



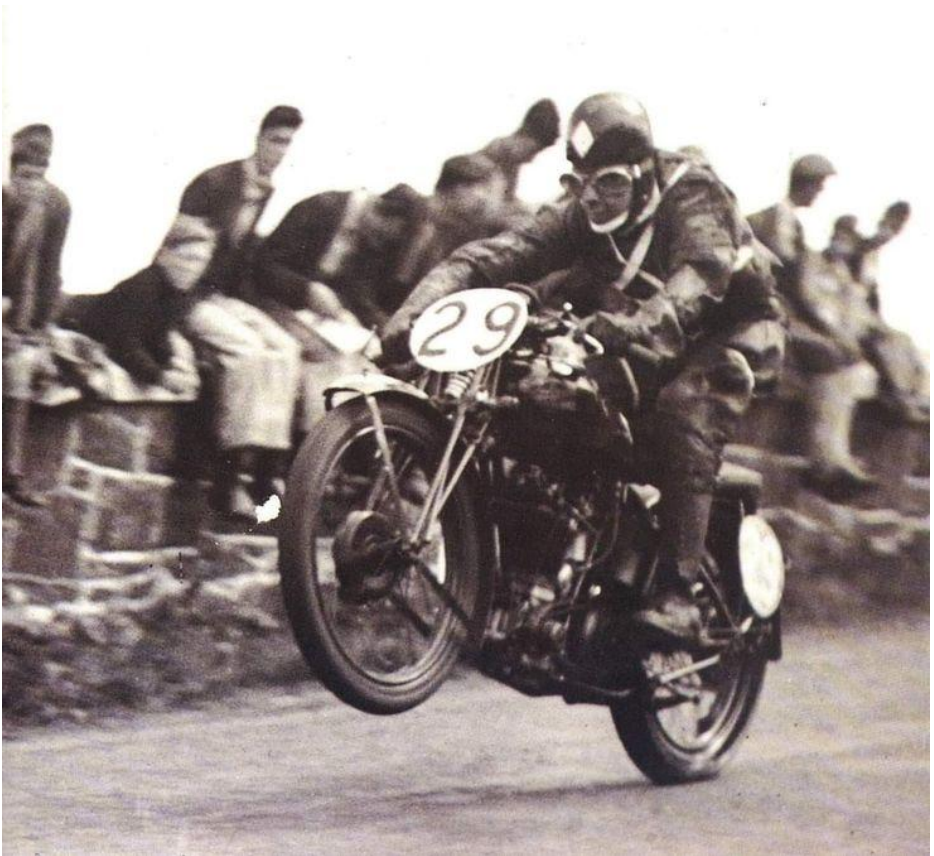
The “Spoke ‘n Word”

The newsletter of the Cape Vintage Motorcycle Club May 2026



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

IOM TT GLADIATOR!



CHAIRMAN'S CHIRP



May has been another quiet month with winter declaring its arrival with the hectic storms a few weeks ago. I hope everyone survived the extreme weather!! Let's hope the roads are back into some kind of decent shape when the Fairest Cape Tour / SAVVA National comes around in November!!

Mark Shaw showed off his wonderful Indian Scout 101 at the Natter this month again demonstrating the skills and expertise that we have in the club.

Please make use of the WhatsApp groups if you have any technical queries – there is a wealth of knowledge out there!!

I will be away for the breakfast and natter in June. We're off exploring Namibia which Benita and I are greatly looking forward to.

Once again thanks to Gavin Youngman for his efforts in producing the Spoke 'N Word every month. Please send through any articles, photo's or anything interesting for him to include in the magazine.

Have fun, be safe and keep warm and dry!!

Cheers

Mark Palmer

EDITOR'S PIECE

It is with great sadness that we learned of the recent passing of Roddy Mills. Roddy was very knowledgeable, helpful, very generous, and a friend. He lent his Norton to my brother Les in 2018 so that he could do his first DJ Rally. Since then, he lent the bike to me on two more occasions to do the DJ Rally. Last year after Roddy was diagnosed with MND, he finally agreed to sell the Norton to me. We extend our condolences to Carol and all the family.

