



The “Spoke ‘n Word”

The newsletter of the Cape Vintage Motorcycle Club March 2026



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

CVMC TROPHY WINNERS AT THE 2026 DJ RALLY



CHAIRMAN'S CHIRP



We had a lovely breakfast at Kelvin Grove on 1 March. The weather looked like it was going to be dodgy but it turned out quite nice. Henk Rossouw was the only person brave enough to arrive on his motorbike!

The DJ Rally was held on 13 and 14 March. Congratulations to everyone who made it to the finish! Sorry for Henk who suffered a front wheel bearing failure. Special congrats to Benita for winning the first lady trophy! Feedback after the meeting from all members who took part - Gavin and Les Youngman, Mark & Benita Palmer, Allan Cunninghame, Henk Rossouw and Vic Matthews.

There is a drive to get more entrants to take part in the DJ – particularly for young people. So please consider dusting off those bikes that re standing in your garage and get them running so that we can have a strong club presence on next year's DJ – and this year's FCT!!

There were 72 entrants and 53 finishers – a 72% finishing percentage!

The results were as follows:

22nd overall – Mark Palmer - Trophy for first (and only) Royal Enfield to finish

29th Overall – Benita Palmer – Trophy for First Lady Rider

30th Overall – Vic Matthews

35th Overall - Les Youngman

38th Overall - Gavin Youngman

39th Overall - Allan Cuninghame

DNF – Henk Rossouw

Sadly no-one in the club can claim bragging rights and say they beat Brad Binder – he finished in 18th overall...

Next year it looks like we will have considerably more club members venturing up to Durban for the 2027 DJ. This is great as our club will then have a strong presence at this event.

A few members took part in the Century Run over the DJ weekend, and it was enjoyed by all who were there.

It is really positive to see many club members taking part in so many various events during the year and keeping the old machines on the road!.

The April breakfast run would have been this weekend, which is Easter weekend, so we have decided to cancel the ride, and we look forward to the Memorial Breakfast on the 3rd of May.

See you there!

Cheers *Mark Palmer*

EDITOR'S PIECE

I arrived back from my family visit in New Zealand just in time to do final preparations for the DJ. Les brought me a new crankcase sealing rubber for the Norton. The new rubber seal alone did not seal the crankcase and we had to use a substantial amount of silicon to get the job done.

On a really sad note, we heard that Rai Heinze passed away on the 7th March 2026. Our deepest condolences to Dieter, all the family, and friends. Thanks to Gavin Allison who wrote the obituary included in this months newsletter.

Thanks also to Herbie, Vivian, and Benita for their contributions this month as well. Benita tells us about her DJ Rally and the road to claiming the first lady trophy. Well done Benita!

There are plenty DJ pictures and videos on the DJ Rally Facebook page – check them out. There is also a feature on the DJ at www.ridefast.co.za

Hope you enjoy the newsletter!

Gavin Youngman

**You only need two tools
in life... WD-40 and duct
tape. If it doesn't move
and should, use WD-40...
If it moves and shouldn't,
use duct tape.**

RAI HEINZE OBITUARY

18th October 1937 – 7th March 2026
Member No.18 - July 1987



Rai was involved with motor cars and motorcycles all his life. He shared this passion with his brother Gus Heinze, and his Sister-In-Law Angela was the Founder of the Annual VVC Run – Angela's Picnic, which many Members from around SA participate every year.

Rai participated in Regularity Rally's – including the DJ Commerataive Run – riding a 1925 AJS 350cc Overhead Valve Flat Tanker.

Rai was part of the "Breakaway Group" that formed the Cape Vintage Motorcycle Club, together with John Pitchford (Member No.1) Chris Caffin, Spider Wibraham & Martin

Kleeve when the decision was made to "stand alone" – cutting formal ties with the VMC – Vintage Motorcycle Club – Johannesburg with Mike Milner-Smythe as their Chairman.

He immediately took up the Secretarial and Treasurer's role – and jointly drafted our Club Constitution as we know it today, as well as registering the Club as an NPO – Non Profit Organization. His and wife Rita's involvement didn't stop there, as they both became known as "Organizers" of the "Club Winter Soup Night" and the "Annual Christmas Lunch."

