincing proof of the importance of panelling in the rigidity of the whole structure.

A close inspection was made of the construction methods at this point. All the joints were simple half-lap or housing types, glued and screwed together. The curved rails at the front forming the nose were cut to that shape from a wide board, evidenced by the wood grain running out at one side and appearing again at the other corner. The floor timbers were plain six inch wide tongue and groove boards, whilst the rear body sides were cut to shape from $\frac{3}{4}$ in plywood. One or two of the top rails were salvageable but the wood at the base of the structure was beyond repair; all this timber was softwood.

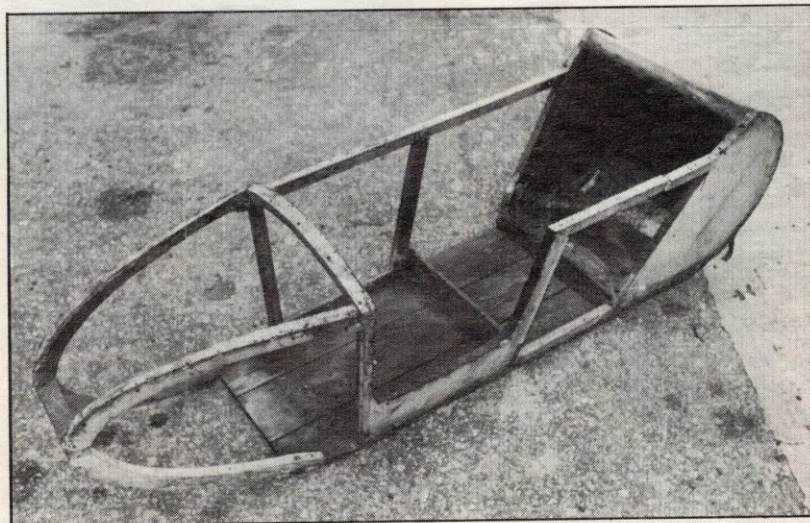
When going to buy timber make for a proper woodyard and seek the advice of the timber merchant. In



When the seat was removed, the floor was found to be rotten

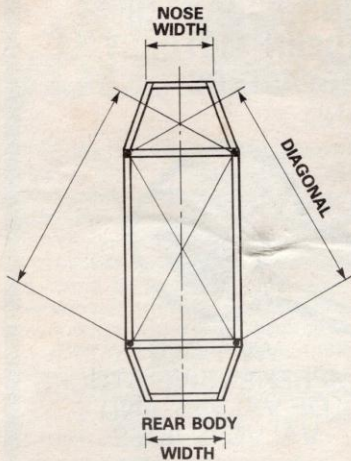


All padding and upholstery was stripped from the wooden framework

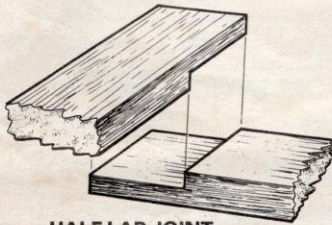


Some of the timber is salvageable, but most of it will have to be replaced.

