



The “Spoke ‘n Word”

The newsletter of the Cape Vintage Motorcycle Club January 2026



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

Classic Car & Bike Show



The public came out in numbers on Sunday to see all the classic cars and bikes!

CVMC CHAIRMANS REPORT



This is the second newsletter Gavin is putting out and it's great to have this up and running again.

The Spoke N Word can only grow if it is supported by our wonderful members, so please try to contribute something – anything – that can be used in the newsletter. One never knows who will find something interesting, and there is such a wealth of knowledge amongst the clubs members that can be shared amongst us..

Timour Hall was held a few weeks ago and the club put on a wonderful display. It was great to see so many familiar faces who came and said Hi.

The Kalk Bay Run is this Sunday, 1 February, and we hope to see lots of you at the breakfast at Bertha's. After breakfast we can enjoy all the vehicles that participated in the run on display.

The DJ is a month and a half away. Entres close this weekend, so get them in if you're planning on a last-minute entry. This is such an iconic event and always great fun to be part of.

Keep those old machines running and see you on Sunday at Bertha's.

Cheers *Mark Palmer*

EDITORS PIECE

No articles were received from the members, so this is a solo edition again.

The first breakfast run of the year to Skilpadvlei restaurant was well attended. Check our website for details and pictures.

The first major event for 2026 has come and gone – the Classic Car & Bike Show at Timour Hall. Once again we put on a great display of bikes spanning a number of decades. Well done to our Chairman for organizing the bikes, Vivian for bringing our new gazebo, and for members who made the effort to display their bikes!

Adrian is taking part in the Kalk Bay run and Bev, Herbie, Adrian, Vic, Vivian, and Emile are taking part in the Vettour. We wish them trouble free riding.

Entries are closing for the DJ – don't miss the deadline!

This month I have included an article which does not fall into the ethos of the club. Although “bonkers” - the “Tinker Toy” is a wonder of engineering and you might enjoy the read. Article update - The bike was auctioned by Bonhams at the Spring Stafford Sale in April 2024 and sold for 92,000 pounds!

Gavin Youngman

CLASSIC CAR & BIKE SHOW – TIMOUR HALL

The annual Classic Car & Bike Show at Timour Hall has come and gone. Once again we put up a great display of bikes. Well done to our Chairman for organising the bikes, Vivian for bringing our new gazebo, and all the members who made the effort to display their bikes!



We tried a different bike layout this year which made it easier for the public to walk between the bikes. Once again, the biggest drawcard was the oldest bike on display - Adrian's 1912 Bat!

Another interesting first timer on show was Henk's 1947 Jawa Perak 2 stroke 250cc.

The weather was great and the show was well attended by the public.

Enjoy the pictures of all the bikes on display!

A full list of bikes on show below:

Adrian Denness	Vivian Rocher
1912 BAT No 1 5hp 500cc	1980 Honda 400 Four

Andrew Miles	Gavin Youngman
1934 Coventry Eagle Silent Supreme 250 cc	1965 AJS 18S 500cc

Benita Palmer	Vivian Rocher
1935 Rudge Rapid 250 cc	1977 Honda 550 four

Vivian Rocher	Henk Rossouw
1926 BSA Roundtank	1969 Norton Commando 750 cc Fastback
Andrew Miles	Herbie Malan
1961 Triumph Bonneville	1961 BMW with sidecar

Gavin Youngman	Henk Rossouw
1952 AJS 18S 500cc	1947 Jawa Perak 250 2 stroke

Mark Shaw	Pieter Coetzer
1939 Velocette Valiant	1979 Kawasaki Z1300

Mark Shaw	Pieter Coetzer
1925 Indian Chief 1200 cc	1979 Honda CBX Model Z





We were flying the
Fairest Cape
Banners as well



Vivians pair of
Honda's and Henks
Norton in the
foreground.



Front row beauties – Kawa 1300cc, Honda CBX, Bat, and Jawa.











UPCOMING EVENTS.

