

# KICKSTART

Volume 37 No 11

November 2022



The Official Journal of  
The Vintage Motorcycle Club.  
Member of S.A.V.V.A.



Affiliated to  
The Vintage Motorcycle Club  
Of the United Kingdom

## TABLE OF CONTENTS

### COVER PHOTO: HEDEBO CAMPING

CHAIRMANS CHAT BY GAVIN WALTON.....	2
CMC Pre-DJ 2023. ....	3
EDITORIAL : BY G. KAISER .....	4
VMC YEAR CALENDAR 2022/23 .....	5
CLUB NIGHT – 28 <sup>th</sup> OCTOBER 2022 BY SECRETARY DAVID PITCHFORD .....	5
THE FAIREST CAPE RALLY: BY GLENDA AND MIKE WARD.....	8
HEDEBO CAMPING, DENMARK: BY G. KAISER, PICTURES KAJ PEDERSEN .....	15
THE FAIREST CAPE RALLY, RESULTS .....	22
OBITUARY DENIS PULLON: BY ROY MOORE.....	25
CLASSIFIEDS .....	26
FOR SALE.....	27
SERVICES .....	30
CLUB AND CONTACT DETAILS .....	32

### CHAIRMANS CHAT BY GAVIN WALTON

Greetings fellow VMC Members,

You are probably as surprised to see me writing this chatter as I am writing it. I went to the committee meeting last month as an ordinary committee member and left as the chairman. It was not what I expected but I have agreed to hold office as chairman for a period not to exceed two years. Ralph has left big boots to fill, and I will do my best to fill them.

Thank you Ralph for your valuable contribution to the club over the last 5 years as chairman.

I am still not able to use the official chairman's email address hence the use of my private address in the short term.

Events over the past few weeks include the VVC Bike Sunday which I believe was well supported, including visitors from the CMC.

The Fairest Cape Tour was very well supported, in particular, by members of the VMC, and was a huge success. A short article, photos and results will feature later in this magazine.

Unfortunately, due to widespread rain on the day, the Armistice Run to the War Memorial in Saxonwold had to be cancelled.

It's that time of the year again and I'm pleased to see the DJ 2023 regs. have been published. If you have not received them and would like to enter, they can be found on the VMC web site. Address is at the end of the magazine.

The 2023 DJ is being organised by a completely new committee with Leo Middleburg as clerk of the course and Tom Lindley as his assistant. These two have arranged the Magnum Rally for many years and both have DJ competitor experience.

Details of the Pre-DJ 2023 appear later in the magazine.

Please support the Chairman's Cocktail evening on 12<sup>th</sup> December at the clubhouse. An RSVP list will be sent around to assist us for catering purposes.

Well, the Festive season is rapidly approaching and as this is the last magazine for 2022, the committee would like to wish you, and your families and friends, all a happy and safe Festive season, Merry Xmas and a very Happy New Year.

Travel safely and we will see you in January 2023.

## CMC PRE-DJ 2023.

Next year's Pre-DJ, hosted by the CMC, will take place on Sunday 12<sup>th</sup> February 2023.

The start and end venue will be the South Downs Country Club in Kibler Park.

This venue was last used for the Pre-DJ in 2006. It is fairly central for most participants and is only a short ride to variety of roads leading to the Suikerbosrand area.

The distance will be approximately 145 km and will include a fuel stop at roughly 60km.

Speed groups will be 50, 60, 70 and 80kph.

Score groups will be: A – DJ eligible motorcycles up to the end of 1936, closed odo, B – classic and vintage motorcycles and cars up to the end of 1997, closed odo, C – classic and vintage motorcycles and cars up to the end of 1997, open odo.

Hopefully the regs will have been published before you read this.

Clerk of the course for the event is Gavin Walton.

## EDITORIAL : BY G. KAISER

So Christmas is around the corner, again!

I'm writing this from Europe, where days are cold, dark and short. I saw snow 5 days ago!

We are getting to the end of this year, and this will be the last issue of Kickstart for 2022.

The club has seen some changes during 2022, but we have come through in good shape with some new talent to carry us into the next year.

We will get out of the club proportionally to what we put in, that is as simple as it is. So let's make an effort to educate, enlighten, enliven and add to each other by contributing in whatever form or shape we feel comfortable with.

Together we can make this memorable educational and enjoyable.

With this I wish you all a blessed Merry Christmas and a prosperous, **healthy** New Year.