The Isle of Man TT practice & qualifying is in full swing this week. Race week starts on Saturday 30th May and ends with the Senior TT – the flagship race – on 6th June. Will Michael Dunlop notch up another win? Or will it be one of the other brave gladiators! My bet is on Dean Harrison this year.



Les and I, visiting Joey Dunlop at The Bungalow on the TT Mountain Course a few years ago.

We welcome two new members to the club.

Shawn U'ren from Somerset West has rejoined after a spell overseas. Shawn is busy with a 1959 BSA A10 build.

Louw van Schallwyk from Velddrif has also joined. Current bikes in his stable – 1945 BSA M20, 1955 Matchless GSLs, 1955 Norton ES2, 1966 Norton Dominator 99, 1958 Ariel Arrow, and 1924 Francis Barnett Model 1. The last three bikes listed still to be restored.

Our AGM is coming up in July. Its time to start thinking about how you use your democratic right to elect a committee who you feel will best serve the aims of our club. The Best Restoration Award is also decided and presented at the AGM. Please bring any restored bikes that have been completed over the last year to the AGM for the members to vote and decide the winner!

Please don't forget to send any articles, stories, photos, bikes/items for sale, etc for inclusion in next month's Spoke n Word.

Hope you enjoy all the articles this month!



Gavin Youngman

RODDY MILLS

RODDY MILLS, 5 OCTOBER 1958 - 18 MAY 2026

Dr Greg Mills writes:

My brother Roderick 'Roddy' Mills died peacefully at home in Rondebosch today.

Roddy was not only a big brother, but a role model, one that I struggled to entirely emulate. He was studiously quiet, self-effacing, dry-witted and possessed quite the most brilliant mind at understanding all things mechanical. Where electronics and valve timing remain a mystery to me, it was, for Roddy, a piece of pie. He was approachable, and methodical, someone who inherited our father's attention to detail. Whereas life for me is big canvases and large daubs of colour, he was intrigued by the smallest details. And life, like mechanics, is all about the details.

Roddy was not only gifted with mechanical knowledge and understanding of how things worked, but he shone at driving things fast on the track. After pestering my father forever to purchase a second-hand kart, he (and to some extent, I) raised money by mowing lawns and buying, repairing and selling old motorcycles to be able to match my father's contribution to the purchase of an old Blow Invader kart replete with a newish McCulloch 91B/1 from Fred and Charles White. This treasure came with a pile of broken engines, a foretaste of things to come.

We were keen to get out and racing, having been bitten hard by the bug courtesy of Roddy Turner Senior.



But, first, my father insisted that we rebuilt the trailer with which it came, and then the kart and, before turning a wheel, made one usable engine out of all the old bits. These were lessons in the meticulous way in which he approached everything.

With a borrowed crash-helmet from Tony Sandell, later our brother-in-law, Roddy startled everyone with his speed at Killarney first time out in late 1973. In his matric year, 1975, he tussled for the SA championship with Roddy Turner Junior, winning it the following year with a new Zip Shadow kart.

He took in one World Championship for South Africa, and stayed with karting until 1998, a remarkable tenure of 25 years which spoke volumes about both his love for the sport and his competitiveness.

We also rebuilt cars together, from Minis to Jaguars. It's with some pride that we still own the 3.8 Mk II Jaguar that we bought for R100 in 1980 and completely rebuilt and prepared together for the start of the 'classic cars' class at Killarney.

After matriculating at Bishops in 1975, he completed a BSc (cum laude) at UCT and, later, a MSc on the 'stabilisation of calcium carbonate deficient water', a topic I only know after being asked to edit the tome. After his National Service in the Navy, during which time as a young sub-lieutenant he was put in charge of rebuilding the submarine syncro-lifts at Simon's Town, Roddy went into business with my father.

By his own admission, his temperament was not well suited to the hurly-burly of contracting, and he later opened a car tuning and restoration business which he enjoyed enormously, as did his customers. His service reflected his care and personal interest in the character of the cars as much as anything.