- Sunday 1st February 2026 - Breakfast Ride to Bertha's in Simon's Town at 9h30
- Sunday 1st February 2026 - Kalk Bay Run for Veteran Cars and Bikes ending at Jubilee Square Simon's Town
- Saturday 21st February 2026 - Monthly Natter Multi-Motor Club, Jan Burger Sports Centre, De Grendal Rd, Parow at 14h00
- Sunday 1st March 2026 - Breakfast Ride to Kelvin Grove
- Friday 13th - Saturday 14th March 2026 - DJ Rally, entries are open (entries close 31st January), forms available from entries@djrally.co.za
- Saturday 21st March 2026 - Monthly Natter at Multi-Motor Club, Jan Burger Sports Centre, De Grendal Rd, Parow at 14h00



1

2

3

4

Greyfriar's Garage

STAAK
RISK SOLUTIONS



Kalk Bay Veteran Run 1 February '26

Spectator Points & Route

LEGEND

--- Participants' route

--- Pre 1905 shortcut

Spectator points

1 08h15 Constantia fire station

2 08h45 Lakeside fire station

3 10h15 Glencairn Beach/Dixies

4 11h00 Jubilee Square



The Crankhandle Club
SOUTH AFRICA

UPCOMING EVENTS.

DIE 2026 VETTOER VIND PLAAS
ONDER DIE VAANDEL VAN

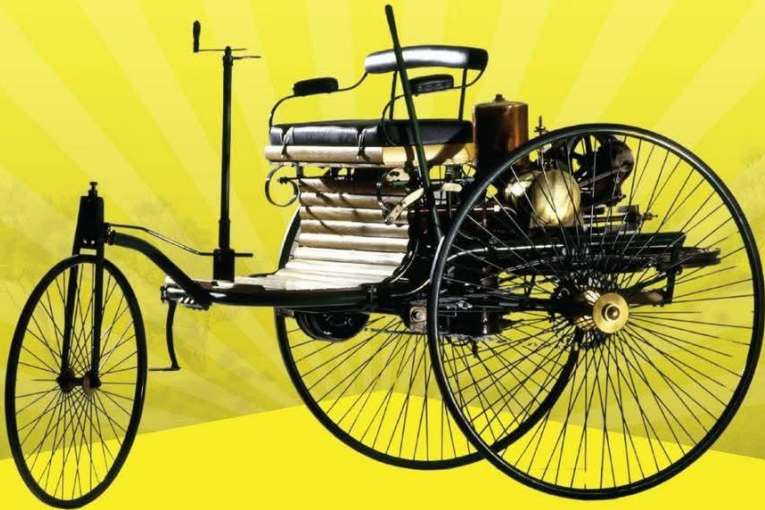
DIE SUID-KAAP
OU MOTORKLUB



VETTOER

"Hulde aan die Pioniers"

12 - 13 Februarie 2026



MET TROTS GEBORG DEUR



Bespreek nou en wees deel van hierdie eenmalige ervaring! | Kontak Phillip Kuschke - 082 856 5152



GEORGE
OLD CAR
SHOW



George Old Car Show 2026

PIONEERS OF MOTORING



SATURDAY 14 FEB



EDEN TECHNICAL HIGH SCHOOL

9AM – 5PM

WWW.SCOCC.CO.ZA

iTICKETS



2026

HAVEN'T YOU HEARD? ENTRIES ARE CLOSING! SIGN UP NOW -



PAYSURE BROKERS

Providing Solutions

Authorized Financial Service Provider (FSP No: 82991)

Entry forms can be found attached to this post. Only motorcycles manufactured pre-1937 are eligible for entry.
Entries close 31 January



DON'T MISS THE RIDE OF THE YEAR!
13-14 MARCH 2026
DOCUMENTATION 12 MARCH



UNUSUAL MOTORCYCLE

This Custom-Built Kawasaki Is a Bonkers 48-Cylinder Guinness World Record Holder

AUTOEVOLUTION WEEKLY NEWSLETTER Published: 6 Feb 2024,
13:42 UTC • By:

Ancuta Iosub



Motorcycle engines typically have between one and six cylinders, so when you hear about a 48-cylinder motorcycle, you know it's something out of the ordinary. Meet the Whitelock "Tinker Toy," a wonder of engineering that was built by Simon Whitelock in 2003 and holds the Guinness World Record for the vehicle whose engine has the most amount of cylinders.

Of all the oddball vehicles out there, a motorcycle is the last thing you would expect to be powered by such a massive engine. Yet, this bonkers contraption exists, and according to its builder, it's also road legal in the UK.

