

# Shoptorque

## NATAL



### Classic Motorcycle Club of Natal

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NEWS LETTER: February 2010

Affiliated to SAVVA

Affiliated to The Vintage Motor Cycle Club - UK

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Bank:	Standard Bank
Branch:	Amanzimtoti
Branch Code:	057527
Account Number:	05-155-629-4

### The Words of Chairman Mao... errr...sorry, Chairman Ken:

What a fantastic turn out we have had so far this year on main meetings. The Friday night braai last weekend was very well supported with some 36 people enjoying one of our Club activities.

The DJ Rally has come and gone with CMCN members doing well filling 7<sup>th</sup>, 12<sup>th</sup> and 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup> and down to 85<sup>th</sup> the last official finisher. A special mention of our vice chairman Edwin's effort in preparing 4 (YES 4 !) bikes for the DJ, getting 3 first time riders, out of the 25 first timers and having all four bikes finish. To those of you who did not finish there is next year. Alan Crookes also prepared 4 of his magnificent Excelsior Manxmen. What a fabulous sight. We are truly lucky to have them in our Club. As for the two Humber of Stuart Anderson and Hans Coetzee, true motorcycling history in action.

The next major event in our Natal CLASSIC Rally. Richard and Rod have been toiling away and all they need now is your support so enter and enjoy a weekend in the company of like-minded motorcyclists.

The Show is booked for the weekend 24<sup>th</sup> 25<sup>th</sup> July at the Clubhouse grounds and I would like to see some new faces man the gates to help relive the load on those of you who get stuck doing the job all day. Barbara is looking for trade leads and also people to help.

Adopt the Club as your own. In fact it is a Private Club owned by you the members. Help Improve. Take Ownership. Become Involved. It is the Best Motorcycling Club in the country.

To all our members who are not well our thoughts are with you.  
KEN.

## **Announcements:**

### ***Bike Raffle:***

The raffle at this years' Classic Motorcycle Show is a 1983 Kawasaki KZ550. Raffle tickets are already on sale for R100-00 each – speak to Barbara Sink. The draw will take place at the Show (31 July 2010).

### ***The CMC-N Rally***

...is looking for volunteers to help with marshaling. If you want a different perspective on the rally, apply within!

### ***Battery Boxes***

...will be available again at the February 2010 monthly meeting.

### ***Directory of Services***

We will be publishing a list of persons and business offering services to the classic bike community. These will not be paid adverts; they should rather be regarded as announcements. We kick off with:

- KZN Cables, Unit 3, 15 Devon Rd, Pinetown. Tel. (031) 701-3989. For plastic-lined outer cable and stainless steel inners.
- A+I Bearings, Unit 38, 11 Devon Rd, Pinetown. Tel: (031) 701-0000/0111. They will source imperial bearings and rollers.

## **Events: past**

### ***Monthly Meeting: 1<sup>st</sup> February 2010.***

The bike show was for "The Best of Britain", and it was won by Wayne Bagley with a 500cc A.J.S. R10.

We were honored by a visit by Nobby Clarke, Formula One race mechanic from the 1960's onwards.

New Members: Kenny Groenewald and Dave Neethling were introduced to the club;

### ***Pre-DJ Run (7<sup>th</sup> February 2010):***

Great day for a pre-DJ run, extremely hot and humid, a real test of man and machine. As usual the group congregated at the Engen garage in Kloof. Derek had each rider complete the indemnity/medical aid form before he handed out the very well prepared rally sheets. Unfortunately only two riders arrived on their DJ bikes, these being Derek himself, and Aubrey Cilliers. Pity more folk don't realize how important a ride like this can be in order to sort out rider and machine faults, prior to any rally.

First to leave was Aubrey on his very well prepared Triumph followed later by Derek on his BSA Blue Star which had been giving starting problems when hot. The remainder of the pack waited for a fairly long time before they moved out onto the virtually molten tarmac to catch up to the two old machines. Taking up the rear were the sweep followed by Salomi who was out to enjoy a peaceful Sunday drive.