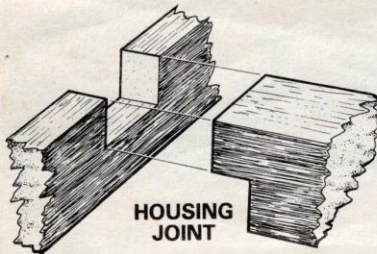
DRAWINGS BY ROY CROWSON



The critical dimensions of the framework should be noted before dismantling



HALF LAP JOINT

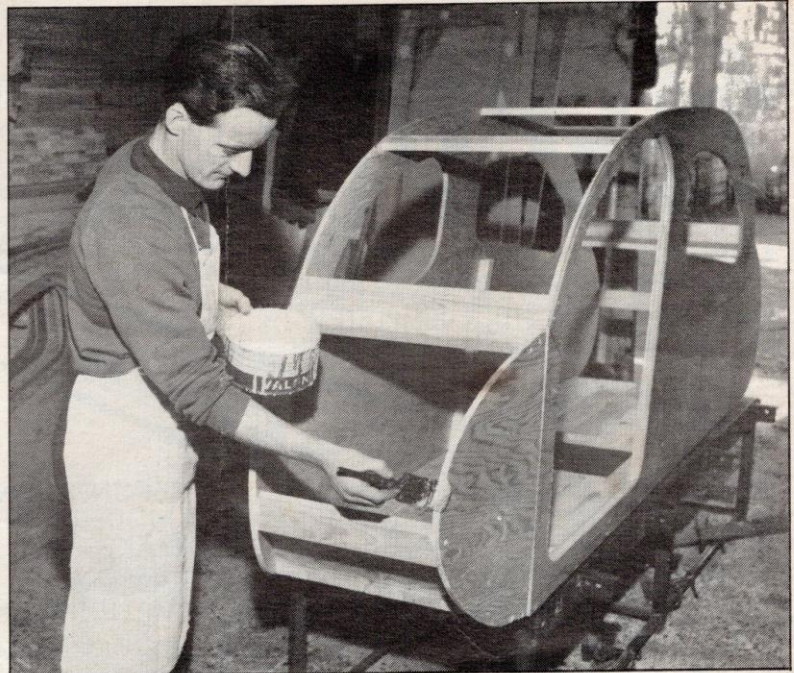


HOUSING JOINT

Simple joints used with screws and glue on the wooden framework.

these days of world timber shortages the quality of wood on general sale is not what it was, and a lot of knotted, warped and split material is palmed off on the public. Explain what you are doing and any decent timber merchant will help you in choosing wisely from his stock. Before taking the framework apart, take several important dimensions to ensure correct alignment on reassembly.

The particular body you are dealing with will determine where you must take these measurements, but diagonals from front to rear are essential in all cases. Width across the nose and rear quarters, plus the height at various points suggest themselves. Simple woodworking tools, a chisel,



A body under construction at Surrey Sidecars in the 1960s

mallet, handsaw and tri-square will enable you to carry out most of the work. An electric jigsaw is a useful tool for cutting shapes from boards.

The frame was dismantled piece by piece and the new timbers made from the old patterns as work progressed. In this way the new piece could be checked for fit against the remaining structure, so making for simpler final assembly. Joints were drilled for countersunk-head steel woodscrews and a woodworking adhesive, Evo Stik or similar, used in each joint. Modern glues are quick-setting and it will probably not be necessary to use a clamp in most cases, to hold the joint firm. Although the original frame hadn't been surface treated in any way, a coating of primer or patent wood preservative on the new wood now, helps to protect your labours for many years to come.

The commonest gauge of steel for body panelling in the past was probably 22swg (Standard Wire Gauge), .028in thick. My remaining section was actually rather heavier at .031in and, as luck would have it, K R Whiston of New Mills carried the exact size in stock. The patterns were carefully measured and grouped together to give the most economical overall sizes required for cutting. Laying out the sheet on a flat area and placing the patterns on top, a pencil line was drawn around the outline. If you do not have a pattern and are working from scratch, you will have to tack the sheeting on the framework and mark off from that. Sharp tinsnips

are quite adequate for cutting this thin-gauge metal, but watch your hands on the cut edges.

The panels were first tacked into place with 1in nails to check for alignment, before fixing permanently with additional nails. Start with the nose and back panels, which when in place, give added rigidity to the frame before the sides are applied. Surface corrosion soon affects mild steel, so prime the panels as soon as you can. Deciding on the type of surface finish will largely depend upon personal preference, and the age of the sidecar body. Up until the late twenties, coach enamelling by brush would have been normal, whilst later a sprayed cellulose finish was most common. Whatever you do though, get the appropriate primer on quickly. We are then ready to look at the upholstery and trimming, whilst the final painting can wait until all other work is complete.