Undaunted by such involvement in Club life – he then joined forces with Spider Wilbraham and became “totally” in organising the Fairest Cape Tour – when John Pitchford stepped down from the role of Clerk of the Course after 14 x years. He had an equally long tenure, before handing over the reins to Spider Wilbraham, followed by Chris Cutler and Gavin Allison, and more recently Gavin Youngman – who is carrying on the tradition.

Rai was a devoted family man, and despite his sorrow on the passing of his beloved wife Rita, still maintained his commitment to the family, enjoying his remaining years with his family and grandson.

Rai's contribution to our Club over the past almost 40 x years - was and is immeasurable.

WE SALUTE YOU.

RIP – friend.



CENTURY CLASSIC CAR & BIKE RUN

By Herbie Malan

Another year has gone by and once again it was the annual CENTURY CLASSIC RUN 2026.



This time the route 100 km took us from Century City via back roads past Meerendal, outskirts of Durbanville towards Paarl past the Spice Route and then towards Stellenbosch and finishing at the Winelands Light Railway on the R304.

Compared to the previous year I much preferred this route as there were not so many stops/robots and traffic, driving a 1934 BSA I prefer getting into topgear and just cruising along.

Had a real fun drive and used Bev as my navigator.

It turned out to be another of those hot days in Cape Town but the finish point at the Winelands light Railway did not disappoint, plenty of shady trees, green grass, train rides and a great picnic with the Rocher family.



The 1934 BSA 500 once again did not disappoint and safely and without incident got me to the venue and back home a +/- 130 km route.

The impressive thing for me regarding the BSA was the fuel consumption 27.9 km/l, for such old technology and leaning towards 100 years old very impressive and so far reliable 🤔

So far I have done +/- 500km with the BSA, testing her and checking for potential defects.

Thus far I have identified a few not too critical items, one being a loose outer outlet valve spring and over oiling on the chain autolube system. Furthermore her handling is not as smooth as my BMW 1250



All and all had a great day and ride, my combined age bike and rider came in at 155 Years old so only 22.5 years for us to get to our 200th birthday 🤔



We also had a very interesting visitor on the day that joined us for the ride, a Reliant Robin 3 wheel car all the way from London through West Africa. It took them 4 months a replacement engine, gearbox and diff. At least they finished the ride with their original driveshaft



DJ 2026. 13-14 March 2026

By Benita Palmer

My husband, Mark Palmer, entered me for the DJ event 2026 on my 1935 Rudge Rapid.

The Rudge's health running up to the DJ 2026 was not that good. The Rudge's health problems started last year with the Fairest Cape Event. Andrew Miles worked long hours on the Rudge in preparation for the DJ Event. At one stage I was considering pulling out. Last resort was the magneto. The magneto was removed and sent to Vic Lotter in Pietermaritzburg. The plan was, to stop in Pietermaritzburg at Vic's house, fit the magneto up, set the timing and do the DJ.

At the VMC breakfast meeting, at Kelvin Grove, before the DJ, it was decided among us, that our plan is too risky. Henk Rossouw had a spare magneto that he kindly offered as a loan to be fitted to the Rudge.

Andrew Miles and Vivian Rocher did an amazing job of fitting the loan magneto. A new plate was made for the magneto and a nice bracket to keep the plug wire away from the head. Sunday morning, 8 March, the day before we leave for our journey to Hillcrest, Kwa-Zulu Natal, Mark took the Royal Enfield, and I, the Rudge to a Motor Show at our church. An amazing event, where a few very classic vehicles within our church community are displayed. The Rudge's timing was completely out and misbehaved with the new borrowed magneto. Mark and Vivian found that the points were wet. But that was not the issue. Vivian, then rode the Rudge home. The timing was out. Vivian set the timing with a timing light and adjust the tappets. The Rudge sounded like it should, and was ready to go for DJ 2026.

We had a lovely trip to Hillcrest. No rain. We stayed in Willowmore, on a farm just off the road we travelled on, and then headed to Maclear. The country scenery did not disappoint. We had lunch in Underberg.



Scrutineering went well in Hillcrest, and the Rudge passed with flying colours. The Rudge was ready, new tyres and all.

Friday morning, we started 10 minutes before set departure time, to make provision for road works on Bothas Hill. I lost my stopwatch on a bumpy road in Cato Ridge. Luckily my daughter and Thorsten Pey were behind me in a tender vehicle. I pulled off the road; Thorsten stopped the traffic, and Danelle picked up my stopwatch and ran to me with the stopwatch. All was good and I could continue. No damage to the stopwatch. Even my time was still intact.