Simon Whitelock is an engineer, and before creating this crazy bike in 2003, he had worked on several other projects, including a nine-cylinder bike with three connected Kawasaki triples and an inline-7 design. The man really loved Kawasaki Triples, the mighty two-

stroke bikes that were unrivaled in terms of performance at the time of their arrival in 1968. Whitelock even had a **motorcycle** workshop called Hertfordshire Superbikes. The business is now defunct, but his most ambitious project lives on and is now being offered for sale.

Tinker Toy, which got its name from a B-17 Flying Fortress bomber from WWII, is based on the Kawasaki 250 S1, but the project actually started with the engine, with all the other parts built around it.



The beating heart of this unusual machine is the world's most complex motorcycle engine. The 48-cylinder unit has a whopping capacity of 4200cc. (4.2 liters or 256 cubic inches) and is made from 16 **Kawasaki** KH250 three-cylinder two-stroke engines arranged into six banks of eight cylinders each.

Building the engine, the rest of the parts, and assembling the whole contraption was no mean feat. Most components were **custom-made**, from the frame to engine internals and the 6-way throttle

splitter that runs a line to each carburetor. The exhaust system was also handmade, while the headers were built in sections to prevent warping during the welding process.

The original bike's tank was stretched and widened and acts as a cover for the Lumination ignition system and other electronics, and the actual fuel tank is concealed deep in between the engine banks at the bottom of the bike. The front end, comprising the forks and brakes, is borrowed from a Honda Goldwing, while the rear end was custom-made for this build. Even the parts that were taken from other motorcycles had to be extensively modified to fit this specific project.

The one-off motorcycle has a total weight of around 600 kg, or around 1300 pounds, and it rolls on heavy-duty wheels with stainless steel spokes. Both rims are made by Hagon.





Now, if you are like us, you might be curious about this bike's performance, as we all know that the more cylinders an engine has, the more powerful it theoretically is. Sadly, Whitelock has never mentioned the power output, saying that the Tinker Toy is not made for power; it was specifically built for the Guinness World Record. But he did mention the bike should be able to reach speeds of 120/130 miles per hour (193/210 kph).

Considering each of the Kawasaki engines produces 32 hp, simple math tells us the total output for 16 of them could reach 512 hp. But it's highly unlikely the whole assembly produces this figure, as the individual engines can't run at optimal power levels in this configuration.

Another interesting fact about this bonkers **two-wheeler** is that the huge engine does not start like a conventional motorcycle engine because an electric starter motor was not enough to get it going. While all 48 cylinders are connected to a single transmission sourced

from a BMW motorcycle, the engine has a single-cylinder 2-stroke engine acting as a starter motor. Initially, the builder used a 50cc two-stroke "donkey engine," but he later replaced it with a more powerful 125cc two-stroke single. This means the Tinker Toy actually has 49 cylinders in total.



With that huge engine in the middle of the bike, the riding position has been compromised. It takes some long arms and legs to reach the handlebars, and the rider needs to be careful of their legs' position at all times to avoid touching the exhaust headers.

As mentioned, the Whitelock Tinker Toy is a Guinness World Record holder, having been named the land vehicle with the most amount of cylinders. Though its maker stated he wouldn't want to ever sell it, the **motorcycle** is set to roll across the auction block in April via Bonhams with a price guide of £40,000 – £60,000, or approximately \$51,000 – \$76,000.

I know you've been dying to know how the engine works, and especially how it sounds, from the moment you read the title of this article. It has been compared to the roaring of a four-engined Avro Lancaster WWII heavy bomber.

JANUARY CLUB NATTER

The monthly Club Natter on 17th January was not well attended. However, Herbie Malan brought his recently acquired 1934 BSA 500cc to the club and gave us a talk on the bike. Thanks Herbie, congratulations on your new acquisition and well done on the work you have done on the bike so far. See you on the DJ next year!