PARTS AND SERVICES

K R Whiston Ltd,
Bate Mill,
New Mills,
Stockport, Cheshire.
(steel panelling)

I & C Woolstenholmes Ltd,
off Blenheim Way, Northfields Industrial Estate,
Market Deeping, Peterborough, LE6 8LD
Paul Beck,
High Street, Stalham, Norwich, Norfolk.
NR12 9BB
(upholstery materials)



Bicycle and Watsonian Child's Sidecar. Berlin (1931)



This from Shop Torque September 1993

A FURTHER SAGA IN THE DAYS OF S&W KILLERBY

One afternoon I was outside on the pavement seeing off a client when from across the road came a chap, one step forward then two or so back, and at the same time trying to hold up and steer an American Wizzer Auto Cycle. When he finally made it to where I was standing I said to him, "Look, you wont get home like this, where do you live?" He replied that he lived in Umbilo, so I suggested we put him onto a bus and look after his "Bike" which he could pick up the next day. He duly accepted.

Well the Whizzer stood on our showroom floor for some three months and we wondered what had happened to its well oiled owner. One day as I came down for parts I saw a familiar figure admiring our new BSA Bantam in the window. Not quite knowing where I knew him from, then the penny dropped - the Whizzers owner! I went to him and asked what he thought of our new bike, to which he replied he really liked it and wished he could afford one as he needed wheels. I then asked him if he did not own a Whizzer? He replied, yes but one morning a few months ago as he was about to go to work, he discovered that someone had pinched it as it was gone from its usual parking place. Well, you could have knocked me over with a feather and after a good laugh I explained to him what had happened, took him inside and reunited him with his Whizzer.

You should have seen the look on his face and how happy he was on getting his wheels back. After much thanking and apologising, off he went saying that in future he would definately take a few less when on his way home!

BILL WOOD

Only a fellow motorcyclist would show concern like that - even though he rode an autocycle! Wonder whether the modern biker stops to offer assistance to any of his fellows - like most of us did in the "old" days? Thanks again Bill for another glimpse into those glorious days gone by.

ED (Jim)

ROYAL ENFIELDS FOREVER

Now as everybody knows, yours truly is a Sunbeam man, having no less than five machines at 2 Oak Avenue - one on the road - one nearly on the road - a third not so nearly on the road - and the two 1933 models in sundry boxes in the bulk store.

Yet in the past I owned a Royal Enfield and was very, very proud of the machine and only sold it because our Doctor at the time declared that Yvonne should not ride motorcycles anymore. She had just had an ear operation.

Let me tell you about this first Royal Enfield which I owned in 1954. It was a 500cc twin which I bought from a certain Don McCallum, who was to become my "best man."

The machine was "customised" in that the tank had been resprayed green on chrome with beautiful white striping. It had alloy mudguards and the back number plate had been painted onto the mudguard. The dual seat had a grab handle for the passenger - a-la-BMW. It had a tank rack and a racing type deflector windscreen and everything that could be chromed was chromed. The only original thing was that the frame was grey, which it should have been.

I really enjoyed this machine and did a trip to Durban on her which was fantastic fun. It was indeed a sad day when I had to sell her. Incidentally in later years an ear and nose specialist decreed that Yvonne could once more ride motorcycles and she has indeed done so in that we have toured two-up to the mountains and Cape Town.

Years later I was able to purchase the makings of a 1950-1952 Royal Enfield 500cc twin from Gillie Andrew (lower South Coast) and Mike Lang and the bits and pieces for these two bikes are in my bulk store. But then the day came!

We were at Cars in the Park in Pietermaritzburg one year when I heard the unmistakable sound of a Royal Enfield twin and along came Peter Brown on the most beautifully restored 1950 Royal Enfield 500cc twin that you have ever seen.

I obviously went over and talked to him about the machine and tactfully asked whether it would be for sale (I'm not sure how I would have paid for it then) and was tactfully told that he had just finished the restoration and that it was certainly not for sale.

