



Shoptorque

Classic Motorcycle Club of Natal

Founded February 1981

July 2026

Chairmans Chatter July 2026

The visit to Han's Coertse's "Man Cave" drew a record number of attendee's on our breakfast run for that month. A special thank you to Hans and Anne-Marie for opening their home and venue for our Club members, and for their hospitality.

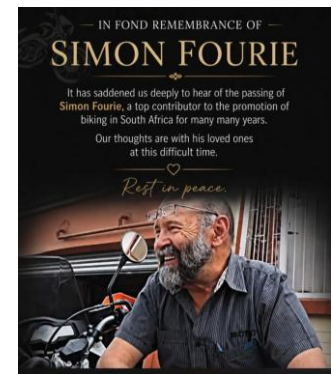
The Fragram Natal Classic was also a successful event, with 41 entrants, including 4 cars. I had lots of positive feedback from entrants for the route, the venue, which was at The Nottingham Road Hotel, this year, and for the event as a whole. Again, thanks to our Title Sponsor – Grant Vacy-Lyle of L&G Tools, other sponsors who made various contributions and our amazing Rally Committee who planned the route, organised the accommodation, catering, scoring, and goody bags for the competitors, amongst a whole load of other "behind the scenes" activities to make the rally the success it was. Notties went out of their way to make it a special weekend for all as well, and we thank their staff and team for their input into the event.

Coming up on the 19th of July is our Century Run – Club to Club. If you haven't signed up as yet, there is still time to do so. Thank you to Paul Ward of Startline for sponsoring Braai packs and a R50 fuel voucher for all who enter the Century Run. This is greatly appreciated.

The 15th of August is our Natal 100 Event, organised primarily by Chris Cardwell, who's put a lot of time and effort into the route planning and lunch stop, plus the end of the ride event at Sika Guest House in Morningside. Thank you Chris for your efforts thus far. I encourage as many members as possible to join this event to mark the historic race which used to take place on this route from Durban to Pmb and back. As one of the original Club Chairmen used to say – "Ride them, don't hide them!"

See you at the Club,

Jayson



Though not a club member we remember Simon Fourie. Dedicated motorcyclist and editor of BikeSa

CLUB CONTACT DETAILS:

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Banking Details:

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

New Members:

We welcome the following new members:
Chris Cardwell, Keith Cockerell, Peter Burnett, Peter Stolarczyk.

Those We Remember:

Those we have lost:
Tony Quinn our sincere condolences to the family.

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

We live in troubled times, with wars in the Middle East and Ukraine, it just seems like a never ending story of turmoil and destruction. However we have been here before, with world wars, diseases, natural disasters etc. The Middle East as we know has much of the world's oil. This is because millions of years ago much of the area used to be a vast shallow sea teeming with plankton and algae. As these died off they sank into oxygen-poor (anoxic) water preventing decomposition and allowing them to accumulate into thick layers of sediment. Over millions of years of heat and pressure they transformed from organic matter into liquid hydrocarbons. The Arabian plate has been remarkably stable over millions of years allowing vast porous limestone and sandstone reservoirs to act as sponges for the oil. This area has maintained its structure without being damaged by earthquakes and volcanoes.

Interestingly China has a motorcycle scrapping policy whereby any motorcycle of 11 to 13 years old must be scrapped and taken off the road. India it seems encourages scrapping of motorcycles after 15 years or 100 000 km. India does have a small following of classic motorcycles whereas China views motorcycles only as a mode of transport.

In this issue we also look at two very brave ladies who were the first to travel from London to Cape Town on a Panther and Sidecar. This was a remarkable achievement even by today's standards. Remember woman were still prejudigious across the board whether voting, education and work place. If I could judge those in power some two hundred years ago, I would describe them as pretty narrow minded idiots. This then makes the achievement by these two women who crossed Africa all the more remarkable. They took the hard route and went down the west coast of Africa through the Sahara rather than the east coast. This was probably due to Italy laying claim to Ethiopia. This then also shows how good a motorcycle and sidecar is in crossing the vast stretches of sand and rocks. Being lighter than a 4 wheeled vehicle it stood a better chance. Please see article in this edition credits to Wikipedia

John Booth Editor
Keeping the wheels turning.

