



The "Spoke 'n Word"

The newsletter of the Cape Vintage Motorcycle Club February 2026



Affiliated to
South African Veteran &
Vintage Association &
The Vintage Motorcycle
Club Limited (UK)



CVMC CHAIRMANS REPORT



Once again thanks to Gavin Youngman for his efforts in producing this magazine – this time all the way from New Zealand!!

The Kalk Bay Run was held on Sunday, 1 February. We had a breakfast run to Bertha's in Simons Town on the same day, and it was wonderful yet frustrating seeing the old cars along the road between Muizenberg and Simons Town. They travel slowly and traffic was backed up badly, which wasn't great for the air-cooled bikes we were on, but it was great to see the old timers on the road. A group of us stopped in Kalk Bay with the Kalk Bay Run participants and we could get a great close-up experience of the beauties!

The DJ is upon us. We leave next Monday the 9th March to head up to Durban for this much anticipated event which is a highlight for the old bike rallyists!! Lets hope the weather plays along nicely and the roads are safe and enjoyable. Good luck to everyone who has entered!!

breakfast at Kelvin Grove – Lets hope the weather is ok – looks like it's a day for the cars unfortunately!

Cheers

Mark Palmer

EDITORS PIECE

This edition comes to you all the way from New Zealand where I am visiting my two kiwi grandkids. I managed to drag them out with me to a local bike meet up on a Sunday morning by promising to buy them an icecream later on!



Thanks to Bev and Kathy for articles and pictures this month. Looks like you guys really enjoyed the Vet Toer and George Old Car Show.

Gavin Youngman

VETTOER

The Southern Cape Old Car Club arranged the 2026 VETTOER, for all vehicles manufactured without front wheel brakes, and by special invitation, the DJ 'bikes' were invited to join. These motorcycles were manufactured before 1 Jan 1937.

The event was planned to run on the day prior to the now famous George Show, and thereby encouraged vintage vehicles to participate en route to the Show.

On Thursday 12 February, we trailed my Tinker-Belle (Triumph 2/1 (1935)) to Prince Albert, where we met the rest of the participants for a welcoming drink and supper at the Irish Bush Pub in town. Our accommodation was in a local B&B which we shared with some other participants.



On Friday 13 February, after a communal breakfast, we all set off! They were expecting 20 entrants and 40 entered, so it was a fabulous field: the earliest being the Crankhandles 1901 Benz, followed by the 1902 Wolseley and then cars ranging up to 1934, including Trevor Binder's 1908 Stanley Steamer!



There were 8 motorcycle entries, but only the following 7 started. All completed the course.

1926 BSA : Vivian Rocher
1928 BSA: Emile Rocher
1929 Douglas: Rob Wicks
1933 Norton: Vic Matthews
1934 BSA: Herbie Malan

1935 Triumph: Bev Jacobs
1936 Velocette: Peter Vlietstra

Adrian Denness drove his 1926 Austin Seven.

The route was nothing short of spectacular, and ticked two of my bucket list passes! There was no competitive rallying or regularities, so we meandered along through Klaarstroom, stunning Meiringspoort, De Rust, Oudtshoorn, and the magnificent Outeniqua Pass, with its 'built-for-motorcycle-sweeping-curves'.





Our arrival in George took us to tea at the well known Deacon House, and as we were leaving to ride to the showground to deliver our vehicles, the heavens opened and we got drenched en route! Luckily the motorcycles were housed under a bedouin tent structure, so they didn't stand in the downpour for too long.

On Friday evening, we attended a magnificent spit braai at the home of Dr Waldo Scribante - the Head of the Show's organising Committee. He also happens to have THE most astoundingly beautiful collection of Mercedes vehicles I have ever seen! What a privilege to have been able to view many of these up close and personal! Wow- breathtaking!

We spent the whole of Saturday day at the George Show, which was extremely well organised with over 1000 vehicles - the oldest being turn of the last century, right up to modern. Vehicles were well organised for display purposes with details of vehicle, manufacture date and owner details, so you could navigate as your interest took you. This was the first time I had been to the show (another bucket list tick), and I was amazed by the excellent execution of the event, including food, accessories and paraphernalia stands all round. They had a drive-by of all the older vehicles, and Phillip Kuschker announced the details pertaining to each as it came forward. This was fascinating to get the 'inside story'! Unfortunately, the motorcycle drive-by was cancelled as there was so much mud on the field from the rain and the vehicles and feet that we would have been in danger of falling. The Motorcycle exhibition was well represented with 2 breathtakingly

beautiful Vincents on show and various other models - old and new.