I saw Peter and the Enfield at further Cars in the Park shows and also at Bikes at Alex, and each time I would suggest the possibility of selling and each time Peter would say no.

Then on a breakfast run just before I retired, Peter said he would "think about it" as he did not have a motorcycle drivers licence anyway and my hopes rose - then he got his licence and again it was no. But at the 1993 Cars in the Park, it happened like this....

Yvonne and I were "showing" our newly acquired MGA and we took time off to look at the rest of the show. We were walking across an open piece of ground (relatively speaking) and who should be coming towards us but Peter Brown. Now I knew Peter was at Cars in the Park because I had just taken "some more" as Yvonne had said, photos of the Royal Enfield and I told Peter this when we came together.

"Well all you need now is the bike," Peter said. "Yes, I know," I replied, "but you are the n....r in the wood pile," I stated. Peter then asked me what I thought the bike was worth and I gave him a figure.

"No," he said and gave me a value which was less than half of what I had suggested. "Are you serious," I said - he said he was. "Well," said I, "I will give you a cheque for R....., right now." Peter stood silent, deep in thought, for some seconds (it felt like minutes to me) and then he nodded his head, ever so slightly and I was the proud owner of a most beautiful 1950 500cc Royal Enfield twin.

The cheque was duly written out and we went back to the bike for Yvonne to take a photo of me on what was now ours. This she did but I can only assume that she too was very excited because when we had the film developed you could see me alright, but very little Royal Enfield.

I am waiting to get a period pillion from Mike Lang - no the 500 twin never had a dual seat, it was the Meteor - and then Yvonne and I will both come to the Club on the Enfield and relive the experiences of 1954 when we used to go riding (and indeed Yvonne used to drive) with friends on their B31 BSA.

As I said at the beginning, "Royal Enfields for ever."

Cheers,
GUS HEINZE

Well, Enfields may be "forever" but most of us know whats best! Thanks Gus - you're off the hook for awhile.

Ed (Jim)

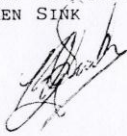
Alan Young sent in this entry list of the 9th Natal Rally. Interesting line up. When you look at the names how many of those riders are still with us.

FROM ALL OF US ON THE COMMITTEE, THANKS AGAIN FOR BEING WITH US. WITHOUT YOUR ENTRY AND GOOD FELLOWSHIP, WE WOULD NOT BE ABLE TO HAVE OUR RALLY.

NEXT YEAR WE ARE GOING TO MAKE IT VERY SPECIAL, SO BRING A FRIEND AND WE HOPE TO SEE YOU THERE.

HAVE A GOOD AND SAFE JOURNEY HOME.

ALL THE VERY BEST
KEN SINK



9TH NATAL RALLY

ORGANISED BY
CLASSIC MOTORCYCLE CLUB, DURBAN.

C.M.C.

WELCOMES ALL OUR OLD FRIENDS AND NEW ONES.



YOUR COMMITTEE THIS YEAR WILL BE:

CLARK OF THE COURSE	KEN SINK
TROPHIES, PRIZES, GOFER	BARBARA SINK
CHIEF MARSHALL	GUS HEIZE
ACCOMMODATION	YVONNE HEIZE
SCORER	RON DUKES
SECRETARY	HARVEY DUKES
SCRUTINEER (BAR)	EDDIE KLIEN
P.R.O.	CLAIR MILLS
TREASURER (BAR)	COLIN BAXTER
BAR & GOFER	JOHN LEFERVE

