



The “Spoke ‘n Word”

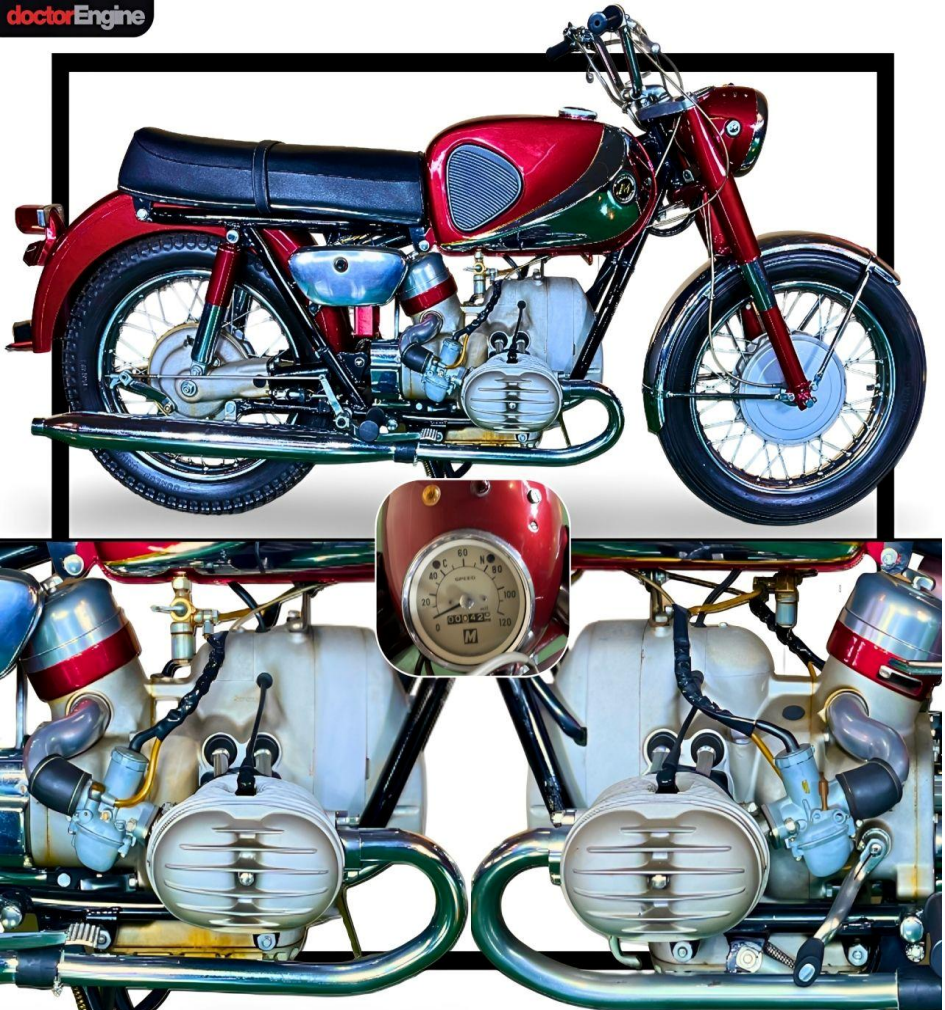
The newsletter of the Cape Vintage Motorcycle Club April 2026



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

WHAT IS IT?

doctorEngine



CHAIRMAN'S CHIRP



April has been a quiet month in the club, with winter raising its inevitable head and reminding us that good weather riding days are getting rarer and rarer.

The memorial breakfast is this coming Sunday, 3 May. We remember those members who have passed on, most recently Donovan Kirkwood, Andy Stead and Rai Heinze, members who contributed enormously to the club.

The memorial breakfast is breaking with tradition and will be moving to Le Pommier this year. Len has sent details already.

Keep warm and let's hope for some nice weather days so we can keep the 2 wheels rolling!!

Cheers

Mark Palmer

Chairman

April 2026

EDITOR'S PIECE

Not much local news – there was no breakfast ride this month due to the Easter holidays.

Herbie stepped up again at the last Natter. This time to give us a talk on bike wiring with tips and techniques for harnesses. Herbie's knowledge and experience from the aviation industry coming to the fore. Thanks Herbie, very informative and interesting!

Eddie said he could not resist buying the ex-works 1965 MV Austa 500cc GP racer at the bargain price of £967,000!!! So now we all know who bought the bike - 😊

Hope you enjoy all the articles in the newsletter!

