Shoptorque

Classic Motorcycle Club of Natal

Founded February 1981

October 2026

Chairmans Chatter October 2026

Greetings to you all,

This Chairman's Chat starts with my condolences to the families of those members who passed away in the past few months. We were very saddened by the passing of Alan Young, who served our Club and Committee for many, many years. It was a privilege for the Club to host Alan's family at his memorial.

On a lighter note, thanks to John Booth for assisting with the co-ordination and inclusion of our Club in August's Vintage, Vogue and Velocity Fashion, Car and Bike Show. It was a tremendous success, and we look forward to being able to participate in a similar event again next year.

As we prepare for the Christmas season, our AGM, and the general wrap up of another year, I encourage you all to attend our AGM, which will be on Saturday the 5th of December.

We will again have a braai after the meeting, which will be at 12h00 to enable a timeous lunch and an opportunity to fellowship together before we head off to our various Christmas functions and festivities.

There will be more info about that from Marcia in the coming weeks. Our next newsletter will only be published in January, so on behalf of our Committee and our respective families we wish you and yours a safe and wonderful Christmastime, and a peaceful and healthy New Year.

Safe riding to you all,

Jayson



Great Photo: Secretary Marcia and Bridget Walsh.

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Banking Details: Standard Bank Bluff
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New Members:

We welcome the following new members:
No new members

Those We Remember:

Those we have lost: Alan Young, Don Bristol, Paula Bryant, Irvine Marwick's wife Shirley.
Our sincere condolences to the families.

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

Reading some engineering journals, the focus on our next propulsion system has hinted that fossil fueled cars will be replaced by electric cars using sodium iron batteries. Sodium-iron batteries have been around since the 1970's. However they were not commercially viable and were plagued by limited charging life and other issues. At that stage the Lithium-ion battery was the new kid on the block showing much more potential and economic promise. The world embraced this new technology and many declared in 10 years we would all be driving around in electric vehicles. Then came the mining issues, the damage to the environment, the exploitation of third world miners and of course the cost to produce one of these batteries. This was followed in later years by lithium-ion batteries catching fire in cars and transporter ships. Some EU countries lifted the date banning the internal combustion engine and so for a time we were all back to square one.

Then in small steps forward Contemporary Amperex Technology Co. Ltd or CATL China have been working for the last decade to perfect the sodium-iron battery. News out is that they have finally perfected this sodium-iron battery. Production is in full swing and we are back to an electric car future. I guess time will tell if these batteries are up to the standard claimed. Some of the claims are that these batteries are cheap to make, have a longer lifespan, can hold a charge for longer and do not collapse under very cold conditions. All sounds very promising. Remember China has limited oil. So there are no big oil companies opting to buy out the technology then destroying it, or so the rumors go.

The question then remains. Will there come a time when we will be forced to remove the internal combustions engines from our motorcycles and replace them with electric motors?

John Booth Editor
Keeping the wheels turning.

Monthly Competitions

Concours D' Etat

1st 1978 Honda CBX 1000
Dale Maxwell



Post Classic Years 1996 to 2010)

1st 2009 BMW GS1200
Richard Sawking



Racing Bikes

1st 1970 Harley Davidson
Aermachi
Mac Mckenzie



Off-Road Bikes

1st 1974 Suzuki TS 185
Pete Burnett



Alan Young

We lost our Patron Alan Young. Alan was real stalwart of the club and served for many, many years on the committee. He kept the clubhouse going and was always willing to lend a hand where needed. Such a gentleman, who always had a smile. An all-round friendly, great guy, will be sorely missed. As tribute I will re-publish his life story which appeared in January 2024.



Alan Young….This is your story

I was born in Durban in 1933. I have spent most of my life in Durban although work gave me the opportunity to travel most of RSA as well as Rhodesia and SWA [Namibia].
Educated Windsor Park Primary, Class 1 to Standard 6 then Glenwood High where I had a particular aptitude for technical drawing and was offered a job with J.K. Eaton before completing JC. I had to complete my compulsory military training from 1952 to 1956, a total waste of time comprising parades, training camps and spit and polish; certainly never prepared me for combat of any sort!

As stated I was offered work as an apprentice draughtsman with J. K. Eaton, manufacturers of truck bodies but had to spend first two years in the workshop to familiarise myself with the manufacturing process. An alternative offer was presented to join Mather and Platt, Manchester based with a SA branch, who specialised in automatic sprinkler systems for fire protection. Remained with them for 25 years eventually becoming contracts manager for the Durban Branch. Subsequently teamed up with Angello Lodetti and established a company to design, manufacture and install sprinkler systems. Retired in 2007.