Monthly Competitions

**BMW Dave Turnbull
Trophy**

**1st 1956 BMW
R513
Raymond Meyer**



Tiddlers Award

**1st 1992 Yamaha SR 250
Dave Stone**



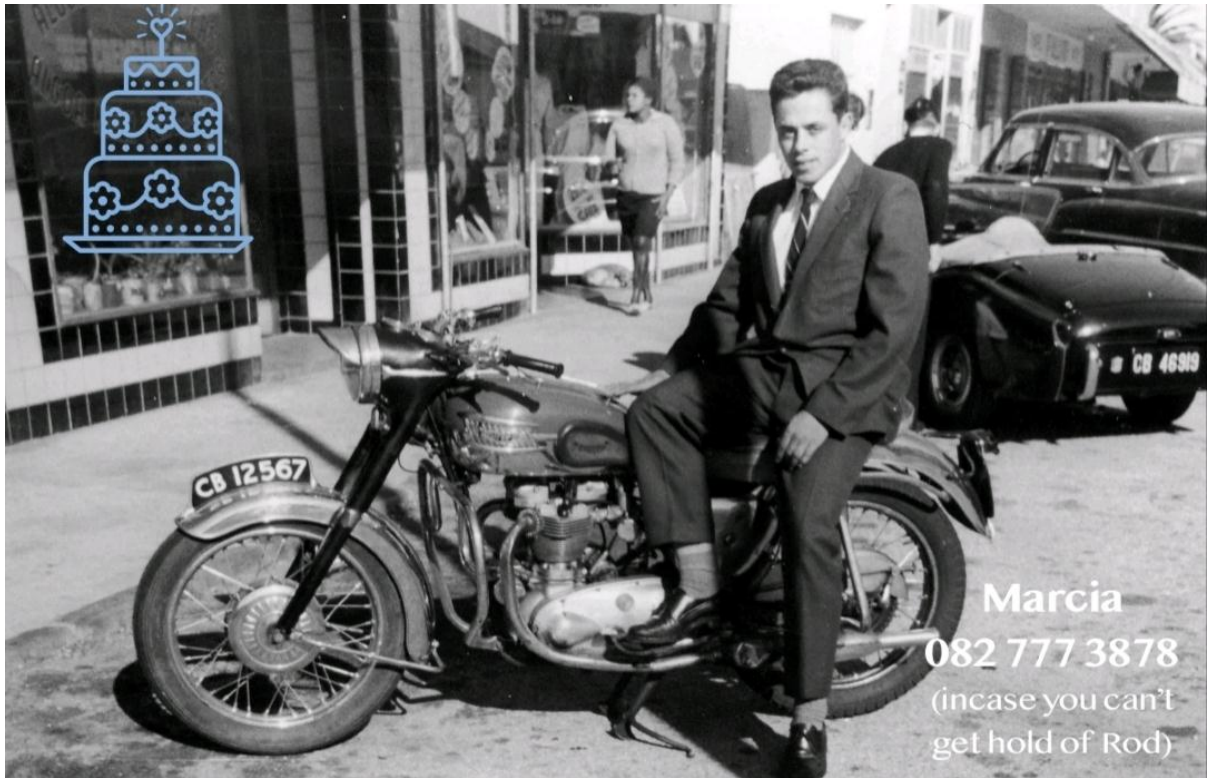
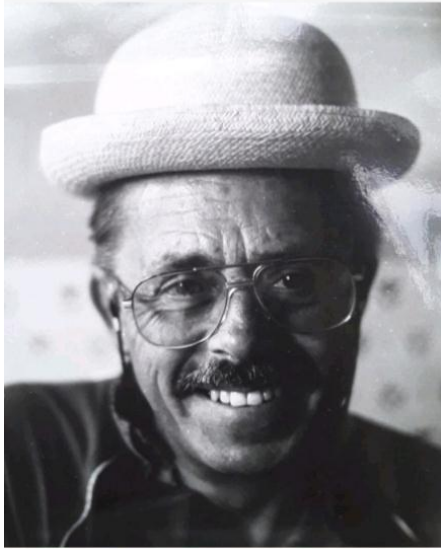
Classic Bikes
(1946 – 1995)

1st 1978 Honda CBX
Dale Maxwell



At the last committee meeting we celebrated Rod Thomas's 87 birthday.