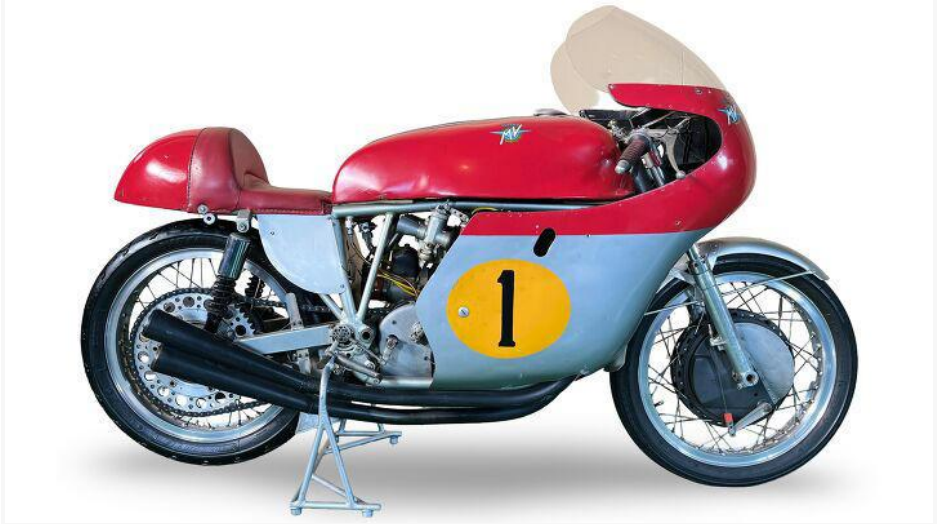
Gavin Youngman

GOING, GOING, GOING, SOLD!!!

Ex-Hailwood / Agostini / Surtees MV Agusta GP bike sold for £967,000

Auction house Bonhams announced several world record prices at its recent Stafford Sale, including one that just fell short of setting an overall world record for a motorcycle sold at auction.

The Bonhams' Stafford Sale, held April 25-26 at the International Classic MotorCycle Show, saw dozens of classic bikes go under the gavel.



The highlight of the auction was an ex-works 1965 MV Agusta 500cc Grand Prix motorcycle raced by a pair of all-time greats in Mike Hailwood and Giacomo Agostini, and owned by another: John Surtees. With such a lineage, the MV was expected to sell somewhere between £160,000–220,000 (US\$216,000–297,000), but sold for a whopping £967,000 (US\$1.31 million), including buyer's premium, which goes to Bonhams. This set a new record for the highest auction price for an Italian motorcycle, and just short of the overall record of \$1.32 million (also including premium), set by a 1915 Cycle V-Twin Board Track Racer at the 2025 Mecum auction in Las Vegas.

International Classic Motor Show

Some events end up as fixtures in the calendar, and the International Classic Motorcycle Show at Stafford is one of them. It is the sort of show I don't really question attending – you just go, especially as it is just down the road. (Not for us poor guys in SA!)

This year's visit to the Staffordshire County Showground started on a high note with unusually good weather.

Clear skies and warm sunshine made a refreshing change and set the tone before I had even made it through the gates. It probably helped explain the steady stream of people heading in from early on.



By mid-morning, the place was properly busy. Not uncomfortably so, but with that steady buzz that tells you

something worthwhile is happening. You get a real mix at Stafford – long-time enthusiasts, collectors, club members and plenty of people who simply enjoy seeing well-kept machinery with a bit of history behind it.















Inside the halls, it was everything you would expect. Rows of classic motorcycles, from carefully restored showpieces to bikes that still wear their age proudly.

Some look like they have just left the factory, others look like they have lived a full life – and both are equally interesting in their own way.







The autojumble was as tempting as ever. Boxes of parts, old tools, manuals and bits of kit that you didn't realise you needed until you saw them. It is very easy to lose track of time there, even if you are not searching for anything in particular.





There was also a bit of extra attention around the guest appearances this year. Well-known TT riders John McGuinness and Dean Harrison were both in attendance, which drew plenty of interest. It is not every day you get the chance to hear from figures like that up close.

Then there's the Bonhams motorcycle auction was also taking place across the weekend. As usual, it attracted a crowd of its own, with a range of machines going under the hammer – from collectible classics to rarer pieces that you do not often see come up for sale. Even if you are not looking to buy, it is worth watching simply for the atmosphere.



What stands out about the International Classic Motorcycle Show at Stafford, more than anything else, is how unforced it feels. It is not overly polished, and that works in its favour. People are there because they want to be, not because they feel they should be – it's less hipster and more Henry Cole, if you get what I mean.



One of the best parts of the day, though, had nothing to do with the exhibits themselves. Stafford has become one of those events where you naturally end up catching up with people you haven't seen in a while. I met up with a few friends, had a wander together, stopped for chats here and there. It adds something to the day that you don't get from just walking around on your own.