CLUB CHAIRMAN : JIM CRAMER

CLASS	NO.	NAME	START TIMES					
			Day 1			Day 2		
A	1	Nugent Ralph & Joan	9	0	0	8	0	0
A	2	Markham Ken	9	1	0	8	1	0
A	3	Davis Martin & Edna	9	2	0	8	2	0
A	4	Holmes Aldon	9	3	0	8	3	0
A	5	Stead Shiela	9	4	0	8	4	0
A	6	Stead Barry	9	5	0	8	5	0
A	7	Martin Peter	9	6	0	8	6	0
A	8	Jensen Karl	9	7	0	8	7	0
A	9	Alison Barbra	9	8	0	8	8	0
A	10	Mills Clair	9	9	0	8	9	0
	11							
B	12	Hienze Ian	9	11	0	8	11	0
B	13	Mills Tom	9	12	0	8	12	0
B	14	Roberts Dennis	9	13	0	8	13	0
B	15	Meyer Raymond	9	14	0	8	14	0
B	16	Hoekstra Rick	9	15	0	8	15	0
B	17	Cunningham Stuart	9	16	0	8	16	0
B	18	Corlett George	9	17	0	8	17	0
B	19	Norquoy Ginger	9	18	0	8	18	0
B	20	Linley John	9	19	0	8	19	0
B	21	Wright John/Visser Sheila	9	20	0	8	20	0
B	22	Mellor Bill	9	21	0	8	21	0
B	23	Wassall John	9	22	0	8	22	0
B	24	Hollis Gerald	9	23	0	8	23	0
B	25	Sansom Dave	9	24	0	8	24	0
B	26	Meier Erich	9	25	0	8	25	0
B	27	Lupke Frank	9	26	0	8	26	0
B	28	Bosman E	9	27	0	8	27	0
B	29	Moore Robbie	9	28	0	8	28	0
B	30	Mann Peter	9	29	0	8	29	0
B	31	Venter Reg	9	30	0	8	30	0
B	32	Cramer Jim	9	31	0	8	31	0
B	33	Kleve Martin	9	32	0	8	32	0
B	34	Hollard Hew	9	33	0	8	33	0
B	35	Brown S	9	34	0	8	34	0
B	36	Van Rensburg Ben	9	35	0	8	35	0
B	37	Cottrell Rodney	9	36	0	8	36	0
B	38	Thompson Dick	9	37	0	8	37	0
B	39	Pitchford John & Val	9	38	0	8	38	0
B	40	Williamson Jim	9	39	0	8	39	0
B	41	Heyns Philip	9	40	0	8	40	0
B	42	Grimbeeck Eric & Marie	9	41	0	8	41	0
B	43	Milner-Smyth Micheal	9	42	0	8	42	0
B	44	Crookes Alan	9	43	0	8	43	0
B	45	Van den Berg Ben	9	44	0	8	44	0
B	46	Lewis Rick	9	45	0	8	45	0
B	47	Williams Trevor	9	46	0	8	46	0
B	48	Crichton Jim	9	47	0	8	47	0
B	49	Munn William & Denise	9	48	0	8	48	0
B	50	Pugin Roy	9	49	0	8	49	0
B	51	Alison John	9	50	0	8	50	0
B	52	Pennington Bill	9	51	0	8	51	0
B	53	Schumann Gerald	9	52	0	8	52	0
B	54	Klein Eddie & Des	9	53	0	8	53	0
B	55	McBurnie Rob	9	54	0	8	54	0
	56							
C	57	Bodley Dick	9	56	0	8	56	0
C	58	Speight Bill	9	57	0	8	57	0
C	59	Moore Bob	9	58	0	8	58	0
C	60	Booth John & Dawn	9	59	0	8	59	0
C	61	Wicks Barry	10	0	0	9	0	0
C	62	Hill Bill	10	1	0	9	1	0

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 082 886 7528 can assist in this regard, as he's the Club Dating Officer.

Items for Sale/Wanted:



Graham Viljoen has a contact for printed mug. These are “too good to drink out of and put into a dish washer mugs” of your choice. Contact Graham

A special thanks to Gavin Paulsen for kindly replacing the club metal manhole covers with recycled plastic covers. Lava Plastics.

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 by 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
Lava Plastics	Recycled Plastic Products	Gavin 0649602829