I feel sure that every motorcyclist started their two wheel interest on a bicycle. In my case, being from a family that operated on a tight budget, the best they could afford was a Phillips 26 inch with backpedal brake. But I was king of the road and one of the first mods was to attach a stiff piece of cardboard to the rear forks to simulate the putt-putt of a motorcycle as the spokes clipped the cardboard. Distance meant nothing when you are young and fit and long distance rides were commonplace.

On Dec 16th 1947 (Dingaan's Day) my brother took me to the Burman Drive Hillclimb, the first to be held following WW II. We arrived just as Cliffie McArthur was setting off on his Excelsior. The noise from that megaphone and the aroma of Castrol R was exhilarating and I was hooked on motorcycle racing. All day bikes, sidecars and cars were blasting up the hill in an attempt to break the record. And what a test of skill it was. Virtually no straights, just one corner after the next over a distance of one mile.

So, having witnessed that, friends and I had to emulate the racers on our bicycles so we would meet up after school and race down the hill then pedal back to the top and repeat the action. The chances we took were scary as we used the full width of the road and were fortunate not to have a head-on with a vehicle coming up the hill.
Fortunately, traffic on the hill was very light.

One of our group, Mike Moore was a schoolmate and close friend and he was as crazy about racing bikes as me. His dad, "Pop" Moore owned the sugar farm adjacent the sugar mill in mTubatuba where we spent the school holidays. On the farm was a 500 Triumph side valve circa 1938 which we stripped down to the bare essentials and rode all over the farm pretending we were top dog racers. Pop Moore had a fully equipped workshop on the farm and was a skilled mechanic and repairman.

One day the bike ground to a halt and on inspection it was found that the crown of the piston had detached at the top ring groove. This was when Pop displayed his skills. He welded the crown back onto the piston and machined the ring groove to original. After reassembly the bike fired up first push and we were back on the roads.



Triumph 500 sv at the Moore family sugar farm Mtubatuba

Mike went on to become a successful racer, first on a BSA Goldstar and Later on AJS 7R and G50 Matchless eventually becoming SA 500cc champion. By then I had given up my efforts at racing and served as pit crew for Mike whenever he raced locally.
My efforts at racing began on 16th Dec 1953 at Burman Drive. My bike was an Ambassador with 197cc Villiers motor, all I could afford. Of course the bike was stripped of all non-essentials and tuning comprised skimming the head, substituting flywheel bob weights for full circle flywheels to increase crankcase compression, blending and polishing inlet and exhaust ports and fitting a megaphone exhaust for maximum noise but very little performance. At that time we did not have the exhaust expansion box know how which later gave such a vast improvement to two stroke performance.

Anyway, woke early on the 16th to be greeted by a steady downpour which did not let up for the whole day. Arrived at the pit area as nervous as hell but was calmed by another competitor Roy Millbank. Such a helpful man and a well established competitor country wide. He had two bikes at the climb, a GP Triumph and a 250 supercharged two stroke DKW, the noisiest bike ever raced. Being a novice and the smallest bike I was sent off first. The procedure was a start line with a timing line about 30m further forward. At the drop of the flag I grabbed a handful and dropped the clutch only to do a wheelie before getting under control. In those days no fancy wet road tyres, you used what was available in block and ribbed tread. Foot down on the corners because of the wet road and go as hard as you dare without throwing it down the road. When you crossed the finish line it was a short ride to Trematon Drive and once on the downhill, switch off and coast back to the start. You were allowed three timed runs, at the end of the second run I was lying third. Yipee, just do another run about the same time and I should bag third place. Never count your chickens! At the first corner on my third run I braked a bit too sharply and down I went. I was up immediately and off again but a bent footrest made it difficult to change gears. So I dropped well down the placings and finished the day like a drowned rat!

Thereafter, I continued racing at Novelty Hill, Scott Road Hillclimb and Hesketh without any great success. I joined the CMCN when they were using the Mayville hotel as their base of operations while the clubhouse was under construction in Tara Road and that was when I became involved in the committee, eventually being elected vice chairman under chairmanship of the memorable Jim Cramer.

Sometime around 1984 there was discussion on the formation of classic racing in the club and I organized an event at iDubi circuit. Can't recall all who attended but Cliffie was there with a Manxman, Doug Cruikshank with a Manx Norton, also a Goldstar, about five bikes in all. From then the numbers grew and we were racing at the Toyota test track, Masons mill, Umhlanga and Hillcrest street racing plus visits to Swartkops and other circuits in Gauteng.