By the time I headed out, the sun was still holding up and the crowds had barely thinned. It had been one of those days where you spend hours on your feet but do not really notice. You leave a bit tired, probably carrying a few things you had not planned to buy, and with a phone full of photos you will look back on later.

More importantly, you leave feeling like it was time well spent. Good weather, a wide mix of bikes, exhibits, vendors and of course the chance to catch up with friends – it is a simple combination, but it works.

The International Classic Motorcycle Show at Stafford remains one of those events that consistently delivers, and this year was no exception.

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UPCOMING EVENTS

- Sunday 3rd May 2026 – Memorial breakfast ride to Le Pommier Restaurant on R310 Helshoogte Rd
- Saturday 16th May 2026 - Monthly Natter Multi-Motor Club, Jan Burger Sports Centre, De Grendal Rd, Parow at 14h00. Mark Shaw talk on his Indian.
- Sunday 7th June 2026 – Breakfast Ride venue TBC
- Saturday 20th June 2026 - Monthly Natter Multi-Motor Club, Jan Burger Sports Centre, De Grendal Rd, Parow
- 5th – 6th June 2026 - Framingham Natal Classic Rally in the Natal Midlands area.
- 6th June 2026 – POMC Mampoor Regularity Rally in Pretoria.



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Lyn:

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MAMPOER Regularity Rally 6 June 2026



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**Contact:
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RARE MOTORCYCLE

1966 MARUSHO MAGNUM 500

Forget everything you thought you knew about 1960s Japanese engineering; the 1966 Marusho Magnum 500 R-92 didn't just bend the rules, it looked across the globe to Germany for a blueprint and then built it with a Tokyo twist. While the rest of Japan was obsessed with high-revving two-strokes and inline-fours, Marusho was crafting a sophisticated, heavy-duty alternative that felt more like a precision European instrument than a backyard flyer.

For the collector who values rarity and the "oddball" genius of a forgotten factory, the Magnum 500 is the ultimate boxer-twin enigma.

The mechanical "identity" of this machine is its 493cc horizontally opposed OHV twin-cylinder engine. If the silhouette looks familiar, it's because the design was heavily influenced by BMW's legendary boxers, but Marusho added its own flair for the final iteration out of their Hamamatsu factory. With a perfectly square 68mm x 68mm bore and stroke and a high 9.6:1 compression ratio, this twin was built for smooth, rhythmic power rather than frantic screaming. Fed by twin Mikuni VM28 carburetors, it produced a stout 40 hp at 7,000 rpm, delivering a sophisticated riding experience that was miles ahead of the vibrating singles of the era.

On the open road, the Magnum 500 was a certified grand-touring pioneer. It offered luxury features that were almost unheard of for a 500cc Japanese bike in the mid-sixties, most notably a reliable electric start and a low-maintenance shaft drive. Paired with a robust 4-speed transmission, the R-92 was designed to eat up miles with the steady, unshakeable composure that only a horizontally opposed engine can provide.

It wasn't just a motorcycle; it was a statement of Japanese ambition, proving they could master the complex engineering of a shaft-driven boxer just as well as the Europeans.



The "Marusho" reality? Owning an R-92 today is like being the caretaker of a lost mechanical civilization. As the final swan song before the factory closed its doors, these bikes are incredibly rare, (only 180 ever built), representing the peak of Marusho's technical capabilities.

Maintaining a mid-sixties Japanese boxer requires a rider with a detective's mind for parts and a deep appreciation for the unique primary balance of the twin-rotor layout. For the enthusiast who wants a bike that looks like a BMW but carries the soul of a defiant Japanese underdog, the 1966 Marusho Magnum 500 R-92 remains an undisputed, horizontally opposed masterpiece.





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LETTERS TO THE EDITOR

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

Email received from Tobias Tonsing on 27th April 2026:

Hi Mr Palmer,

I inherited an old moped from my grandfather, who bought it new in 1957. I want to clean it up a bit and maintain it properly, is this something you can assist with or point me in the right direction?

I have attached a picture. We actually got it running, but the carburetor leaks and I'm not so sure about the electrics.

It was painted over at some stage, and some of the underlying logos and stripes can still be seen, which I want to eventually restore.

There is some surface rust and pitting on the chrome (?), rims handlebars etc. But doesn't look deep. A few dings in the body.

So in summary, ideally I want to get it running again, without any oil and fuel leaks. And secondly, restore the body.

Then I can join your oldtimer rides!! :)

Kind regards Tobias

ED: Contact Tobias Tonsing directly on tobias.tonsing@gmail.com if you can assist.



JOKE OF THE MONTH



"Yes, I'm mad. Not because he's riding the motorcycle in the house, but because it's my turn."

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:

info@cvmc.co.za

www.cvmc.co.za

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