Ride to Henderson Workshop 19 April

By Stephen Knight

As was planned, Trevor Davids was going to lead the ride, and had made all the arrangements. Unfortunately, he was taken ill at the last minute, and asked me to take over. Fortunately, we had discussed the ride, so I knew the route, but not the breakfast venue.

Around 15 motorcycles gathered at the Winston Park Astron, where we rode up to Kassier RD, then through Bothas Hill to Drummond. Due to road works at Cato Ridge, we joined the N3 at Hammarisdale up to Cato Ridge. We continued from Cato Ridge to PMB on the Comrades route. With a small detour, my error. All the motor cycles arrived at Coffeeberry, in the Cascades Centre, where we were met by members from PMB, along with Hans and Annemarie Coertse.

A good breakfast was had by all, after which, we proceeded to Hans and Annemarie's home, in Henderson Road.

We first viewed Hans' pristine workshop, which has some interesting projects, and machinery. Then into the Henderson Workshop, which can only be described as every motor enthusiast's perfect man cave. This man cave houses numerous bikes, some restored, and some waiting for restoration. An exquisite example of a Jaguar XK150 Coupe', and some very unique memorabilia, pertaining to Hans' riding career. Especially the memorabilia, pertaining to his win on the 2014 Cannonball Motorcycle Rally, on his 1924 Indian Scout, held in the USA over 17 days covering 6400km.

Special thanks to Hans and Annemarie for opening up their home and hosting this memorable event. I think that it was enjoyed and appreciated by all who attended.









The 39th Framam Natal Classic Rally **By Jason Anderson**

This year, from the 4th to the 6th of June, our Club hosted the 39th annual Framam Natal Classic Rally. The Rally Committee decided to change the venue this year, and we based the Rally from The Nottingham Road Hotel which opened up new route options, as well as a change in venue and scenery.



The start on Friday the 5th was cold and very misty, but thankfully that didn't last too long. Day one was out through Mooi River and Estcourt towards Greytown, with a lunch stop at the Greytown Country Club, wending our way back to Nottingham Road in the afternoon with a

final fuel stop at The Windmills.

Notties laid on Pizza's for all competitors, on Friday evening, which was very well received.

Saturday was a shorter day, with the route taking us up through Boston to Bulwer for a fuel stop and turn around, with lunch at the Boston farmer's Club, then back to Notties via Midmar.



Scenery en route to Bulwer on Saturday morning.

Final Scoring and results were published on Saturday, with the Prizegiving being held at the Hotel. The food laid on by the Hotel was excellent with much appreciation from participants.



Tea Stop at Boston on Saturday



Some of the bikes at the lunch stop in Boston on Saturday



Final Control at Notties on Saturday afternoon.



The overall winner of this year's event was Neville Nicolau on his 1968 BMW R69S, Second was Gavin Walton on his 1966 BMW R60/2 and Third were Mike and Glenda Ward in their 1982 Porsche 911 SC.



Neville Nicolau – 1st Overall



Gavin Walton – 2nd Overall



Mike and Glenda Ward – 3rd Overall and 1st Car

My thanks to our fantastic Rally Committee consisting of:

Cobus Grobelaar – Route planning & Scorer

Richard Sawkins – Route planning and COC

Doug Watson – Rally Treasurer

Marcia Brodowicz-Hinks – Secretary & Goody Bags

Lyn Smith – Accommodation and Meals

Rod Thomas – Trophies

Billy Thomas – Scrutineering

Thanks as well to Leon Stander who was our Scorer along with Cobus

L&G Tools – Grant Vacy-Lyle as our main sponsor for the event

Andrew Griffin for prize giving photography, and Derek Pirie who took some of the photo's used in this article.

We look forward to a bumper 40th event next year, and trust that you'll join us!