By now my financial situation had improved being able to afford CB750's and 900's and other classic bikes. For racing I acquired a Honda CB450 twin on which I had a fair amount of success and some very enjoyable racing over the years. Eventually the Honda became too much of a handful and I downgraded to a Ducati 250 desmo and further down to a Honda CB175.
Next step down will probably be a wheelchair! Only wish classic racing could be revived but with no circuits within 120 kilometers it is unlikely to happen. We live in hope!

Oh for what it's worth I forgot to mention in March 1947 during the Royal Families visit to Durban, all the schools in Durban were bussed to Greyville racecourse and assembled on the track opposite the main grandstand in which sat and stood the Royal Family. The schools sang patriotic songs and performed marches etc. The other event, a few days later, was a selection of a boy and girl from each school who were then bussed to the harbour and taken on board the HMS Vanguard to be entertained by crew members with games and tours of the ship. I was the lucky boy from our school.

My military service was done with the RDLI (Royal Durban Light Infantry). Although they never gave me any combat training, I did learn how to use and maintain a number of weapons. The Lee-Enfield .303 rifle, the Bren Gun, the Sten Gun, the Vickers machine gun, the Grenade launcher and how to toss a grenade. All these were used with live ammo including tracers at night. On the Lee, Bren, Sten and Vickers we had to learn how to strip, clean and re-assemble. To me, this aspect of the military was interesting and informative and I became very efficient with the Lee and Bren. With the exception of the grenade I believe all these weapons are obsolete now and have made way for the weapons we see today.

All male members of our family served with the regiment; father, uncles and brothers. One uncle, my father’s brother, Captain Roderick Young had the honour of being presented with the regimental colours by King George VI during his visit to SA in 1947. RDLI was irreverently referred to as the Royal Durban Lavatory Inspectors.

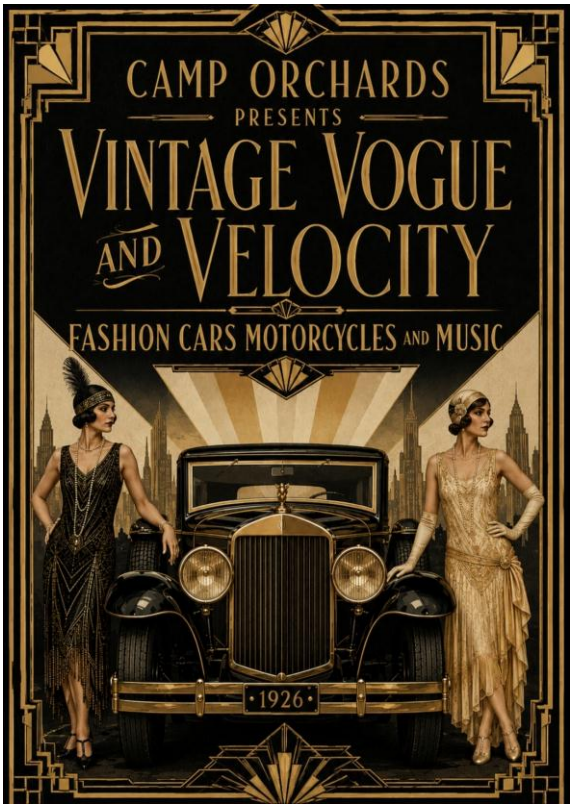
Alan Young

Natal 100

The Natal 100 motorcycle run has been postponed until a later date in order to give it the attention it deserves

Vintage Vogue and Velocity

This event was on the 30th August at Camp Orchards, and what an event it was. Our club certainly did shine on the day and participated in the Fashion Parade. It was an early start to the day and I would like to give a special thanks to Trevor Davids and Steven Knight for sorting out a gazebo and for setting up the club stand. We had hoped for 20 to 30 vehicles on the day but in the end I last counted 54 vehicles with a few late comers. The 500 tickets being allocated by Camp Orchards were all sold out a day before the event. Yet they still had people phoning asking if they could come and pay cash on the day. The event started at 10. The fashion parade should have started at 11 but due to some technical problems it only got going at 10.50. The Natal Philharmonic Orchestra had to start at 12 so the fashion parade had to be split, with the rest coming through after the orchestra. The Jazz band started just after 1. Derek Pirie won best bike on show with his 1922 BSA. All in all a fantastic day out. My thanks goes to all club members who made the effort to display their bikes and to those who rode in the fashion parade. Plans are already in place for next year's event.