FN Four

From Wikipedia, the free encyclopedia

FN Four



1905 FN Four

Manufacturer [Fabrique Nationale](#)

Production 1905–1923

Engine 350-750 cc (max) [inlet-over-exhaust](#) with [compression release](#)

Bore / stroke 45 mm x 57 mm^{[1][2]}

Power 5 hp (3.7 kW) (498 cc version)^[3]

Ignition type [Magneto](#)

Transmission	Shaft drive
Frame type	Steel duplex cradle
Suspension	Front: Bottom-link fork Rear: Rigid
Fuel capacity	1.5 US gal (5.7 L; 1.2 imp gal)

The **FN Four** was the world's first production [inline-4 motorcycle](#), manufactured in [Liège](#)^[4] by [Fabrique Nationale](#) from 1905 until 1923.^{[5][6]} It was also, at 40 miles per hour (64 km/h), the [world's fastest production motorcycle](#) from 1911 until 1912.^{[7][8]}

The motorcycle was developed in 1904, tested late that year, and had its public debut at the 1905 Paris Motorcycle Show.^[9] It was a commercial success upon release, with production increasing over its twenty-year run.^{[10][11]}

Technical details

The motorcycle was originally single-speed. In 1909, a two-speed transmission was offered,^[12] then three-speed in 1914 with the 748 cc engine.^[13] It had a single-speed [shaft drive](#) turned by a bevel gear.^[10] The rider started the engine by pedaling bicycle style pedals with a chain drive and sprockets to the rear wheels.^[13] The 1905 model had a high-tension [Bosch](#) magneto ignition,^{[14]:43} a spray carburetor, and a rear [coaster brake](#) operated by the pedals.^[10] It had a 5:1 reduction ratio to 26-inch wheels.^[14]

By 1908, it had a two speed transmission with a plate clutch, overcoming the speed limitations of the earlier model.^[10] In 1909 a rear [drum brake](#) was fitted.^[13] In 1910 the engine was redesigned

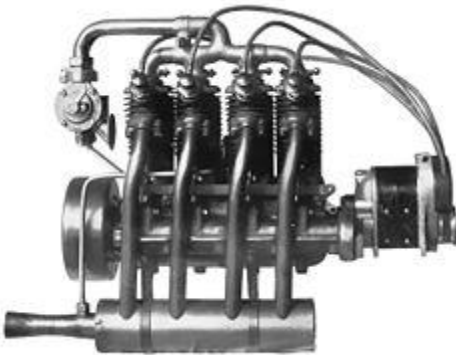
and enlarged to 498 cc (30.4 cu in), the carburetor was moved and a new oiling system was used.^[13] The weight in 1910 was 165 lb (75 kg).^[7]

For the US market, the 1908 model was upgraded and released as a 1908½ model, called the F.N. Big Four.^[15] Engine power was raised from 4+½ hp (3.4 kW) to 5 hp (3.7 kW), the frame size was reduced from 22 to 20 inches (560 to 510 mm) allowing the rider to sit with both feet on the ground, the wheel rims were made heavier and would fit American tire sizes, and it came with tires with a heavier tread.^[15]

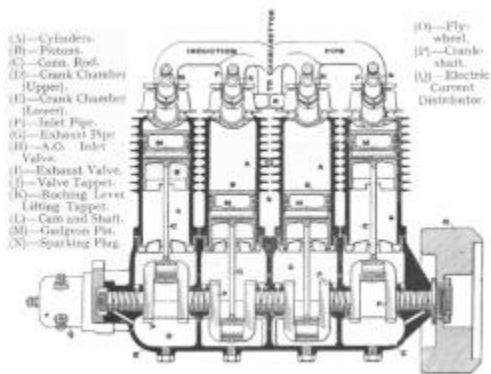
The 1911 model weighed 185 lb (84 kg) and had a wheelbase of 56 in (1,400 mm).^{[14]:43} The US model had either [Goodrich](#) or another imported brand of tires, and a leather seat made by the Mesinger Bicycle Saddle Company of New York.^{[14]:43} By 1911 bore × stroke was up to 2+⅛ in × 2+⅛ in (52 mm × 52 mm) and nominal output was up to 6 hp (4.5 kW).^{[14]:20}

The motorcycle had bicycle-style pedals used for starting until 1913, when a [kickstarter](#) was adopted.^[13]

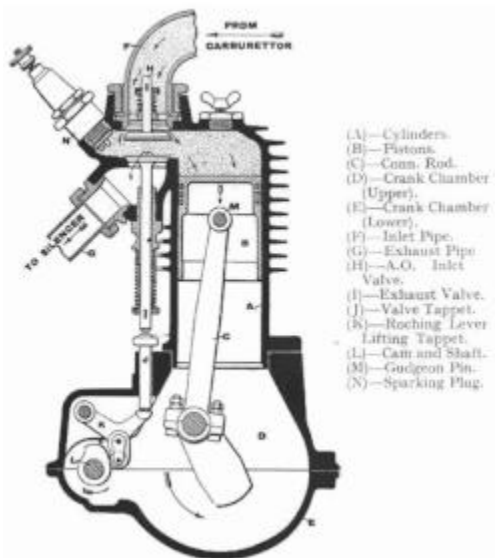
Four-cylinder engine



FN Intake-over-exhaust four-



cylinder motor c. 1911



Sectional elevation of engine.