Jayson Anderson

Natal 100

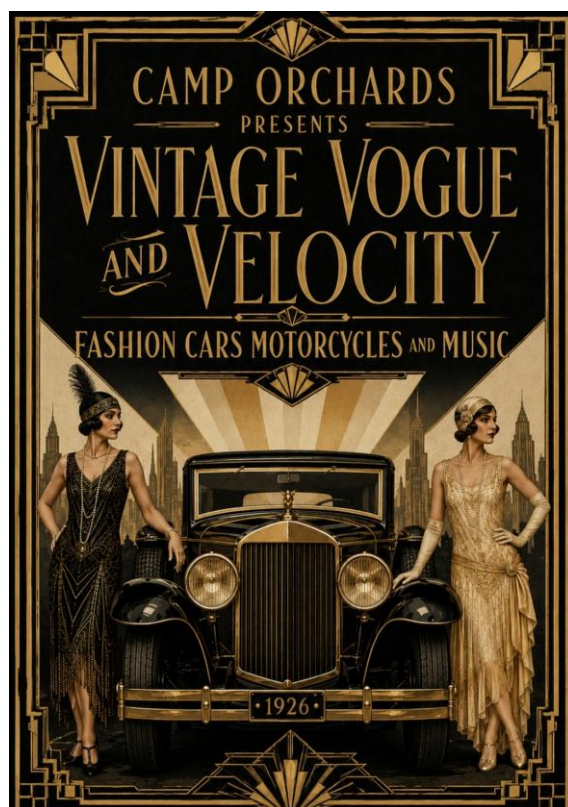
The Natal 100 motorcycle run has been planned for Saturday August 15. This event will run from Maytime Durban to PMB and back. Bikes will be started at one minute intervals.

Concourse de Elegance

This is an upcoming event more details to follow.

Vintage Vogue and Velocity

This is an upcoming event planned for the 30th August from 9am to 3pm. This is the brief I have been given by the organisers, please read carefully. The emphasis of this event is fashion, cars, motorcycles and Music. It is an upmarket event set in the beautiful grounds of Camp Orchards in Hillcrest. It is a Durban July type of event, the only difference is the horses will be replaced by cars and motorcycles. Top fashion designers and modeling agencies will be there as well the local press. Ticket prices I am told will be around the R200 mark. Part of the profits will be donated to the Hillcrest Conservancy. The criteria I have been given is cars and motorcycles from 1920 to pre 1990. This is not a regular car/bike show. Cars and bikes will be selected based on the merits of the type of event it is. Our club is allowed to have a club table to be manned by the committee. Only a members and spouse will be given free entry provided they have been selected to display a car or bike. All other members are invited to buy a ticket on the day. There will be a fashion show: Fashions through the ages. The Durban Orchestra may be there on the day. If you have car or bike that you think is what the organisers are looking for then please send me John Booth a Whatsapp on 073 341 8211. Please don't leave it to the last minute.



Florence Blenkiron and Theresa Wallach Motorcyclists Extraordinaire

In 1935, two British motorcyclists, Florence Blenkiron and Theresa Wallach, set off on a long-distance ride, travelling 13,500 miles in eight months from London to Cape Town...



In 1935, two British motorcyclists, Florence Blenkiron and Theresa Wallach, set off on a long-distance ride that would later be described by the American Motorcyclist Association (AMA) as “quite simply one of the most radical motorcycle journeys ever”. Their plan was to travel from London to Cape Town in South Africa with a motorcycle, sidecar and trailer, and to return the same way.

Blenkiron and Wallach had both been interested in motorcycles from an early age. Yorkshirewoman Florence Blenkiron (1904 – 1991) first rode a motorcycle in her teens. Wallach (1909 – 1999), originally from Buckinghamshire, is said to have taken her first engine apart in her bedroom when she was 18 years old, a vital part of the experience of any would-be motorcycle engineer. Wallach subsequently attended the Northampton Polytechnic Institute in Clerkenwell, London, as the only female engineering student in her year. Wallach became a practising engineer and joined the Women’s Engineering Society in 1929.