DUCATI


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YAMAHA
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YAMAHA
RD 350
BOSSON

A visit to some Ozzie museums by Trevor Davids

On a recent trip that I did to Southern Australia to meet my grandson and celebrate his first birthday, I made the most of the opportunity to see what treasures I was able to uncover in the limited time that I had there and the land down under did not disappoint.

I flew into Adelaide and then spent my stay based at the seaside suburb of Moana Beach as my son was moving into his newly acquired home in the Adelaide hills but was still awaiting transfer so the rental had to do until then.

There are numerous private collections in this region, and one can do a self-drive loop of the 7 motor museums but I suggest that you put aside at least 4 days to do them all as there is a lot to take in and enjoy. Birdwood is home to the National museum and an absolute must visit, but I gave it a skip this time round as I had visited it on my two previous trips. It is a definite must see for those in the area that have not yet had the opportunity to visit.

Instead, we set off for the town of Strathalbyn. Upon arrival we were greeted by a 1917 Harley board tracker in the window and I knew we were in for a treat. We were greeted by some really interesting old gents that pointed a few things out to us and indicated that at least 60 of the motorcycles in the museum belonged to one of the chaps working in the museum. We were lucky enough to meet him and have a chat and he made it clear that he liked to keep them as found.

The bike collection included Excelsior, BSA, Moto Morini, Indian, Brough Superior, Vincent, AJS , sunbeam, Panther , Triumph , Benelli, and then some interesting early machines such as 1911 Matchless 1000 v twin, 1916 Rover fitted with a 1912 TT motor, Pre 1920 Dayton v twin and a 1923 Levis.




DUCATI 900 – WORLD CHAMPION
Benelli
26
HISTORY
MOTO

Then there were the motorcycles that were built in South Australia and this line up included the following South Australian built machines. The 1912 Victor, the Bell built between 1911 and 1913, The Lewis which had a run from 1901 to 1927, a 1921 ADT and a 1918 JN Taylor.
Two days later we headed into Adelaide city on the tip off of a private collection belonging to a chap in the gaming industry that was residing in Dubai. This collection in a warehouse contained about 100 motorcycles but the majority were from the 70's and 80's and included a number of Ducati's from a 705 GT , 900ss, MHR all the way through to Troy Baylis's 998 race bike and a Matrix Tribute machine. This line up also included Honda RC30 (2 of them) the full line up of CB 1100 R bikes that were on offer, Moto Guzzi Daytona's but the star of the line-up for me was An early 30's 1000cc v twin McEVOY .

The following day we headed for the small town of Mannum on the Murray River where we were greeted by a run-down yard that looked like it came out of a hillbilly/ mad max movie and here we were greeted by a gent who clearly lived in his workshop and was living his passion for interesting motorcycles. He was very pleasant and was a wealth of information regarding the 100+ bikes that he has amassed over the years.
His place was called River Rides Motor Museum and the shed housed an interesting collection of machines which included Maserati, Benelli, Ossa, Bultaco and Montesa race bikes, Hesketh, France, Kreidler, Laverda Jota, Laverda Montjuic, Moto Guzzi Le Mans MK1, Moto Guzzi S3, Paloma, 1914 Australian built " The Favourite", Negeri, Malguti, Rocvale and an absolute pristine Laverda 750 SFC. When I questioned him where on earth he had located the SFC, he indicated that he had sold his home in town and taken the proceeds to acquire it on an auction in Sydney where it was up for grabs together with a 1974 Ducati 750 Green frame but he felt he had spent enough after handing over 120 000 Ozzie dollars on the orange beauty.
I also learnt about a Moto Guzzi collection near Melbourne and the facility is called the Moto Guzzi Cathedral and this is an amazing collection that pays tribute to the margue but a visit to this establishment will have to wait with the others not yet visited until I can make the trip over again in a few years' time.



Blast from the past - some old stories

ONE OF THE MEMORIES I COULD DO WITHOUT MALLY DOYLE

Many years ago, possibly 1953, my wife Audrey, who was at that time my young lady friend, and myself were talking to a young man named George, at the top of the hill leading to Inchanga Station on the old Durban-Maritzburg Road. He was in fact waiting for the Pullman Bus. We heard the musical sound of a twin Ajay with the ferrels obviously removed from the engine pipes, cackling on the way home. He come past us at a good lick, lifting his hand in greeting. It was Pieter De Wet. He was no sooner past, when there was the distinct cackle of another. That was our friend Keith Crawford, also greeting us, with his then lady friend Mary on the back of his Matchless Twin. I was at that time about 23 years of age, so you can imagine the adrenalin gland in my body pumping me up to go. man go.