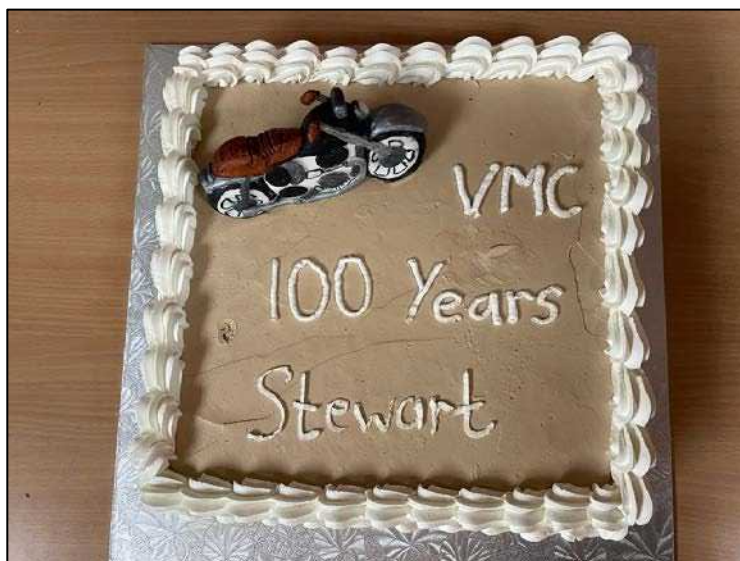
As to this, the last issue of Kickstart for 2022, enjoy!

## VMC YEAR CALENDAR 2022/23

DATE	EVENT	CLUB	LOCATION
26 November	Creative Native show		James Hall Museum
28 November	Club night	VMC	VVC clubhouse 19:30
11 December	Ride in memory	Larina org.	Cullinan?
12 December	Chairman's Cocktail Party. RSVP!	VMC	VVC Clubhouse 19:00
7 January 2023	Swartbrand Run		Spur Wadeville, morning!
10/11 March	DJ	VVC	
Recurring Events			
1 <sup>st</sup> Saturday?	Breakfast Run	VMC	Various venues
1 <sup>st</sup> Sunday	CMC Club Sunday	CMC	Kensington Club, Ivanhoe rd, JHB.
3 <sup>rd</sup> Sunday	Piston Ring	PR	Modderfontein, JHB.
Last Sunday	VVC Club Sunday	VVC	Oaklands, JHB.
4 <sup>th</sup> Monday 7.30 pm	Club Night	VMC	Oaklands, JHB.

## CLUB NIGHT 28<sup>TH</sup> OCTOBER 2022 BY SECRETARY DAVID PITCHFORD

Mike Ward welcomed 25 members present with 6 apologies received. He congratulated Gavin Walton on accepting the post as VMC Chairman.





The evening was dedicated to Stewart Cuninghame on the celebration of his 100<sup>th</sup> birthday on the 12<sup>th</sup> October.

The 'Motorcyclist of the Month' trophy was awarded to Stewart Cuninghame on his century birthday celebration.



Stewart addressed the club meeting and reflected on his interest in vintage cars and motorbikes.

*"We were transferred back to Johannesburg and became mixed up with the locals who were racing Coopers at that time. My son, Allan, raced MG Midgets which he did very successfully. There were many car and bike rallies arranged around the country and my wife Thelma said to me that we should join them. When I was in Durban, there was an AJS up for sale which had telescopic forks and springer back ends with plungers. The paint work was in a very bad condition and the seller wanted R700-00 for it. When I was back in Joburg, I spoke to Bill Avere about the bike and he said I should rush back and buy it before the Joburg guys get hold of it. I travelled down to Durban with a friends trailer to buy it. I rebuilt this AJS and it was a wonderful bike to rally, especially in the Natal Classic, Magnum, Fairest Cape and many other rallies around the country. Due to Thelma's accounting skills, she became a very good navigator, so we took part in many car rallies together. I then sold the AJS which is now owned by Keegan Ward.*

*Whilst in Rhodesia, I saw Frank Riley who said that he was doing the DJ which I knew nothing about. When I was back in Joburg, I said to Thelma, lets go and watch this DJ rally which is held in March every year. So, we travelled to Volksrust and followed the bikes back to Joburg. Having done many rallies on the AJS, I decided to do the DJ on a Norton which I rebuilt from many spares I collected from club members. Doug van Riet in Cape Town had a Norton frame sent to him from the factory in the UK which he did not use. This frame could accommodate a left filler oil tank and a cam motor. The factory also sent Doug a bronze head engine and crank case from a works machine but was later told not to use it. The factory then sent him a new 1933 alloy motor which has a 350cc. I used the Norton on 22 DJ rallies of which my best was 7<sup>th</sup> position and my worst being 30<sup>th</sup> position. Thank you very much."*



John Reidy who is Chairman of the South African Vintage and Veteran Association (SAVVA) gave a brief overview of this organisation. Formed in 1968 SAVVA is the Association of Veteran and Vintage Clubs in Southern African of which there are forty. SAVVA is affiliated to Motorsport South Africa

(MSA) the National controlling body for all motorsport in South Africa. MSA in turn is affiliated to the Federation Internationale de l'Automobile (FIA) the world motorsport controlling body (FIM). SAVVA is the South African representative of the Federation Internationale des Vehicules Anciens (FIVA) and the International Historic Vehicle Organisation (IHVO).