The roads were all good. We had free petrol in Pietermaritzburg. Thank you to CMC. We had free coffees, easter eggs, biscuits in Pietermaritzburg. How exciting. Our next stop was in Mooiriver. On the way to Mooiriver there was a commotion on the side of the road. I could not quite make out what was happening and lost track of my clues with all the events on the road and unfortunately lost some time. At Mooiriver we filled up. This stop feels like you are now really taking part in this historical event. From Mooiriver we headed to the lunch stop in Estcourt. The salads, cold meat and ice cream and chocolate sauce is a real treat in Estcourt. With loaded energy levels we headed off to Ladysmith - our last big stop before Newcastle. There were a lot of road works from Ladysmith and I lost track of my clues. The longest stretch is from Ladysmith to Newcastle. I changed the plug for the Rudge in Newcastle. Besides the plug the Rudge was running nicely.



Day 2 started early in Newcastle. Our first stop was in Volksrust. From there the DJ route ran to Standerton. We had nice stop in Standerton for coffee. I parked next to a 1932 Rudge that was joining us along the route on day 2. That was quite a nice surprise. We had a light drizzle around Greylingstad. Day 2 lunch in Balfour was a lovely braai with pap and sous and salads. The mood was just happy, and we all felt part

of this stunning historical event that was drawing to an end.

Benoni is our next, and last stop. The communities are so amazing throughout the whole of the DJ event. Heart warming people in our country.

The welcoming party in Benoni after all the almost 20 traffic lights, (chuckle), was fun. The Rudge ran well. Thank you to all that were involved in getting the Rudge going.

We had a lovely breakfast and prizegiving at the Johannesburg Country Club in Aukland Park in Johannesburg.

I was presented with the Best Lady Rider Award. The Rudge has been presented with this award a few times in the past when Dorianne Radue was the owner.

It is a privilege and honour to be part of this historical event.

UPCOMING EVENTS

- Sunday 5th April 2026 – NO breakfast ride as it is the Easter Weekend.
- Saturday 18th April 2026 - Monthly Natter Multi-Motor Club, Jan Burger Sports Centre, De Grendal Rd, Parow at 14h00
- Sunday 3rd May 2026 – Memorial Breakfast Ride to Helderberg Motorcycle Museum
- Saturday 16th May 2026 - Monthly Natter at Multi-Motor Club, Jan Burger Sports Centre, De Grendal Rd, Parow at 14h00
- Sunday 7th June 2026 – Breakfast Ride venue TBC



5-6 June 2026



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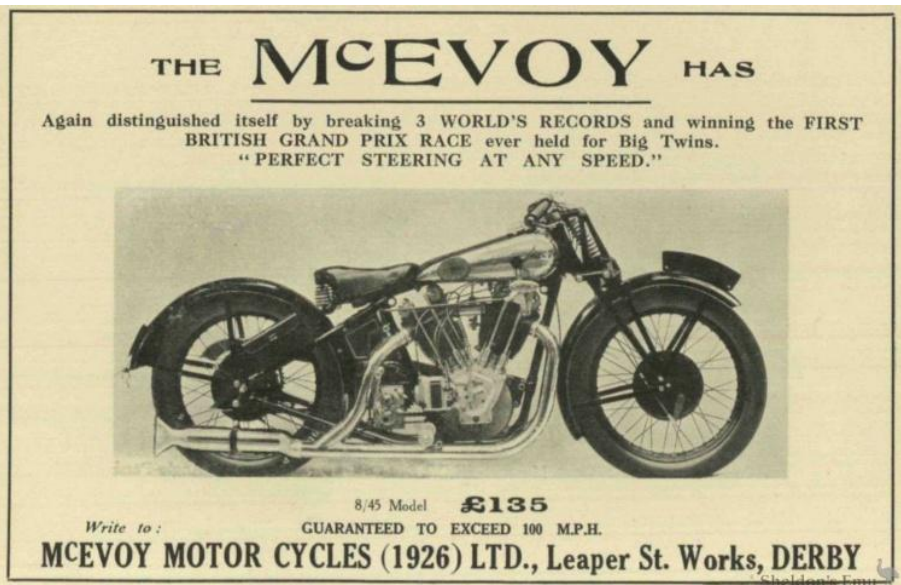
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UNUSUAL MOTORCYCLE

Mc Evoy Anzani Motorcycle



McEvoy motorcycles, produced in Derby, UK from 1924 to 1929, often featured British Anzani engines known for their power and racing pedigree. The McEvoy-Anzani combination, particularly the V-twin models around 1000cc with 8 valves, was renowned for advanced frame designs capable of speeds up to 100 mph.