I couldn't get my 1949 500cc single Ajay started quick enough to catch them. However I must say now, that a 500cc Twin Ajay or Match could take a 500cc single in third, when the single was wide open in top gear. The top speed of my 1949 single was 82mph (true speed) under fair conditions, whereas the twin did over 90mph in third gear easily. Somehow we managed to get in front of Keith. I think he only realised my intentions when I passed him. As I recall my speedo was registering close to 80mph up the straight, approaching Monterseal hairpin bend. On approaching the corner, I geared down to third and opened the throttle wide again when half way through. As it was about 5.30pm the sun was down and the road a little wet, due to the

mist that was fast approaching. I lost the machine. I had layed it over too far for the speed we were doing and the tyres broke away. We found ourselves sliding on the tar at about 70mph. Audrey landed in a ditch on the roadside and was unable to walk. A passing motorist kindly took her to Addington Hospital in their X K 120 Jag. This stupidity on my part cost her over three months off work, also much pain. To myself I only had stitches in my hand and abrasions on my legs. These days however my knees get a bit sore when the weather is cold, due to them coming into contact with one of those concrete blocks on the roadside.

Keith and Mary fell down behind us. I don't know what the cause of them falling was, but I do remember Mary saying to Keith "I told you" and stamping her foot to emphasise that she had. Perhaps Keith will tell us at the Club one day.

The handle bars were hanging on the cables as the top T piece was broken on the forks. The headlight and lamps were broken, the exhaust scraped and dented and the tank marked. I refused to leave my bike and a few friends helped. The secured my handlebars with a piece of wire. One of them who is no longer with us named Billy Stokes, (as is Pieter DeWet) gave me a spare parking lamp, as I needed a light of sorts, mainly for my protection against other traffic. The heal on my right hand was cut quite deep so we bound it with black insulation tape and polishing rags from the tool box to try and stop the bleeding. I rode behind Billy, him on his Twin Matchless using his lights as it was now dark. Billy was no slouch on the road and I had my time cut out trying to stay with him. In actual fact it was quite nerve wracking, riding at a fast clip when your bars are tied on with a piece of wire, also just having come off the machine at a reasonably fast pace.
The shock of it only hit me when we were motoring down the double highway at Westville doing 70mph. I had the distinct feeling my handlebars were loose and were coming off the bike. I then closed the throttle and allowed him to pull away, after which I proceeded at 35-45mph down to the hospital and had eight stitches in my hand, also the abrasions on my buttocks and legs were dressed. Audrey was unable to ride for about 4½ months. She regained her confidence and still used to drive our 1954 Twin Ajay half the distance to Johannesburg, after the accident.
The bike was off the road for a week for repairs and repainting.

FOR SALE:

1954 Norton Dominator model 7 R5000,00 plus
1938 Norton ES2 (stripped) R3000,00
or R7000,00 for BOTH

Phone Toosie Hudson 031-216438

1951 Matchless G9 500 Twin and some spares R6500 o.n.o.

Phone 031-867800

1931 350cc Royal Enfield 70% restored. Complete need's assembly R3500
BSA 19?? Gold Flash believed to be a runner, complete R3000

Phone Mr Andrews 031-524087

1958 BMW R60 R9000 onco Phone Victor 021-5517459

1962 Matchless 500 Single R5000 ono
Phone Mike Smith 0345-705 (H) or 0361-26834 (B)

1957 Triumph Thunderbird R5000
1958 Triumph Tiger 110 650cc R5000
Phone Alan 011-8648296

Triumph parts: engines, gearboxes, frames, wheels
mostly T100 and T110

Phone M Smith 0345-705 a/h

1970 Norton Commando R7000 ono

Phone Garry 011-8934296 (H) or 011-9784306 (B)

1947 BSA 200cc Open to offers
Phone Alex 0443-291025 Oudtshoorn

19?? Zundapp 50cc R2000
Phone Pat or Butch on 011-7633051 after 5pm

1983 Moto Guzzi sp1000 R12000 or
1977 BMW R100Rs R11500 Tele 021-964424

1984 Laverda RGS 1000cc Triple R18000 onco
Phone Brian 011-4956808 (B) or 011-8021683 (H)

1956 BMW R26 250cc Tele 051-221055 a/h

Harley-Davidson 5/7 and 10/12: Various hard to find spares.
Tele John (B) 011-3340646

1975 Honda 750 Four: In daily use R3800 onco
Tele Andries 0363-335910 a/h

1967 Bridgestone 175cc Twin two stroke 90%+
R2800 onco Tele 012-9972144 (H)

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 Knight082 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

1952 BSA 650cc No papers R50 000
Contact Chris James 073 132 7482



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