By 1928, Blenkiron was starting out on her racing career, taking part in the first ever Ladies Race at Brooklands. She became a regular attendee there, meeting Wallach in September 1933, shortly before Blenkiron won her first race. This was the Three-lap All-comers Handicap, in which both women and men could take part.

The next year, Florence Blenkiron was the first woman motorcyclist to ride at an average of over 100 miles an hour on the Brooklands track riding her 500cc motorcycle, a Grindlay-Peerless. In 1939, Teresa Wallach would emulate her friend's achievement, reaching an average of speed of over 101 miles per hour on a 350 cc Norton. That was after their long distance adventure to Cape Town.

Both Blenkiron and Wallach were two out of only three women to ever win British Motorcycle Racing Club (BMCR) gold star lapel badges for racing at the Brooklands track. The third was Beatrice Shilling, whose engineering contribution to Spitfire safety is widely held to have made a major contribution to the successful outcome of the Battle of Britain. That, however, is a story for another time.

Enthused by their ability and successes, Blenkiron and Wallach shared a London house together shortly after they met. Wallach called her friend "Blenk" and they continued to improve their skills and to compete in races. The Cape Town journey seems to have begun as a half-serious suggestion that turned into a project. Blenkiron wanted to visit relatives who lived in South Africa, a long and sometimes difficult journey by sea in the 1930s.

The scheme became reality when motorcycle manufacturers Phelon and Moore (P&M) of Cleckheaton, Yorkshire, offered them a 600 cc Redwing Panther motorcycle, and sidecar manufacturers Watsonian added a sidecar and trailer. Further sponsorship followed, and after a year's preparation, Blenkiron and Wallach set off from London in December 1934, cheered on their way by a group of supporters that included politician Lady Nancy Astor.

The women were planning to drive straight across the Sahara, passing through territory without roads or adequate mapping. It's said they didn't even take a compass with them! They took on all challenges, including dealing with wild animals, particularly snakes, being kidnapped by Touaregs and somehow keeping topped up with petrol, travelling 13,500 miles in eight months to arrive in their destination Cape Town. Along the way they had taken photographs and some brief sections of film. The American Motorcyclist Association recalls that on one occasion they had to push the sidecar outfit for 25 miles after a breakdown.



Africa, 1935

The plan had been to return by the same motorbike and sidecar, but the original Panther was written off in an accident. P&M stepped in, promising to send out a new motorcycle and sidecar combo. However, Theresa Wallach was taken ill and had to return by boat to the UK. Florence Blenkiron set off alone to make the return journey, beginning in September 1935 and finally arriving in London in April 1936.

Photographs exist of a smiling Florence Blenkiron, dressed in a pith helmet and wearing what appears to be a classic Belstaff storm coat, at the end of her epic lone return journey from Cape Town. Displayed along the side of the sidecar are the words: The “Venture II” Watsonian Sidecar Cape Town to London Expedition, followed by a list of places she had passed through including Bloemfontein, Salisbury, Kakamega, Kampala, Bangassou, Fort Archambault, Tamanrasset, Algiers (with the “l” missing) and Marseilles.

The editors of “The History of Motor Cycling” note that after the news came back that Blenkiron and Wallach had arrived successfully on the Cape and were preparing for their return, “This remarkable feat of courage and endurance got little attention in the technical press, which was busying itself with exciting happenings in the International Six Days Trial, back again among the Bavarian Alps”.

After such a genuinely epic adventure, Blenkiron and Wallach appear to have found themselves at loose ends, as many adventurers do. Wallach published a book, “The Rugged

Road”, and is said to have put an anonymous ad in a newspaper in 1938: “Timbuctoo or anywhere – young lady holding world motor records wants job. – Denham, Bucks”. Blenkiron, meanwhile, worked as a chauffeur and tour guide, setting up her own business and travelling abroad.

The friends’ paths diverged. Both women were actively involved in World War II, Wallach in the ATS, Blenkiron in Kenya as part of the Mechanised Transport Corps, and subsequently in India where she met her husband Kenneth Kingaby.