Apart from some of the moderns not being able to follow the route, all went well and all arrived at the breakfast stop at the entrance to PMB where the group separated with some sitting in air conditioned comfort whilst the remainder sat outside where the smokers puffed away happily. It is said that the sweep on seeing the cycle race finish at Umlaas Road, decided not to follow the route sheet and proceeded on towards PMB, not doing the second circuit around Camperdown.

Breakfast and chatter it was now time for the homeward journey. Aubrey and the moderns soon faded away into the heat haze whilst Derek tried to coax the Bluestar into life. After a rather lengthy period of kicking, pushing and checking the spark plug in between, it was decided that the machine would be disgraced and loaded onto the trailer.

Finally Brian Hinks on his Matchless and the sweep vehicle departed with a very dejected Derek sitting in the back of the bakkie. Retracing the route back to Durban brought about the end of the 2010 pre-DJ run.

Thanks to Derek for checking the route and preparing the very well produced route sheets. To those who came for the ride, also a big thank you, but again, it was a great pity that more DJ bikes were not on the run.

Till next time ..... keep on riding.

MADMAN

PS Very soon after arriving home, Derek was seen riding around, stopping, and starting happily. Pity Dave Stone experienced clutch problems and turned back at Hillcrest.

### *March 2010 Breakfast Run*

Nice weather saw 13 of us depart from Hyper By the Sea along the coastal road to the Salt Rock Hotel. We were 9 boneys and 1 car. Mark and Denise were a duo on their Yamaha dragster, as were Phillip and Peter Griffiths on their BMW outfit. Oldest bike on the run was my '56 BSA A10 with 3 Yamahas, 2 Hondas and 2 Suzukis making up the mix. Gerald and Diana Hall were our rearguard in their SUV ready to pick any spares dropping off the machines.

A good breakfast was had by all and a nice touch to proceedings was the award of a very nice embossed wine glass to Phillip and Peter Griffiths adjudged by the Old Bill of the local shell hole, Eddie Payne, to have the best bike/outfit in the line up on the front lawn of the hotel. Well done you two.

The return ride to Durban was a bit of a pain in that we got a bit snarled-up in road works around Verulam but we made it in the end, all in one piece!

My thanks to all who took part.  
Dave Stone

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By the time you read this, the D-J will be a thing of the past – here's Dereks' D-J report of the 1994 D-J rally (reprinted from the VCC newsletter, June 1994):

### *REFLECTION ON THE 1994 SPRING RALLY (THE D-J)*

The 'Spring Rally' as it shall be known by me this year brings with it the spirit with which this rally is well known. That being camaraderie to other competitors from all over the country. The social gathering by our Club for the 120 bog wheelers set the tone for what was still to come. The D-J now 24 years in the running spans a wide cross section of motor cycles and riders. There are three personal categories under which the riders are classed:

- A - The 'Professional' rallist who goes out with the intention to win.
- B - Those who try to do the best they can.
- C - The balance (who are also the majority) are content just to reach Jo'burg and receive their finishers award.

This year I started out in B but ended up in C.

Sanlam Centre, Pinetown, Thursday 24, scrutineering documentation and a chance to peruse the other machines and of course renew contact with their owners.

**Day One:** Friday morning, up at 0030 to be in Pinetown by 05h45 (Oh boy! this is going to be a long day) for start at 06h19 (Rally No. 19). Start of regularity: Kearsney College. Should read start of the mist for the next 16 kms. The speeds over this section a bit on the fast side and difficult to maintain. Refuel and a quick cup of tea at Hans Schroeder Motors in Pmb, decided to push on to the start of regularity at the post box after the bus shelter at Hilton. Town Hill here I come.

Three quarters of the way up Town Hill I passed an 'elderly' gent pushing his Royal Enfield. Being early and as the start of regularity was not far, a helping hand pushing the Enfield is all in the spirit of D-J-ing. A few minutes later I was on my way after assisting the gent. Fate lay just around the next bend when 123 began to backfire flames. A sudden loss of power and a racket (clatter) from the valve area.