Brand History

McEvoy was founded by engineer Michael McEvoy, an Eton graduate who worked at Rolls-Royce. The first model in 1925 used a British Anzani 1100cc flat twin, inspired by high-end marques like Brough Superior, with racing successes at Brooklands



Key Models

- 1924-1927 prototypes and Speed Models with 996cc British Anzani OHV 8-valve V-twins for racing.
- Later 1926-1929 production bikes also used Anzani, Villiers, Blackburne, and JAP engines.

Anzani Engines

British Anzani, a UK offshoot of the French Anzani firm founded by racer Alessandro Anzani, supplied potent air-cooled V-twins derived from aviation roots. These were among the largest OHV motors of the era, emphasizing performance over everyday use.[1][3]

Racing Legacy

Ridden by McEvoy himself and George Patchett, these bikes achieved notable wins in sprints and with sidecars. Production ended in 1929 after financier Cecil Birkin's fatal TT crash; few survive today (around 12 worldwide).[2][7]



THE HONDA 400 FOUR & HOT BREAD

By Vivian Rocher Snr

After introducing the CB 750 in 1969, Honda followed by introducing smaller capacity multi cylinder motorcycles and in 1974 introduced the CB 400 F SuperSport. I was unique. With a very distinct banana bunch like swooping 4 into one exhaust and a top speed of over 100 miles per hour (160 Km/h)

After I completed compulsory Military service, I was fortunate to acquire one of the last 1977 models second hand in very good condition. And for the first time in my life I was the proud owner of a mini superbike.

This smooth-running motorcycle has taken me anywhere I wanted or needed to go for the past almost half a century. Every component on this motorcycle is original. Except for service parts, tyres, and a masterpiece copy in stainless-steel of the original trumpet silencer. All my children learned to ride a motorcycle on this very bike. Lorraine became my wife two years after I bought the bike and today, I am somehow still married to her and the bike.

I could go on for pages describing how this motorbike is like sliced hot bread to me but wish to share an incident about this bike and hot bread.

Whilst I was studying at The University of Pretoria I shared a big house on a smallholding with 6 other housemates. We were well organized with a vegetable garden, chickens, fruit trees and even owned a cow amongst us. A super luxury was somehow we could even afford a full-time maid and had fresh hot bread daily. Most students lived in small flats in Sunnyside or Hatfield but on the plot, we had ample parking and were almost self-sufficient. This called for strong discipline and each one had a particular responsibility and all adhered to the house rules agreed to on moving in together. I was the engineering manager. The borehole, fencing for the cow, blocked toilets and so on was my responsibility. Some tasks were rotated. One such task was to ensure

that at 17h00 daily three freshly baked loaves of bread were to be picked up from the Hatfield bakery and delivered in the kitchen by 17h30. This was not to be missed. Six hungry students were waiting every day for this delivery. The task was usually for an entire week. It was my bread week so that week I could not go to Lorrain's flat for coffee and a short visit after class. After collecting the bread carefully packed in a special backpack, I took the usual road home on my Honda 400. Riding through Menlyn and on approaching a four way stop street I suddenly saw and heard a car bumped into the middle of the intersection after being hit by the car behind it. I closed the throttle and slowed down immediately. The next moment the rear of the bike was sliding all over the place. It was October and the many Jacaranda trees were in full bloom. The road surface was covered in a layer of very slippery purple flowers. The next moment Me and the Honda parted ways. I was like a boogie boarder sliding /surfing on my stomach towards the intersection where seconds ago an accident occurred. The Honda found a resting place on its side on the very wide pavement. I finally came to rest with my helmet up against the front wheel cap of a Ford Escort. One of the loaves of bread found its way out of the backpack and broke in pieces next to me. As I was sliding towards the accident. I could already see people from the nearby houses rushing out after they heard the bang. I lay dead still for a moment feeling that everything about my body was still working and started to worry about how to explain the smashed loaf of bread to my housemates. I felt fine and as I was attempting to stand up to look for my bike and continue home. I was pushed down by two ambulance men. They started to ask me all sorts of questions. One shined a torch in my eyes and confirmed to his assistant "Ja defenitief harssing skudding". After manipulating my neck and back they moved me onto a stretcher and started to load me into an ambulance. I protested violently and said my mates are waiting for the hot bread and I must go study for tomorrow's test. The one guy then said yes, it is perfectly normal to think and speak of many strange things if you have been knocked of your bike by a car. Then I protested even more. I explained that I had nothing to do with the accident and was not hit by a car. I