All in all - a wonderful few days journeying through the Karoo, spending time with like minded enthusiasts and being part of an event that reminded us of how fortunate we are to have such special vehicles and to belong to such a unique and valued community. Huge thanks to Phillip Kuschke and his team - it was a fabulous event!! Looking forward to next year's VETTOER!

Bev Jacobs



Every year, on the first Sunday in February, the Veteran Run to Simonstown (via Kalk Bay) takes place. This event is organised by the Crankhandle Club.

All vehicles have to have been manufactured prior to 1 January 1919 to be able to enter.

It starts at the Club in Wynberg and winds through Constantia and Tokai, and along Main Road to the Kalk Bay Harbour, where cold drinks and biscuits are served to the participants. Then onward passed the cheering throng of spectators at Dixies, via Redhill for the brave and able vehicles and participants, and ends at Jubilee Square in Simonstown, where a lunch is served.

This year, there was a very good turnout of cars (not exactly sure but approximately 18?) and as in most prior years, Adrian Denness rode his 1912 Bat- the only motorcycle on the event.



Adrian was third off, behind the 1901 Benz and 1902 Wolsely. I was supporting him in a car with a trailer and he flew like such an able 'Bat out of you-know-where' that I was unable to catch up to him until Kalk Bay. After tea, he 'took off' again and I met up with him in Simonstown. If any of you think this is easy, think again! Riding a motorcycle with no clutch, one single speed, (being FLAT OUT), no kick starter, and an engine that cuts out when it goes too slowly is no mean feat - especially when in Sunday

rush hour traffic along the tidal pool, cold water swimming mecca of Cape Town.



Well done to all participants that finished and especially to Adrian who completed this challenge with remarkable skill!

Bev Jacobs.

UPCOMING EVENTS.

- Sunday 1st March 2026 - Breakfast Ride to Kelvin Grove.
- Friday 13th - Saturday 14th March 2026 - DJ Rally.
- Saturday 21st March 2026 - Monthly Natter at Multi-Motor Club, Jan Burger Sports Centre, De Grendal Rd, Parow at 14h00
- Sunday 5th April 2026 – Breakfast ride, details TBC
- Saturday 18th April 2026 - Monthly Natter at Multi-Motor Club, Jan Burger Sports Centre, De Grendal Rd, Parow at 14h00

CVMC RIDERS ENTERED IN THIS YEARS DJ RALLY:

**Mark Palmer, Benita Palmer, Henk Rossouw, Vic Mathews, Gavin Yougman, Les Youngman, and Allan Cunninghame.
GOOD LUCK GUYS AND ENJOY THE RIDE!**

1916 TRAUB MOTORCYCLE

The Discovery: An Unexpected Time Capsule

The Traub's story begins not with its creation but its unearthing. During routine renovations in a Chicago building, three young men stumbled upon a bricked-up chamber that concealed a motorcycle unlike any they had seen.

A Marvel of Early Engineering

The Traub Motorcycle is a mechanical marvel that showcases advanced engineering for its time. Constructed sometime between 1915 and 1917, it features several innovative elements that were unheard of in motorcycles of the era:

1. **Precision Machining:** Every component of the Traub was crafted with meticulous precision, evident in its perfectly fitting parts and near-flawless finishes. This level of craftsmanship suggests a high degree of technical expertise and possibly custom manufacturing.
2. **Unique Engine Design:** The heart of the Traub is a massive 984cc, air-cooled, side-valve V-twin engine, larger than most contemporary motorcycle engines. Its design incorporated advanced features such as an overhead camshaft—a rarity at the time—indicating a forward-thinking approach to performance.
3. **Innovative Transmission:** Unlike other motorcycles of the period that relied on belt drives or rudimentary transmissions, the Traub boasted a 3-speed

countershaft gearbox with a foot-shift mechanism, a technology more akin to what would appear in motorcycles decades later.

4. **Advanced Suspension:** Equipped with a leading-link front fork and a unique spring-assisted rear suspension, the Traub provided a level of comfort and handling control that was uncommon in its day.
5. **Attention to Detail:** From the enclosed chain drive to the intricate engraving on the engine cases, every aspect of the Traub体现了 an obsessive attention to detail, suggesting a passion project rather than a mass-produced machine.