A quick U-turn down the hill to a side road, up on the stand and off with helmet and jacket. Fault found, the exhaust spring had shattered into three pieces. What now! Remove the remains and fit the inlet spring on the exhaust side.

Have you ever tried to work on something hot when there is no time to allow for cooling. The rally had only just began and I was not prepared to put the old Beeza on any trailer, I had to find a substitute spring. The only spring available was the exhaust lifter return spring, should work even if it is a bit on the weak side. The compression can assist (a la atmospheric or poppet) in opening and closing the valve. Tools away, helmet and jacket on and kick, petrol vapour out of the carb, not enough, valve clearance. A quick adjustment, roll down the hill and away I go.

Half throttle and a great lack of power 123 was unable to maintain rally speeds let alone make up for any lost time. Fuel stop Mooi River, a shout to Stuart Anderson (not riding this year but following on his moderm bike) to find a substitute spring. Who needs a stopwatch now, may be an elastic would be more the requirement.

"Griffins Hill Lodge. Turn left. Enjoy your lunch. 05:02:00 exit from Lodge. Turn Left". That is what was written on the route schedule. With only 14 minutes left.- no time to stop but to continue on. The lunch last year was excellent, there is always next year. The pull out of Estcourt was slow.

"05:25:02 sign Weenen 32 'Start of Regularity'" 6 minutes early, no time to stop. Further on SUM Anderson caught up with me and passed over two springs. That was the quickest moving exchange I have ever seen.

Colenso. All is well (except losing time) so I thought. Tugela River bridge and the engine went dead. While running under compression I bent down and held down the spring retainer so helping the inlet valve to close. The sudden sound of an exhaust note and an increase in forward motion brought a smile. Ladysmith here I come.

The next 30 or 50 kms into Ladysmith was the start of assisted valve closing. The glide off to Ladysmith and 'End of Regularity' - late again. At Ted's Service Station an additional spring and wire was scrounged from the workshop. The workshop foreman offered his assistance which I declined (S.R.'s state that any outside assistance will render you a non-finisher). A push start and off I went.

"Sign 100 restriction 'Start of Regularity' " - early again, continue on. I thought that there was a mistake as I do not recall seeing Fort Mistake Hotel. Ask any D-J rider and they will say that the 60 kms from Ladysmith to Newcastle is the worst stretch on the D-J, not the road surface, as the road goes on and on and on... for me the progress was slow with assistance on the hills. "Turn left into B.J. Ford" was the most welcome instruction on the route schedule, by now I had been on the road for just over nine hours. The workshop was a hive of activity with numerous repairs taking place, including the rework and fitting of one of the springs to 123. The Beeza started easily and sounded good in the garage, but as I was parked in I was unable to try it out on the road. The next on hand and in that order were a bath, a beer (or three) supper and bed.

**Day Two:** The start was an hour and a half later, a chance to sleep until 6. The pull out of Newcastle proved one thing, the wrong choice of spring, valve bounce and again reduced power. Luckily I had made provision for the 'add' spring that I had fitted in Ladysmith.

00:11;3 turn left to N11, pull over and attach 'add' spring. Langsnek 1680m (Majuba Pass) again assistance required to close the valve, the gloves are old but the fingers older both had better last until Jo'burg. A quick refuel at Smit Motors Volksrust and on to Standerton, no stopping at the "Cement tables and chairs 'Start of Regularity' " to correct time. Due to a slight and I mean a slight head wind that somehow persisted to the finish, brought on the next phase of crouching behind the fairing (rally box) to reduce wind resistance. These old machines are tall.

I do remember seeing the windmills and the rest. There were complaints of 'I did not see them' or 'which one'. Greylingstad, the last fuel stop and lunch - left 10 minutes early. The Cosmos was as last year a sight which us down south do not see. Let the others look for the K stones.