The objective of the Association is to promote and improve co-operation between the clubs and various organisations in South Africa in the preservation, restoration and use of all vehicles built before 1997. They stimulate an interest in all aspects of the activities of the clubs and to publish, print and circulate literature of these activities.

When a club runs an event, SAVVA must be notified of such as they carry a public liability policy for these events.

Thank you, John, for your informative talk.

The next club meeting will be held on Monday 28<sup>th</sup> November 2022 at 19:30.

Be safe and see you then!

## THE FAIREST CAPE RALLY: BY GLENDA AND MIKE WARD

The Fairest Cape Rally took place on the 6th to the 8th of November.

We were all accommodated at Goudini Spa just outside Rawsonville in the Cape. We started arriving on the Sunday afternoon. On the way there just outside the tunnel Gavin Allison's car, driven by Kim, stopped on the side of the road. Unfortunately, it had a blown head gasket and that was the end of his Rally.

Sunday was also the final Valencia Grand Prix. We enjoyed the race and then went on to sort out documentation and scrutineering. Gavin had done a really good job this year and had a record 64 entries consisting of cars and bikes. There was a reasonable entry from Gauteng with more bikes than cars. A braai was organised for Sunday night. Bring your own meat, all salads and rolls provided. It was great to meet all old friends from the Cape and Garden Route. Two bikers rode from Natal namely Billy Thomas and Hank Raadgewer which was a gallant effort indeed. Goudini Spa provides excellent accommodation coupled with the most remarkable views from all our chalets.





Monday morning gave us superb weather and we were all moved off at one-minute intervals. The Rally took us off in a north westerly direction. The vineyards and orchards a glow of green with mountains giving us a beautiful backdrop. The Rally took us past Slanghoek, across the Breede River and then out towards Ceres. We turned off towards Wolsely and then headed off towards Tulbach.



A quick stop at Reebeek Kasteel for fuel. Lofty Pretorius had a broken clutch cable and had a new one made overnight, but this proved useless as they made it 10mm too short and that was the end of his Rally. Our route took us north where the countryside changed to golden fields of wheat. There was plenty of activity taking place with trailer loads of wheat off to storage. For lunch we returned to Riebeek Kasteel and enjoyed a great meal at Charl Pouws restaurant.





After lunch we headed south again to Wellington and then back towards Tulbach and back down to Wolsely. Our final leg took us back along the Breede River towards Rawsonville and to Goudini Spa. The mixture of vineyards and golden fields of wheat provided beautiful spectacles. Gavin had a nightmare trying to print results and eventually managed just before 9pm. Luckily, we were given an excellent wine tasting evening by Andrew and his wife from their wine farm Oudekloof. They also very kindly sponsored the wine for our prize-giving dinner.





Gavin Walton won day 1 and made all of us proud. Day 2 was more of a subdued start, and we were all away from 9am to 10am. Day 2 took us through Worcester and off to Villiersdorp. Once again, a very different countryside.



The Cape is beautiful, and the good roads and cleanliness of the towns made it special. Next up was Franschoek Pass, and one had to move it up to get down to the bottom in time. Magnificent roads and breath-taking scenery made it most enjoyable. Traffic in places like Franschoek and Wellington during the week added to the challenges of the Rally. We had a good meal at the Tannery in Wellington and then off to one of my favourites, Baines Kloof Pass. This was made even better as they had just resurfaced the road. The kloofs were full of proteas all in flower combined with heather. Our final stretch took us back to Goudini Spa and a very welcome drink. All in all, a very successful Rally with no major disasters or spills. Gavin once again returned triumphant and made all of us from Gauteng proud. Prize-giving was excellent and made extra special with good food and wine. The scenery in the Cape is spectacular and made even more special by riding on pothole free roads.

A well organised event makes us all want to return. Thank you, Gavin Allison and Eddy Kirkwood.





## HEDEBO CAMPING, DENMARK: BY G. KAISER, PICTURES KAJ PEDERSEN

It is 13.00 on a Monday. I m sitting in Sæby, and thinking about the last three hours we have just spent in the company of Inger and Bendt Christensen, the owner of Hedebo Camping.