The mark of any person is not what they did in their lives, but what they leave behind. Roddy leaves Carol, his partner of forty years, and their two boys, Matthew and Richard, one an architect, the other a PhD in applied maths. He was all of a Father, Husband, Son, Brother to Shelley and I, and gentle Uncle to his nephews and nieces. He will be remembered for his contribution to all our lives, his love and his generous care.

Roddy bore, as was his way, the burden of Motor Neuron Disease stoically. He never wanted anyone to make a fuss of his plight, as much as he was immensely grateful for the love he was shown in the process.

Alfred, Lord Tennyson offers us solace at moments like this, when we savour the relationship and mourn the individual. As he put it in 'Crossing the Bar':

For tho' from out our bourne of Time and Place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crost the bar.

It offers solace that he is now at peace, or as he termed it recently about our parents, 'resting', in their company. Details of a memorial to Roddy will be forwarded in due course.

Greg Mills
18.05.2026



YOU ARE WARMLY INVITED
TO CELEBRATE THE LIFE OF

~RODDY MILLS~
5 October 1958 - 18 May 2026

Tuesday 2nd June | 4PM

THE CRANKHANDLE CLUB
9 Riebeeck St, Wynberg

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Auctioneers. Shuttles will run from 3:45 - 4:15pm
and 6:30- 7pm

RSVP
Janet Mills 083 991 8477 | janet.wilson2@icloud.com

Memorial Breakfast

Our May breakfast ride is traditionally the Club Memorial gathering when we remember members who have passed away. This year we met at Le Pommier. Not a great turnout but thanks to Vivian who brought the Memorial Board along and gave a fitting tribute to those who have passed on. Sadly, another three names were added to the board this last year.



Breakfast was great and the service excellent





MARK'S INDIAN

Mark gave us a most interesting and informative talk on his 1930 Indian Scout 101 at the last Natter.



Interestingly, the left hand throttle setup was used on Indian motorcycles from 1901 through 1953 before worldwide manufacturers standardized controls for safety and consistency.

Initially the throttle on the 101 was placed on the left because the carburetor was on the left. It made practical engineering sense to put the throttle control on the same side as the carburetor.



705cc V-twin engine

DISTINGUISHED GENTLEMAN'S RIDE

Every year the Distinguished Gentleman's Ride (DGR) unites classic and vintage riders world wide to raise funds and awareness for prostate cancer and men's mental health. Riders are expected to dress dapper and wear their finest tailored suits, waistcoats, tweed jackets, ties, and other vintage-inspired apparel.

A few CVMC members took part in the Cape Town event on Sunday 17th May 2026.







UPCOMING EVENTS

- Sunday 7th June 2026 – Breakfast Ride venue – DIXIES, 134 Main Rd, Glencairn. 9:30am.
- Saturday 20th June 2026 - Monthly Natter Multi-Motor Club, Jan Burger Sports Centre, De Grendal Rd, Parow. Andrew will give a talk on the Coventry Eagle.
- Sunday 5th July 2026 – Breakfast Ride venue – TBC.
- Saturday 18th July 2026 – AGM and Monthly Natter Multi-Motor Club, Jan Burger Sports Centre, De Grendal Rd, Parow
- 5th – 6th June 2026 - Fragram Natal Classic Rally in the Natal Midlands area.
- 6th June 2026 – POMC Mampoer Regularity Rally in Pretoria.
- 8th – 10th November 2026 – CVMC 39th Fairest Cape Tour at Goudini Spa, Rawsonville.



Isle of Man TT

The Isle of Man TT: A Century of Motorcycle Racing History

The Isle of Man Tourist Trophy (TT) races, first held in **1907**, stand as the world's oldest and most legendary motorcycle race, widely regarded as the most dangerous and exhilarating road race on earth.

Origins and Early Years

The TT emerged from automotive racing on the Isle of Man, which began in **1904**. When the UK government banned road racing on mainland British highways, the Isle of Man's independent legislature (Tynwald) passed different regulations, making it the perfect venue. The inaugural race, called the **International Auto-Cycle Club Tourist Trophy**, took place on **May 28, 1907**, featuring two classes of touring motor-cycles: single-cylinder and multi-cylinder. Rem Fowler won the single-cylinder class (and overall) on a Peugeot-powered machine.