05:44:07 plus 14 minutes (late). Turn right to N3 at end of bridge (Heidelberg). By now I had got used to higher numbers passing me, including Barry Stead in his relaxed style on his 1928 Norton. I now had to try and make up time to get to the finish at City Deep Market within the 'you may clock in up to 10 minutes early without penalty' at the 'final control in front of shed 5/6'. At least 1 can try for a zero there. The last 54 km with two 4-way stops and 9 robots were covered in a record time by again assisting the now weak spring (springs).

06:59: and some seconds actual time, final open control. Have made it to the finish with three and a bit minutes to spare. The Spring Rally is over. The numbness in my fingers has now (3 weeks later) gone away and as I look back now I did score 3 and 2 on the first and second marshals, the rest is history.

By Derek Pirie

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## *My DJ Experience – 2009 - a more modern tale... (by Terry Chesterton)*

**Day One:** Having had the fortune to do the 2001 DJ Rally on my 1935 BSA, I always have had a hankering to do the rally again. Unfortunately due to various circumstances and a demolished piston, I was only able to do the 2009 rally, missing the in-betweeners. It was, however, on for 2009. I started prepping the motorcycle in January, replacing all the chains, greasing adjusting and all the myriad of things that needed doing. Amongst these was re-making the rally box, which as many of you will know, has to be "right" in all respects. It must be watertight, adjustable, easy to load the new rally sheets, must carry the clocks and the rally number as well. To put it in a nutshell mine ended up looking like something out of *Star Wars*. The main thing was that it worked as designed.

As the big day approached, the whole caboodle was ready and checked over a number of times. We were off to scrutineering early on the Thursday morning. This was an un-eventful exercise, with all systems working :- generator, lights, brakes, engine and gearbox. The area where all the motorcycles were kept was buzzing with activity. You could hardly hear yourself think. Bikes revving, clouds of blue oil smoke, backfiring, lots of shouting, pools of oil and the occasional breath of fresh air in a short shirt or well fitted denims. Then we were off to the competitors meeting. You could feel the excitement in the air. Everyone talking about what had been done, what still was to be done and inevitably, some things that should have been done that would not make it – not good !!

At the crack of dawn – or rather – before the crack, we left home. We arrived at the start at 05:00, in plenty of time to set the rally clocks and pack the last minute things. The scene was entirely different from the day before. There seemed to be a sense of urgency in the air. Competitors were doing last minute checks, putting on the brightly coloured reflective vests, helmets and gloves. Marshals were hurrying about lining up the riders in the queue for the start.

Some riders had their bikes running; the others sitting quietly awaiting their turn at the starting gate. This is the time that everyone suffers from exam nerves – will the damn thing start? Will it stall? Or maybe Lady Luck is on your side and it all goes like clockwork. From watching previous starts, about 98 percent of the riders seem to have no problems.

Well now it is my turn. I sit watching the rows of spectators and wonder if they know what it is like to enjoy a rally like this, with the camaraderie and the feel of being in a competition that has such an awesome history. I am about four riders from the start and decide that it is time to start "Monty", as my 250cc BSA is called. I say a quick prayer and give it a kick. Hey Presto! It bursts into life – and keeps running. The gentleman starting the race gives me the signal and begins the countdown. Then I am off.

Suddenly the realization dawns that it is only me, the BSA and the rally sheet – oops – watch for the taxi's! The excitement and tension of the start fades into obscurity rather too quickly, possibly due to the sudden concentration on missing potholes (South Africa's other national emblem) and not getting lost. Half way up Fields Hill we pass the first casualty – broken down - very sad to have gone through all the build up just to do three Kilometers - my heart goes out to the rider. Any way the little bike pulls well and we are on our way to Gauteng six hundred and sixty-five kilometers away.

As we pass through Hillcrest, I realize that I am actually very thirsty. We are approaching Kearsney College and I spot an oasis in the form of a Total one stop.