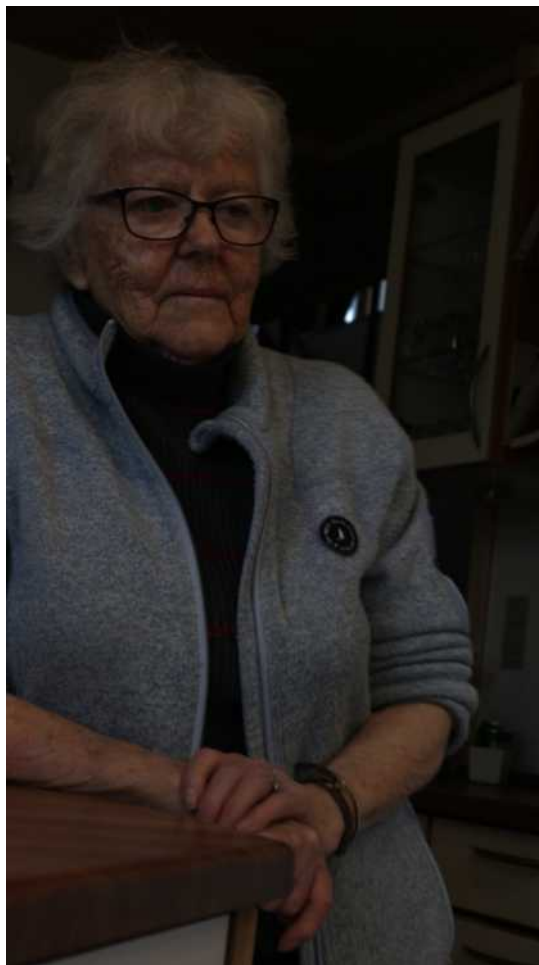
And what a three hour that has been! In the company of Anker and Michael, two of Bendt s friends, we have been talking life, experiences and motor bikes, maybe not exactly in that order, but nevertheless.

Bendt is now nearly 90, and is sitting in his wheel chair. His hearing and his sight are no longer what they once were, but his mind, his memories and his stories are no worse for wear, so let s dig in.

As he says, ***the only driving license they let me keep is for this one*** , as he pats his wheelchair!

The reason we are here to talk to him and his wife Inger, is his lifetime of love and passion for motorbikes and cars and to see his extensive collection, for although he runs a camping site, where 100000 people come on a yearly basis, I am here because of his motor bikes.

His wife Inger has been a stalwart in his life, and they have celebrated their Diamond wedding anniversary or more than 60 years together!



On that camping site on this wind swept part of the country, there is a building maybe 50 meters long, with display windows and about 150 motorcycles in two levels, standing tightly packed. I have come past here many times and been standing in front of the windows, but this time I knocked on the door and arranged to see the owner. So that is how we are now sitting around the table and are served coffee and rundstykker (literally round pieces small Danish morning breads).



To top it off, there is even a tot of bitter snaps, which comes in handy on this (for the season) rather warm 10 degree overcast wintery dark day, (still cold for this acclimatized South African.)! And then we talk.

Bendt s dad was a travelling trader in Denmark, and his work took him all over the country, and no doubt, Bendt learned from his dad, for as he says, ***I have always been good at trading*** and I don t doubt that.



So he started work after school in Skive, but quickly decided to immigrate to USA with a friend, and later Inger, his wife, joined him. His travel to USA happened by ship and took him 11 days. Inger's later travel was by plane, in those days a four prop plane.

Bendt first joined the American military for a few years, and was, among other places, stationed in Fort Knox, sent to Panama, but he just escaped the Korean war which had just ended.

Subsequently Bendt and Inger bought a Nursery. They had no experience with garden work, but they learned quickly and they then operated the business successfully for a number of years. They were initially 5000\$ in debt to stock the business, but the stuff got sold, and the business was successfully operating for a period of about 10 years. They were made a good offer and sold. By that time they had got a son, and the three of them spent time driving all over USA to decide where to settle and what to do next. They did about 25000 km in a station car, and then they returned to Denmark for a visit. While here Inger's mom got ill and was hospitalised, they felt they better stay and look after her. Bendt bought a truck, and started to travel and trade. During these times he dealt in land, houses, farms, animals, and vehicles and eventually ended up buying this particular camping place from the previous owner who had run the place for about 10 years, but felt it was becoming too much, and wanted to return to carpentry. The deal was initiated by the owner mowing the lawn on a Saturday morning, and Bendt stopping to talk to him! By the afternoon, Bendt had bought the place! Inger's first comment after being told was ***I will never move to a camping place!*** Now they have owned one and lived there for more than 50 years. Quite happily.

As an interesting macabre addition to this transaction, the seller some time later had most of his family around for Christmas celebrations including dinner with food and drink. He had made his own liquor as he had done so many times before.

After the dinner people started getting ill. Eventually three of the people died, several ended up blind and even more ended in hospital, some only saved by the amount of beer consumed as well. It turned out the alcohol used for the snaps, by accident had been 5 liters of Methanol (wood alcohol).

Although Inger and Bendt settled in Denmark, they kept the connection with USA over the years, maintaining a summer residence in Florida, only recently sold during the pandemic. Every year they would travel to Florida when the Camping season in Denmark came to an end.