The Mystery of Its Origin

Despite extensive research, the origins of the Traub Motorcycle remain shrouded in mystery. Several theories have emerged attempting to explain its existence:

- **Family Heirloom:** One theory posits that Arthur Traub, the bike's namesake owner, inherited it from his mechanically inclined family member who may have built it as a personal project. However, no records or direct evidence support this claim.
- **Prototype or Experiment:** Another theory suggests the Traub was a prototype developed by an unknown manufacturer or inventor, testing new technologies before they were introduced to the market. Its advanced features align with this hypothesis, but no company has ever claimed responsibility.
- **Hidden Treasure:** The most intriguing theory revolves around the idea that the Traub was intentionally hidden due to its uniqueness or value. Speculations range from avoiding confiscation during the Great Depression to

concealing it from competitors in the nascent motorcycle industry.

Legacy and Preservation

Today, the Traub Motorcycle resides in the Wheels Through Time Museum in Maggie Valley, North Carolina, where it continues to captivate visitors and enthusiasts alike. Its presence serves as a living reminder of the ingenuity and craftsmanship that defined an earlier era of transportation engineering.





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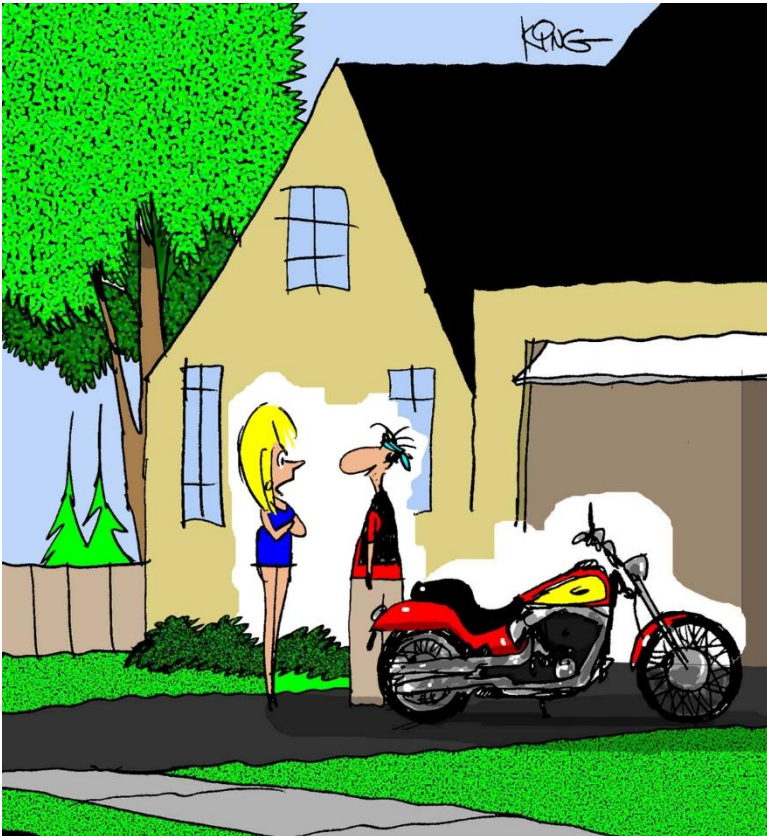
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LETTERS TO THE EDITOR ETC.

Do you have something to say? Send me a mail to info@cvmc.co.za

JOKE OF THE MONTH



"What do you mean you were having so much fun riding with your buddies you lost track of time? You were supposed to be home over a year ago!"

BIRTHDAY CAKE

Happy birthday to all those who are celebrating their birthdays in March!



BIG ENDS

Chairman	Mark Palmer	083 305 2828
Vice Chairman	Len Harrison	083 317 2585
Treasurer	Gavin Youngman	071 242 5266
SAVVA Delegate	Andrew Miles	083 451 7622
Comm. Member	Vivian Snr Rocher	082 355 0930
Dating Officer	Bruce Kirby	083 700 6806

Club breakfast runs occur every first Sunday of the month, venues to be announced in

“The Spoke ‘n Word” and the WhatsApp Group

Monthly Club “Natter” at 2 pm every 3rd Saturday of the month at the Multi Motor Club, De Grendel Road, Parow.

Please address all correspondence to:

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