End section showing inlet over exhaust valves and atmospheric intake.

The FN Four's engine was designed by Paul Kelecom, who had designed single-cylinder engines prior to the FN.^[16] The [air-cooled longitudinal layout](#) was prone to overheating the rear cylinders, a trait overcome in later designs with [water cooling](#) and [transverse layout](#).^[17]

FN originally fitted the Four with a 350 cc^[16] or 362 cc^[13] engine. The displacement increased over time, to 410 cc in 1906,^[18] later

to 498 cc for the US market, and a 748 cc variant was produced in 1914. The engine had to be periodically oiled with a hand pump during riding.^[16] The intake valves were atmospheric, pushed open by ambient air pressure against light springs during the piston's intake stroke,^[16] up to the 1914 748 cc model, which replaced the automatic inlet valves with mechanically actuated [side valves](#).^[13]

First four-cylinder motorcycle?

[A]lthough there were four-cylinder motorcycles prior to the FN, none came near matching the eminently successful and practical performance of the FN right from the beginning.

—T.A. Hodgdon, *Motorcycling's Golden Age of the Fours*, 1976

The FN Four was the first production inline-four, but not the first motorcycle with a four-cylinder engine. It was preceded by a [boxer 4](#) manufactured in 1897 by Henry [Capel Lofft Holden](#),^{[19][20]} and an obscure air-cooled inline-four developed in 1903 by C. Binks of Nottingham, England, but never produced commercially.^{[11][20]} A longitudinally mounted four-cylinder "model CCCC" prototype was created by [Laurin & Klement](#) and shown in Paris in 1904, but it was essentially four ganged single-cylinder engines with four separate crankshafts, not an inline-four in the modern sense.^{[21][22][23][24]} The FN, at the time of its introduction, was the only four-cylinder motorcycle for sale in America.^[25] (later [Henderson Motorcycle](#) sold a four from 1912 until 1931.)



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

F.S.P.: 44063

More info: 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



FOR SALE

Should you wish to place an advertisement please provide - A short description of the bike/s or part/s, Photo's, Your asking price. AND Your contact details – to email address info@cvmc.co.za

For sale on Vintage Motorcycle Sales WhatsApp Group:

Levis motorcycle. 1934/6. Recently restored 350cc Levis motorcycle. Licenced and SAVVA registered. Contact 078 722 4259



Competitive Pricing | Largest Product Offering
Daily Delivery | Cutting Service | 23 Branches



MAIZEY'S SUPPLIER OF THE FOLLOWING PRODUCT RANGES:

Signage Materials & Substrates

Large Format Digital Print Media

POP Solutions - Banner Stands/Frames

Aluminium Sign Systems

LED's for Signage & Displays

Engineering and Industrial Plastics

Rod / Sheet / Tube / Machined Parts



086 1100 420



nat.sales@maizey.co.za



www.maizey.co.za



www.maizeyonline.co.za



LETTERS TO THE EDITOR ETC.

The following email was received this week. I did send Andrew two contacts who may be able to help but if there are any club members interested please contact Andrew on andrewjonesprojects@gmail.com

Hi Mark

I wonder if you can help please. I own a 1964 BSA A65 which is in pieces. I'm looking for someone who would be willing to put it back together as I don't have the know how. Obviously I would pay for this service and am not too worried about the timeframe. I have asked around in Cape Town bike shops but I don't think any of them have the skill or knowledge to work on these old bike. Any help, contacts, ideas would be greatly appreciated.

I look forward to hearing from you

Kind Regards

Andrew Jones =

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

JOKE OF THE MONTH



BIRTHDAY CAKE

Happy birthday to all those who are celebrating their birthdays in January



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:

info@cvmc.co.za

www.cvmc.co.za

Bank details:

Account: Cape Vintage Motorcycle Club

Branch: Nedbank, Tyger Valley Branch code: 103-910

Account #: 103 909 0591