During all the years, things were bought and sold, and motorbikes steadily found a new home with Bendt. Some bought, some swapped, some donated, some rescued, and all are now in good condition, being constantly attended to by Anker, who lovingly cleans, polishes, charges and changes oil on the collection on a permanent basis.

And the motor cycles kept on coming. The first was an Adler and more were bought and sold as the years went by. Eventually they were standing all over the place, and Bendt decided to build a hall, adjacent to the camping site, and store his collection here.

And what a collection! There are now 150 bikes (give and take) spanning in years from 1928 to about 2015 and from AJS to Yamaha, I think.

One of the first bikes we see as we enter the museum is a Danish green 4 cylinder Nimbus from 1958. This bike sports a riveted frame in flat bar steel, a shaft drive, 750 cc. about 20 hp and a top speed of about 120km/h.



It has a number in the 13000, and it is thus one of the last units built. This machine was issued with the late and scarce enclosed valve gear, which was not very successful (as opposed to the exposed valve gear used on the 30 odd years of earlier versions). A clear example of a retrogressive progressive step, or, as we can say, one step forward, to steps in reverse! Excessive oil loss/usage was noticeable and annoying with this feature!

There are more Nimbuses, (Nimbusser? Nimbi?) one of which he took around the Isle of Man on a visit there, probably the one and only Nimbus to have ever set tyres there.

Next there are BSAs,



Matchless, Nortons including ES, a Matchless scrambler, Norton engine in a Matchless frame, Harley Davidsons (both Italian and American made), Triumphs, Laverdas (including a 750 Twin and an RGS), Moto Guzzi Including a LeMans I, V7 and California. There are Benellis, Bultaco, British bikes galore, Puch, Lambretta (with Side car!!)





Suzukis, (also a water buffalo and an ultra rare Wankel model)



A Kawasaki copy of a BSA twin (from 1965) where, apparently the exhausts can be interchanged between the BSA and the Kawasaki.





That will not happen for the MachII 750! Hondas in many different disguises.

The Henderson has been and gone, but Bendt cannot remember where he got it, or where it went, so it must have been a while! However last year he had a visitor that had 4 Hendersons!

Cars include an immaculate Alfa spider 1300 from 1957(?) with a rare original hardtop, found in France!. There is also an early Renault Alpine, with a bit of history. The Renault Alpine was bought in USA by Bendt s friend for \$600 while Bendt bought an XK120 (Jaguar) for \$500, and later yet another XK120 joined!.

Years later Bendt found the Alpine again in a dilapidated state in a barn in the US, and bought it for sentimental reasons, shipped it to Denmark, and restored it completely. The long stay in the barn meant the car was in a sorry state, missing an engine and vital bits, including a row of medals from races won and/or attended over the years. There was little rust, however, as these cars were built in fiberglass!





After the restoration, the car was taken on a Mille Miglia rally, with the original owner and Bendt as participants. A small car and two rather big stropky men in it.

From The Incredibles



Another collection is a cupboard full of photographic equipment. That came from a friend, who had bought a house and was clearing it out. There was a collection of cameras, which he loaded in a trailer to dump at the local yard. He luckily stopped over at Bendt, on the way there, and needless to say, the cameras were adopted and now are displayed in his workshop. As Bendt says I just can't get myself to throw things out . -- I know that feeling!

Another guest came, looked at the 250 Aprilia, and said I have one of those, it is a 125. You can come and fetch it, provided it stands next to the other Aprilia in you collection!. It now does do exactly that!



That turned out to be about the last motorbikes in the display, and we slowly wheel Bendt out of the museum, switch off the light and close the door.

After that we shook hands and thanked him for his hospitality, gave Inger a hug and drove back, full of impressions, experiences and a new look on life, the possibilities and what can be done, if you are just prepared to grab the opportunity **and do it!**

A morning well spent, listening to a life well spent.

.

**Hedebo camping has become an institution for classic bikes and cars. The site forms the centre for an annual motorcycle gathering on the third Tuesday of July, and on the following day, the Wednesday, for classic cars.**

**This year there were more than 1000 bikes and about 540 cars.**

So, if you are in that area, you know what to do and who to see. Eric, the son, carries on the tradition, although he is a keen golfer he will keep the collection and the business when his time comes.

That is nice to know!