While Blenkiron’s interest in motorcycles seems to have faded, Theresa Wallach had an extraordinary career late in life that focussed entirely around her beloved machines. She travelled to the USA, toured by motorbike, worked as a mechanic despite facing opposition, and set up her own company importing British motorcycle models. Realising the need for quality training, she began to focus on teaching learner riders to ride safely. In 1970, her publication “Easy Motorcycle Riding” was a big hit, leading her to open the ‘Easy Riding Academy’.

Wallach was also a great ambassador for motorcycling, and for women motorcyclists in particular. She was a founder member of the Women’s International Motorcycle Association and its first Vice President. She carried on riding motorcycles until the age of 88 and died at the age of 90. Her lifelong commitment to motorcycling as an activity is represented in the awarding of membership to the AMA’s Hall of Fame.

It could be argued that the achievements of Blenkiron and Wallach have not received the attention that might be expected. They were the first people to complete the journey from London to Cape Town by motorcycle, and Blenkiron’s solo return trip was an extraordinary achievement in itself. In 2018, Ilford Special Lantern Plate glass slides of their outward journey turned up at auction in West Sussex. Some also appear to show the replacement Panther that Florence Blenkiron rode home. The collection sold for just £1300.

Miriam Bibby BA MPhil FSA Scot is a historian, Egyptologist and archaeologist with a special interest in equine history. Miriam has worked as a museum curator, university academic, editor and heritage management consultant. She is currently completing her PhD at the University of Glasgow.

This from a SAVVA magazine, I also thought that motorcycles back in the day were faster than cars.

“FORTY YEARS ON, GROWING OLDER AND OLDER, SHORTER IN WIND BUT IN MEMORY LONG, AS WE GO ON” – but you know all this.

By Frank Riley VCC

You could be reading this about Eastertime, 1979 and as this story relates to Easter Monday, 1939, my navigational expertise places this as about exactly getting on for round about forty years ago. So much for the time. The place was Stonebridge Crossroads, where the North/South Manchester/London road intersects the East/West Coventry/Birmingham Road. I was travelling north on a road I knew well, returning home after a solo foray amidst the delights of Britain's South Coast Sin Palaces around Brighton. My conveyance was a current model Triumph Tiger 100, nicely run-in, just about as fast as anything on the road (or so I believed), I was possibly less cautious then than I am now. It is easy to see that the combination of bike and rider was bursting for a burn-up.

This then was the scene as I approached the crossing, and stopped for the lights, when alongside me came a sports-car, with hood down and screen folded flat. Two small aero screens jutted from the scuttle, two pipes projected below the slab tank, whilst a long bonnet littered with louvres and a dark metallic grey job gave the appearance of a very purposeful device. The driver added to the effect with a white linen (Carraciola) helmet and a short sleeved sports shirt. A fair bout of blipping from those large bore twin pipes encouraged me to think that we were in for an interesting time ahead, for here was the need to demonstrate the fact that cars never, but never, went as fast as bikes.

The green light came up and we moved off, with half a dozen vehicles ahead on the climb from the crossing, and yours truly sitting hard by his offside rear, ready to make the demonstration when he was nearing his max. Despite oncoming traffic he was able to eat up the cars ahead so that I soon realised he was no novice, and soon we had an empty, undulating road ahead and about eighty on the clock. The time was ripe for me to deliver the coup-de-grace, for I still had throttle in hand, but at that moment his hand came up in a wave which said cheerio, his foot went down, and he drew away. I pulled out all the stops, nose on the tank, grip twice round the bar, my clock way over the ton, but to no avail. He pulled away right out of sight and I never caught up with him again.

To say I was shattered is to put it mildly. Today we would talk of mind-boggling. My world had suddenly fallen about me, for until then I firmly believed that all cars were fundamentally slow and consequently inferior devices. Certainly I had never met a car which could live with a good bike. I'd been riding for years before this event, with an annual mileage of about 30,000, and though my Vintage knowledge of today tells me that there were some quick cars on the road in '39, I never seemed to meet them. Not for want of looking, I may add!