I pull off the road and stop outside, leaving a throng of interested petrol attendants looking at Monty. Into the shop I go to browse around for water. I am standing in the queue when I see my riding companion has also pulled up, but he has not got off his bike! Why not? He is waving his arms and pointing at his watch! What's wrong with him? – Oh No! the rally, we must be late! Pay the teller, leap out of the shop, forget the change, and spring onto my trusty steed. Give it a kick in the ribs and with a shower of dust and gravel we are off down the road. Now I have a new problem; a bottle of ice cold water bouncing around between the tank and the saddle. I'm too thirsty to chuck it away and have had no time to drink it yet. In the distance we see the other riders ahead of us pulled over at the start of the regularity. I greet the others and look at the clocks seeing that there are still a whole two minutes to go.....

Right on time, we go off up the road, the tarmac unrolling in front as we pass through the trees and wind our way on towards Pietermaritzburg. I am trying to concentrate on keeping to time and come across a confusing (to me) instruction about turning somewhere? In my mirrors I see the guys behind me turning left down a small road !! Oh Crap! Now I am late and out of sequence to boot. Turn up the wick full. Fly past two riders and as I draw level with my riding colleague, I see the smiling faces of the Marshalls. Well, I did my best and if I lost a few points it is just bad luck. Now we are out on a much wider road and there is plenty to look at by way of scenery, notwithstanding the rally sheet which is at the centre of attention most of the time. Maybe I should do some basic checks. Start with the ammeter. It is charging well but a bit high. Switch on the headlight and the rate comes down to about one amp – ok. Next, quickly check the oil metering pump site glass. It is also fine. We pass Van der Merwers garage, our breakfast run stop off, and on towards Polly Short's, the make or break for our Comrades Marathon colleagues. The rally sheet notes some farm gates ahead and a time. Sure enough there is already somebody parked off waiting for the correct time to come up. I am on time so I push on down the hill and round the corner and sure enough there are the marshals grinning at me and making notes. I idly wonder whether I was too fast or too slow according to their clocks. Mine said that I was pretty close.

Now I have to concentrate as we are in the traffic in Pietermaritzburg. All is well so far and somewhere hidden in the rally sheet is the first stop off. I am in front of a group and, having no one to follow, have to think quickly. Take a left, over the stop streets and nearly miss the next turn left leading to the stop off. The sign board that I was looking out for really didn't make sense. As I enter the garage I see a work colleague of mine has come to see the fun. I park the bike after filling up and readily tuck into coffee and sandwiches.

Now we are off to Mooi River. Start the bike and head for Howick. The clerk of the course had told us to look out for some gate/tree or other eventuality with a strange name, as we pass through Cedara. Well, to tell you the truth, I and a host of others are still looking for it! The countryside is showing signs of winter with grass turning brown and trees looking tired. We ride past the Midmar Dam wall and see a crowd of people parked next to the road watching the riders go past. Now the rally sheet throws one of the wobblers. It says "overhead wires" and then after two minutes "overhead wires" again and gives the usual time and markers. I feel sure I am on time, only to see that down the road a way are some more "overhead wires". Sooo, am I too slow if it was the first ones or should I be much faster if it was the second or the third set? Confusion reigns and we wait for the next definite marker hoping there are no marshals in between. We ride through Lions River and then on through the picturesque areas into Nottingham Road. I have always wondered what would happen to a first time rider in this area if he or she took a wrong turn. There is no way of knowing where they are until it is far too late. Maybe we just have to trust in the good fairy. We arrive at the Petrol Station which is our stop over. My bum is starting to complain a bit but not too bad. The break from being in the saddle is welcome. It is quite hot and some bikes are protesting a bit.