merely, gently slid into the scene of the accident after it happened. Both now looked even more worried and said we must get him to hospital very quickly. One guy was with me in the back of the ambulance and with a howling siren we arrived at the casualty section of HF Verwoerd hospital. On the way I eventually sat upright and begged the guy to release me as I was feeling completely ok, I had no wounds and my bike was probably still switched on, and my very expensive engineering books were strapped to the seat. All the complaints were fruitless. I even tried to bribe them to let me leave at the door of the casualty section by offering pieces of the one broken loaf of bread that I managed to scrounge up from the accident scene before being loaded against my will. I had to be taken in for observation and after the trauma doctor gave me a full checkup, I was released with my backpack containing by now only two cold loaves of bread.

I ran the few kilometers back to where I and the bike last parted ways and there lay the Honda on its side with the lights still on but with a weak glow. I picked the bike up. And why this little superbike is almost like warm bread it has a kick starter and an electric starter. So, with the battery almost dead by now I gave it one kick and the engine started immediately. I was now eventually on my way home, about another 10 minutes' ride further. Then a gentleman stopped me. He said you can't take this motorcycle, it belongs to a rider who was earlier involved in a huge accident at the intersection and was taken away in a rush by an ambulance. He then said "I think the accident was fatal for him".

I just said sorry it is going to take too long to explain and if I don't get this bread home now it might be fatal for me, and I took off with a spinning back wheel.

The guys back home scolded me as I arrived very much later than usual and with only two loaves of bread. After listening to my ordeal, three of them offered me their share of bread and I had my usual sandwiches the next day and finished the bread run for the rest of week on time.



The bike and the bride are still around but the hot bread is long gone



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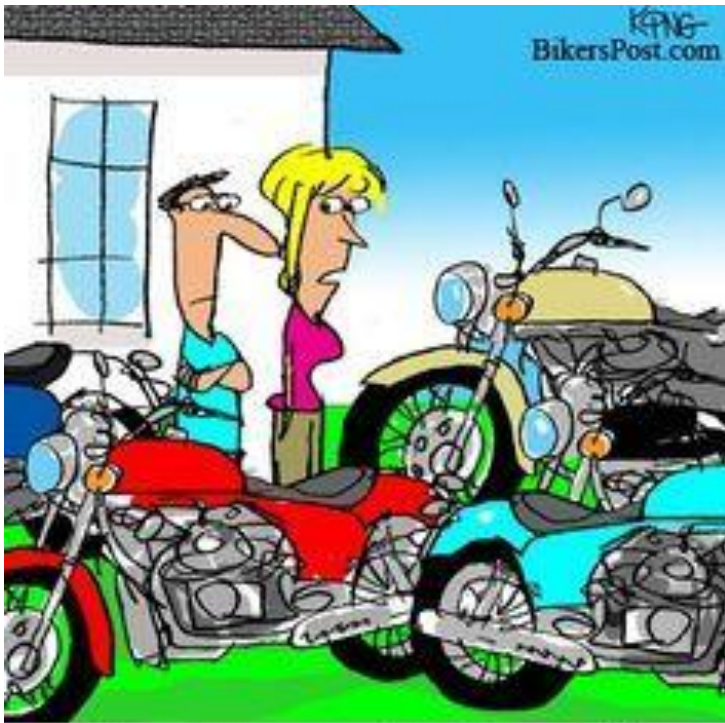
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LETTERS TO THE EDITOR

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

JOKE OF THE MONTH



"They were on sale. How could I resist?"

BIRTHDAYS

Happy birthday to all those who are celebrating their birthdays in April.



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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