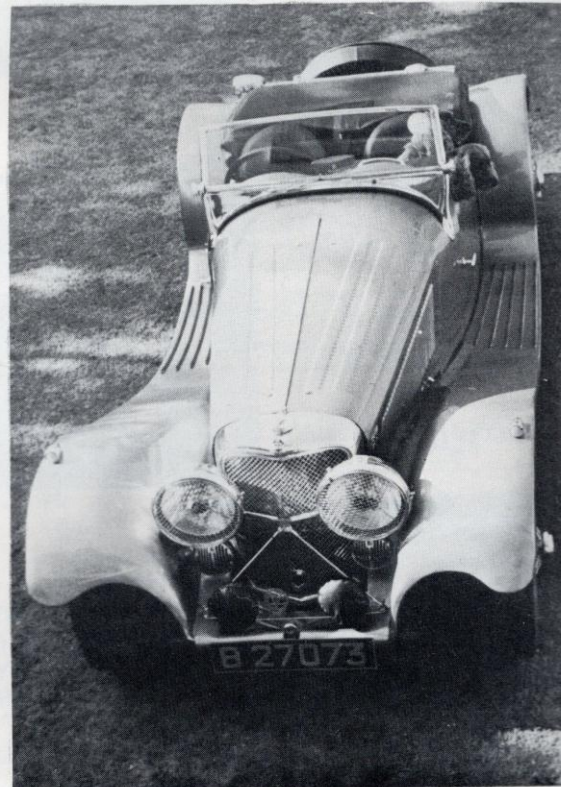
Life being what it is, seemingly commonplace events sometimes have far-reaching effects, occasionally exerting their influence for the remainder of a lifetime. From then on, one thing was clear, somehow I must own an SS100, for that was the beast which caused the drama. Yet everybody said they were rubbish. When I extolled the performance, they said this must be a special (the “blow off” occurred only a few miles from the SS factory at Coventry). Every person with whom I discussed SS 100's was cynical, yet I know I had seen a good one.

The chances of attaining one were remote to say the least. Cash was not plentiful, the war started within a few months, and when that was sorted out I moved to Rhodesia and joined the battle to get established. I still sickened folk by praising SS cars, and I still read right through all the smalls at the back of Motor Sport, though not believing that it could be more than a pipe dream. Then one day in June of '56 I found myself on holiday in London, having a beer with a friend of long standing. As we reminisced he said “Have you still got that cock-eyed hook-up about SS 100s? As I had to agree that I was still hooked he said “There's one near my place for sale, but it's a wreck”.

The chase was on. His description was most apt. The garage man cum owner was reluctant to let me drive, allowing me no more than a 100 yard trip up the road. When I returned, he was quick to switch off the engine, and the fast-forming pool of oil below the gearbox told me why. It was rough in a big way, but everything was there as originally supplied. I got him down from £325 to £300, wired my firm in Bulawayo and prayed I hadn't bought a lemon. My pal shifted it from London docks, and I remember thinking that the railways had gipped me by charging £25 railage from Cape Town to Bulawayo!

I didn't run it on arrival, but stripped everything down for a rebuild. Parts were easily and cheaply available then (twenty three years ago), and a couple of years later she was on the road. I started to count the man-hours spent but after reaching two and a half thousand I stopped counting. How does it go? The books claim a maximum of 105 mph and this would be right, I know a 4½ l Bentley which is credited with being a quick one, and there is nothing to choose between them. The SS scores in acceleration by being lighter but braking from high speed is a bit dodgy. It handles better when the 17 gallon tank is full, interior space is at a premium (all very matey), or short legs, small feet, and strong arms are an advantage.

The body is all aluminium, dents and ripples seem to come from nowhere, so she is having a well earned face lift at present. I accelerated the ripple formation by running into the garage door, which I agree is no way to treat a forty year old girl friend. But she's honest, so I stick with her, and don't now have any regrets about spending that three hundred quid.



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

1956 DKW RT250S, 1957 NSU Supermax and 1982 BMW R65LS for sale. All are currently licensed, SAVVA Dated and in good running order. R60 000.00 each.

Reason for sale-reducing collection.

Motorcycles are in Durban. Contact Raymond Meyer 083 289 4490 or 031 310 4100."

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