I have had a good rest and so I go to the bike and check the time and route sheet. A cold shiver runs down my spine. I should have left five minutes ago and will have to "move it" to get to the start of the regularity. I head off down the road with the wick turned right up; passing a couple of riders in the rush. There is a Lattice Girder bridge up ahead. I come flying down the road and don't see the bump in the road between the ground side and the bridge surface. Well

the BSA suspension bottoms out and we take off in a "buck jump" and land a good few meters further on with a clandestine thud. We are still going in a straight line, so no harm done. Round the centre island and up the hill out of town to the start of the regularity. Check the ammeter. Cripes! It is not working, with the needle pointing to infinity. Ah well, it definitely didn't like the buck jump! On we go with no further problems, to the lunch stop in Escourt. The bike is running well except for the expired ammeter.

Lunch is good and again we have a welcome break. The line-up of motorcycles is impressive to say the least. Again one feels proud to be part of an epic such as this.

We don our gear and are on the road again bound for Ladysmith. Here the roads are reasonably good and we can relax again and enjoy the surroundings. About ten kilometers out of Ladysmith I notice that the rally box is vibrating a bit more than usual. Suddenly all hell breaks loose, with the damn rally box trying its best to escape into the veld. Drama! Trying to ride the bike is ok, but trying to ride the bike whilst holding onto the wildly squirming rally box and still having to watch the route sheet, is entirely another story. Luckily the stop off is nearby and we are able to park. Quickly consume a cold drink and go to see what has happened to the little monster. It appears that it too did not approve of the buck jump and the main front stay has broken. Back to basics! I find an empty 500ml container and with a length of string that I normally carry, we manage to secure the unit satisfactorily ( it lasted the rest of the rally).

Now we are back on the road climbing out of Ladysmith, onto the long road to Newcastle and the overnight stop. I soon notice that there is a misfire developing on the downhill. It seems to be an enormous "flat spot". The bike pulls well up hill but after going down the other side and opening the throttle in the dip, there is no response. What now! Play with the throttle and the engine catches and coughs and splutters. Pull in the clutch and rev it. Off we go until the next down hill and so on. It is not getting worse so on we go. Maybe there is water in the carb, or running against compression is sucking oil up somewhere. All these horrors spring to mind as you are travelling on the open road with no one in sight except for the flash of luminous red or yellow that is another rider up front. Soon Newcastle is in the cross hairs. We have to refuel on the outskirts which goes smoothly. Re-start the bike and head for the finish – whoa – there is the flat spot again but now it is on the slight climb to the finish at the Majuba Inn. The last five hundred meters is heavy going and it is an enormous relief to have finished the first stage.

After we have settled down and cooled off, I go to have a look at what the problem could be. I take out the plug to see what story it will tell me. As I hold it up to look at the gap, a passer by takes it from me and says " that plug is broken". Yes, he did say broken, not some other imaginable expletive. The upshot of it was that the porcelain around the center electrode had broken in half and was floating around but couldn't get out because the earth electrode was in the way. Every so often it would short the plug out and hence my "flat spot" Fit new plug, one healthy kick and Monty is again running sweetly. Off to supper for a beer and a chat.

**Day Two:** The Saturday morning goes smoothly and after an excellent breakfast, we fetch the bikes and go to the start. The bike starts easily and is running well. We leave Majuba Lodge and head for Vrede. This is different – Mist – reasonably thick and as usual, wet. My left glove is pressed into service as a windscreen wiper. Every thirty seconds – wipe, etc. Luckily it does not last long and soon we are again in the sun. We pass a VW Kombi that has dispatched its left front wheel into the surrounding bush for some reason and has ended up in a culvert.

There is no other way, I have discovered, but to trust your instincts and know your bike, especially if you are not as practiced as some of the competitors. Some of the markers can be really confusing if you lose track of your speed and time. I notice in a field to the left that there are a large number of big black birds sitting on the overhead lines. They are bigger than an Indian Mynah but smaller than a crow. Make a note to find out what they are. Whatever they are, some farmer has a problem because there are now hundreds more! Anyway we get to Vrede with out too much trouble and have some refreshment.

The photographers' car, a '50's style big brown tank seems to have lost its exhaust or part thereof. He is parked over one of the rather large gutters and has crawled underneath – shame.