The Mountain Course

Since **1911**, riders have navigated the famous **37.73-mile (60.72 km) Mountain Circuit**, essentially the same course used today. The route winds through tranquil villages and expansive landscapes, with spectators standing mere feet from hedgerows and curbs as bikes thunder past at speeds exceeding 130 mph.

Wartime Interruption and Post-War Growth

The races were suspended during **World War I (1915-1919)** and again during **World War II (1940-1945)**. After WWI, a political delegation from the Isle of Man traveled to London to prevent the TT from relocating to Belgium, recognizing its vital economic importance to the tourism-dependent island. By the **1930s**, the TT had solidified its status as the world's largest motorcycle race.

Modern Era and Records



The event has evolved dramatically as motorcycles transformed from "essentially push bikes with engines" to highly advanced racing machines. Notable milestones include:

- **1939**: Georg "Schorsch" Meier became the first non-British rider to win the Senior TT on a non-British motorcycle (BMW)
- **2014**: Michael Dunlop won three races exactly 75 years after Meier's historic victory
- **2022**: Peter Hickman set the current TT lap record of **136.358 mph (219.447 km/h)** on the BMW M 1000 RR, which remains unbeaten

The TT Races celebrated their **100th race meeting in 2019**, with thrill-seekers continuing to venture to the island in the Irish Sea every summer.



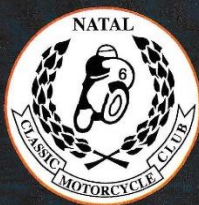
Legacy and Danger

With **270 fatalities** associated with the TT and the annual August Manx Grand Prix, the event carries a grim reputation alongside its

thrilling legacy. Despite the dangers, the TT remains intricately linked to the Isle of Man's identity and continues to attract the world's finest road racers, from early riding titans to modern legends like Ian Hutchinson and John McGuinness.

The TT endures as the ultimate test of skill and judgment on two wheels, where riders "risk it all" on public roads transformed into one of motorsport's most prestigious stages.





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MAMPOER Regularity Rally 6 June 2026



**REGS AVAILABLE
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**Distance: 200 km
All tar roads
Registration:
7h45- 8h45
Start time: 09h00
Finish time: 14h00**



**Contact:
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Frik Kraamwinkel 082 444 2954**



NSU BISON 2000

NSU Bison 2000 — The Giant Single-Cylinder Motorcycle Built Like an Aircraft Machine. Some motorcycles are engineered for balance and comfort, but the extraordinary NSU Bison 2000 was created to challenge the limits of what a motorcycle engine could physically become.



Known as one of the world's largest single-cylinder motorcycles, the Bison 2000 uses a massive 2,000cc single-cylinder engine designed by Fritz Langer using components adapted from an aircraft radial engine.

The result is a machine that feels less like a conventional motorcycle and more like industrial machinery placed onto two wheels.

Built around the chassis and lower engine section of a 1950s NSU Konsul 500, the motorcycle combines classic German motorcycle engineering with completely unconventional custom fabrication. One of its most aggressive features is the enormous 75 mm stainless-steel exhaust system, built without a silencer, giving the engine an incredibly raw and thunderous mechanical sound.

Starting the machine is also part of its legend, as the massive piston compression requires an extremely forceful kickstarter effort from the rider. Every element of the motorcycle reflects mechanical extremism rather than practicality, which is exactly why it became so famous among vintage motorcycle enthusiasts and engineering fans.

Of course, a motorcycle powered by a 2.0-liter single-cylinder engine comes with major compromises. The enormous piston creates heavy vibration and substantial mechanical stress during operation, while the machine's size and torque make handling more demanding than normal motorcycles. The lack of exhaust silencing also makes it impractical for regular road use in many environments.

Maintenance and tuning are equally specialized due to the one-off engineering involved in adapting aircraft-derived components into a functioning motorcycle platform.



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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



“He wanted to wear a vest so he could show off his new tattoo. Since it’s 39° out, he didn’t get very far.”

BIRTHDAYS

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



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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