## THE FAIREST CAPE RALLY, RESULTS

This 35th Fairest Cape Rally this year drew more than 60 participants and was enjoyed by all and sundry, and you can read about it in this issue. The winner was Gavin Walton and all the results are here:

Position	Name	Comp No	Day 1	Day 2	Final
1	Walton - Gavin	30	76	12	88
2	Lewis - Catherine & Andrew	45	109	19	128
3	Murphy - Andrew & Annelie	33	78	76	154
4	Gush Ronald & Pam	17	132	27	159
5	Stewart Bruce	79	133	26	159
6	Harvey Metcalf - Harvey & Tess	56	128	32	160
7	Ward - Mike & Glenda	53	145	26	171
8	Middelmann Nick & Sandra	72	136	49	185
9	Denness Adrian	52	174	29	203
10	Jacobs - Bev	9	189	20	209
11	Van Blerck / McIver Craig	69	92	122	214
12	Fergusson Stuart	43	205	13	218
13	Lewis - Jon	18	208	37	245
14	Lance Bill	31	224	28	252
15	Nancekivell Roland	5	230	26	256
16	Davis Martin	20	225	35	260
17	Walker Ryan & Potgieter Jan	57	252	26	278
18	Lyons-Lewis Tony	19	248	39	287
19	Koch - Neville & Susan	74	245	52	297
20	Leonard George	13	252	59	311
21	Ryall John & Francis Nicola	75	165	210	375
22	Coertze - Piet	12	386	15	401
23	Zoller Rolf & Jennifer	55	394	38	432
24	Fisher Wayne	76	403	85	488
25	Middelmann Robert & Maryka	73	482	54	536
26	Hammerich Tim	48	494	89	583
27	Binder Trevor & Sharon	4	604	106	710
28	Matthews Victor	10	756	169	925
29	Bergh Louis	68	343	643	986
30	Rocher - Vivian	67	1050	108	1158
31	Palmer Mark	7	1188	16	1204



32	Bjorkman - Greg / Farrel - Louise	40	1221	19	1240
33	Russell Mark	50	1211	68	1279
34	Lewis Roger / Koslova Tatiana	70	1382	55	1437
35	Roussouw - Henk	14	1464	31	1495
36	Youngman - Leslie	36	1384	125	1509
37	Rocher Emile	51	1524	78	1602
38	Wallace - Brian & Carol	44	1565	48	1613
39	Rocher Vivian Jnr	46	1985	53	2038
40	Robertson Kevin	47	261	1845	2106
41	Szabo - George	34	2156	152	2308
42	Tweddle Neil	15	3095	194	3289
43	Raatgewer Hank	38	3320	128	3448
44	Jones - Trevor	37	3433	77	3510
45	Jankelow Dennis	42	669	3000	3669
46	Miles Andrew	3	3576	94	3770
47	Dolley - Dave	71	3713	139	3852
48	Youngman - Gavin	35	3872	172	4044
49	Palmer Benita	8	4586	111	4697
NF	Franz - Hilton / Russo Alan	49	169	4800	4969
NF	Barnes Gary	6	569	4800	5369
NF	Pretorius Lofty	39	6237	4800	11037
NF	Shaw Mark	16	6250	4800	11050
NF	Kuschke	1	11400	226	11626
NF	Rupert Mark	41	11400	3000	14400
NS	Wessels Andre' & Esne'	2	11400	4800	16200
NF	Smit Colin	11	11400	4800	16200
NS	Hammond Kim & Kuschke Emil	21	11400	4800	16200
NS	Thomas Billy	32	11400	4800	16200
NS	Morillon - Derek & Leslie	54	11400	4800	16200
NS	Cuninghame - Allan & Dylan	77	11400	4800	16200
NS	Bothma Gerhard	78	11400	4800	16200

## OBITUARY DENIS PULLON: BY ROY MOORE

With great sadness, I write of Denis Pullon's unexpected passing at the age of 72 on October 25<sup>th</sup>, after a brief illness.

I first met Denis on a classic rally over 30 years ago. Over various vintages of petrol and oil fumes since, we had built a strong friendship. He revived my love of rallies in recent years, having completed multiple DJs, Magnums, Natal Classics, and Fairest Cape Rallies himself. Denis loved these rally events: the camaraderie, the scenery, and the technical aspects of the courses. He introduced new riders to them and always did what he could to enable their participation.

Not only did I get to ride at some of these rally events with Denis, but more regularly I rode in his unofficial classic bike gang of retirees. A few times each month, we would set off for a breakfast run during the week, usually organised by Denis, frequenting places like Parys and the Deneysville Bike Museum. His caring nature was always evident in his actions to make sure that our bikes were in perfect running condition, and reliable for each of these rides.

There is a saying that "a problem shared is a problem halved." When it came to bikes and my good mate Denis, it was more "a problem shared is a problem solved". If Denis faced a bike problem that you gave him, you would see him step back, light that pipe, have a few contemplative puffs, and then approach with a considered solution. A solution that he would help you implement if needed.

I understand that his mechanical knack started from a young age growing up in then-Northern Rhodesia. At the age of 14, he brought home a 1948 Douglas T35 in pieces in a wheelbarrow, but was soon riding around town. The bike moved with him through the garages of life, until the early 1980's when Denis decided to join the London Douglas Motorcycle Club and tackle the T35's well-earned restoration. That would kickstart his hobby for classic and vintage motorcycle restoration and riding.

His talent for restoration - for turning rusting heaps into gleaming smooth-running machines - was applied over the years to a collection ranging from a young 1968 Jap to an austere 1920 British vintage. At the time of his passing, he was tackling a challenging Francis-Barnett project with the same levels of tenacity, resilience and enthusiasm, that I have seen applied to his other restorations. To Denis, these bikes were for riding, and as such, you could expect him to take the time to 'get them right', roadworthy and reliable, and as historically accurate as the parts availability and his own creative construction skills would allow.

He had such a wealth of knowledge of the historical aspects of so many motorcycle makes and models, ever-growing it with each conversation with other enthusiasts, and with each read of the latest issues of *Classic Bike* and *The Classic Motorcycle* magazines. As a member of multiple motorcycle clubs, both in South Africa and internationally, he loved to share knowledge with those that needed it, preparing many a drawing of parts and particulars he could assist with. You didn't have to ask Denis for help – it just happened.

I was very fond of Denis. His honesty and loyalty were characteristics that shone through to me, always. I've lost a good genuine mate.

I have shared here only glimpses of his world relating to motorbikes. For those that spent time with Denis, you would be aware of his passionate interest in the natural world of Southern Africa, visiting

national parks regularly with his wife, Bev. He was a keen angler of bass, trout and estuary fish, often tagging on an angling adventure after a rally. I understand that he was a solid well-respected engineer and strategic leader in his career days too.

He is survived by his best friend and loving wife of 48 years, Bev, his only daughter Kim, and younger brother Richard. Rest in peace Denis. Yours was definitely a life well-riden.





**OUR PRODUCT RANGE CONSISTS OF:**

- Aluminium Sign Systems
- Engineering Plastics
- Engraving Laminates
- Large Format Digital Print Media
- LED Components
- POP Solutions
- Signage Materials & Substrates

For professional service and free application advice contact any of our branches

 National Number - 086 1100 420  [www.maizey.co.za](http://www.maizey.co.za)  [nat.sales@maizey.co.za](mailto:nat.sales@maizey.co.za)

## CLASSIFIEDS

**For Sale** and **Wanted** advertisements will be placed in Kickstart for one edition. These may be renewed on request each month. **Services** advertisements will be placed for a maximum of six editions and must be renewed every January and July. Email your advertisements to [editor@vintagemotorcycleclub.co.za](mailto:editor@vintagemotorcycleclub.co.za). The cut-off for any month is the close of business, third Monday of the month.

## FOR SALE



Running. Exhaust currently been repaired. No papers

Price: R 25 000

Contact: Gavin Billson **Phone:** (012) 365 3570

### 1935 Royal Enfield – 350cc



Running. Papers in order. Needs some cosmetic attention (Tyres, tank re-spray, battery)

Price: R 100 000

Contact: Gavin Billson **Phone:** (012) 365 3570



**Jaycee call 082 792 7333**

[jaycee@quickloader.co.za](mailto:jaycee@quickloader.co.za)

Tel 011 438 8433 / 8443

[www.trailritetrailers.co.za](http://www.trailritetrailers.co.za)

Trailrite Trailers est 1977, 5 London Lane, Park Central, JHB



**Single, Double & Triple  
For Superbikes, Cruisers,  
Adventure Bikes,  
Quads, Can-Am & Custom**

[www.quickloader.co.za](http://www.quickloader.co.za)

**Guaranteed one person bike loading trailer**





# Veteran, Vintage and Classic Collector's Insurance Scheme

**FOR THE MEMBERS OF THE SOUTH AFRICAN VETERAN AND VINTAGE ASSOCIATION**

## CLASSIC INSURANCE WITH UNIQUE FEATURES

- Cover available for veteran, vintage, classic cars and motorcycles
- Variable competitive tariff for all members
- All Classic Car Club activities
- Efficient service and claims turnaround
- Agreed values on total loss
- Territorial Limits - RSA and neighbouring territories
- Repatriation back to RSA following accident or mechanical/electrical breakdown
- Emergency repairs in and outside RSA
- Emergency assistance benefits including medical evacuation
- 24 Hour roadside assistance

\* Terms and Conditions Apply

## Puma Insurance Brokers

Solutions for Specialist Motor Insurance

Contact Chris Van Der Merwe

Tel 021 286 4388

Mobile 083 401 2813

Email [puma@pumainsure.co.za](mailto:puma@pumainsure.co.za)

F.S.P. 44063

More info: [www.ccic.co.za](http://www.ccic.co.za)

**Puma Insurance Brokers**



**SAVVA**  
SOUTHERN AFRICAN  
VETERAN & VINTAGE  
ASSOCIATION



Cross Country Insurance Consultants (Pty) Ltd  
Underwritten by Renasa Insurance Company Limited  
Cross Country is an Authorised Financial Services Provider 3954  
Registration Number: 2008/013847/07 | VAT Number: 4020252203  
Tel No: 011 215 8800 | Fax No: 011 476 8205 | website: [www.ccic.co.za](http://www.ccic.co.za)

## SERVICES

British bike spares, Restorations and other services

Specialising in classic British bike spares supplying parts from Wassell, the biggest new classic bike part wholesalers in the UK.

Contact Gavin Walton

Home 011 818 4055, or Mobile 083 408 4296, Email [britishbikespares@gmail.com](mailto:britishbikespares@gmail.com)

**Petrol taps** Enots flat-slide type, made in brass to your order. Sizes 1/8", 1/4" and 3/8" BSP R650

**Rally boxes** made to your order with mountings for the rally plate and three watches.

Dane Fraser on 082 890 5077.



**Restoration and other services.** Gravel Man Services offers full service of all BMW boxer twins (old and new). Accident damage repairs and restorations. Contact Markus Watson on 083 602 3503.

**Magneto Rewinding.** Also coils for stationery motors and BMW m/cycles on exchange basis. Contact Rod Thomas for further info and courier details. 031-762-1509, 073-365-6494 or email [rodthomas@telkomsa.net](mailto:rodthomas@telkomsa.net)

**Cable Makers:** One off repairs & production runs of all Motion Control & Mechanical cables. Manufacturer and stockist of galvanized & stainless steel wire ropes, cable fittings & accessories Martin Peach, 9 Hilma Road, Bordeaux, 0824927794, email: [cablemaker@icon.co.za](mailto:cablemaker@icon.co.za)

**Specialist Welding**

Le Roux Welding - Edenvale. Contact Syd on 083-390-8761  
Performance Welding – Benoni – Contact Rob on 083-256-2257.

**Petrol Tank Lining and Repair**

Colin Aitken 083-728-3822 email [colin.p.m.aitken@gmail.com](mailto:colin.p.m.aitken@gmail.com)

**Classic Bike Painting:**

Custom Creations – Krugersdorp 011-664-7838  
Kaleidoscope – Ralph Kruger 083-601-2891  
Wayne Deintje – Edenvale 072-623-0070



**VEHICLE REGISTRATIONS**

Having problems getting your vehicles registered on the e-natis system? We can help. With over 17 years' experience and knowledge in the industry introducing re-builds, licensing, and registering vehicles is our expertise.

Contact Larina on 084 949 0937 or Stewart on 082 772 4177 to discuss your individual needs.

Email [larina.macgregor@gmail.com](mailto:larina.macgregor@gmail.com)



Contact Gavin Walton

On

011-818-4055 or 083-408-296

Or email

britishbikespares@gmail.com



## CLUB AND CONTACT DETAILS

THE VINTAGE MOTORCYCLE CLUB

P O Box 782835 SANDTON 2146

South Africa

[www.vintagemotorcycleclub.co.za](http://www.vintagemotorcycleclub.co.za)

## Committee Members

Chairman	Gavin Walton	britishbikespares@gmail.com	083 408 4296
Vice Chairman	Mike Ward	mikewardmaa@gmail.com	083 443 3946
Editor	G Kaiser	editor@vintagemotorcycleclub.co.za	082 777 1818
Secretary	Dave Pitchford	david@sftsafety.co.za	082 413 7586
Club Dating Officer	Kevin Walton	<a href="mailto:kevinwalton2207@gmail.com">kevinwalton2207@gmail.com</a>	082 805 2337
Treasurer	Mike Ward	mikewardmaa@gmail.com	083 443 3946
Treasurer	Marius Malherbe	marius@mkrugerinc.co.za	083 602 8888
Web Master	Peter Vlietstra	pvlletstra@gmail.com	082 650 9880
Librarian	Tim Hammerich		
Events Coordinator	Larina McGregor	larina.macgregor@gmail.com	084 949 0937
Committee Member	Martin Kaiser	martin@menofmetal.co.za	

## CLUB ACCOUNT DETAILS

Account Number Nedbank 1970259841

Sandton Branch 197-005

Please use your name and surname as your reference when making a payment

## CLUB MEETINGS

Meetings are held every 4<sup>th</sup> Monday of the month (except December) at The Vintage and Veteran Club (VVC), 3 Athol Oaklands Road, Oaklands Johannesburg, at 19:30.

## MEMBERSHIP SUBSCRIPTIONS

Membership subscriptions for the club year 2022/23 are due on 1<sup>st</sup> July 2022. Invoices and statements will only be sent out on request.

Subscriptions are as follows:

Full membership: R330

Country membership: R245

Family membership: R55 (includes a competition license - spouse and minor children.

Discounts: Over 70 years old- 50% and over 80 years old - free

The opinions expressed in KICKSTART are not necessarily those of the Committee or the Editor.

Please SUBMIT articles for KICKSTART before 3rd Monday of each month for publication