We get to the start of the regularity and soon we are off to Standerton. Grief, this road is bad. The potholes are huge and in both wheel tracks of the carriageway. I find that the best way is to ride down the lump between the wheel tracks and keep a watch out for rogue lumps of tar. This carries on for what seems like hours, but in the end it stops and we can breathe again. Whilst dodging potholes, we had the photographers trying to take pictures of us. This was a bit of a nightmare as the Brown Tank would pull up alongside of you with the female camera operator hanging out the window all the while on a single carriageway. I spare a thought for the riders and their passengers who were riding combo's. They must have really battled.

We join the main N3 and cross the Vaal River to pull off at the Vaal One Stop. Again I am delayed leaving when a couple of guys riding big modern machines stop me to find out what our rally is all about. They are flabbergasted when they learn that we have ridden all the way from Pinetown. Now I have to hurry along a bit to catch up, but I make up time and reach the regularity.

We stop for lunch at Ou Poort and again there is a huge collection of motorcycles to view. Lunch is good and we tog up and are on the road again. We have a sixty kilometer ride to the next stop off at the Petroport. We leave after ten minutes. The rest of the ride into Johannesburg is long and uneventful. The little BSA bowling along at a steady fifty miles an hour. We go through the Gosforth toll plaza and head west towards the finish. We are early and have to wait about ten minutes at a taxi stop in Rossettenville Road before proceeding to the finish at the James Hall Museum of Transport.

The welcome that the crowd gives the riders is awesome and then you know that the trials and tribulations of getting there was all worth it.

Written by : Terry Chesterton (19/01/2010)  
Motorcycle : 1935 BSA 250cc OHV (Monty)

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## **Events: future**

### **Bike of the Month Competitions**

January:	Best of British (won by Wayne Bagley)
February:	Golden Years Trophy ( DJ Rally bikes) (Won by Doug Cruikshank)
March:	Day of the Rising Sun (Classic Oriental Bikes)
April:	Best BMW (Dave Turnbull Memorial Trophy)
May:	"Tiddlers" (Up to 250cc)
June:	Showbike Trophy (1937 to 20 years old minimum).
July:	Concourse Competition (Any classic bike, 1989 or older. Winner chosen by panel of judges)
August:	Best Post-Classic (At least 10 years old but not older than 19 years).
September:	Best Sidecar Award (Must be classic, i.e. 1989 or older).
October:	Best Matchless/AJS
November:	Best Classic Racer
December:	Moderns, incl. scooters. Any make, any size. 2000 to 2010 and a separate category for Harleys, any age.

### ***2010 CENTURY RUN***

This years run is planned for SATURDAY 17th APRIL 2010. It will take place in Pietermaritzburg and VSCC have kindly agreed to make their facilities available for us.

Anytime from 12.30pm we can gather at the VSCC and then commence the ride at +/- 2.00pm so we suggest you be there not later than 1.30 pm. The plan is to ride 2 laps of the former Alexandra Park circuit, which is on public roads, and then move across to the Roy Hesketh circuit and ride 2 laps of that famous course. We will be escorted by the PMB Metro police who will block off intersections to give us an uninterrupted ride. From Roy Hesketh we will return to the VSCC for a Braai and refreshments. There will be a sweep vehicle to assist with any breakdowns.

Bikes can be trailered or ridden to the VSCC; trailers will be secure in the club grounds. For those who dont know where the VSCC is, a map will be available at the CMC-N main meeting (Saturday, 3rd April 2010). Remember, the combined age of bike and rider of 100 years or more will earn you a gold, silver or bronze certificate but bikes or riders who do not qualify are also welcome, bearing in mind that there will be no certificate. We know that there will be a couple of guys who raced the Alex circuit; Marsh Page being one, and we are hoping that there will be a big turnout of guys who raced at Hesketh.

***Natal Classic Rally:*** Date to be announced.

***Himeville Run:*** Club member Rob Mc Murray has invited the club to visit him in Himeville. This could either be in the form of a day-jol with lunch at the Himeville Arms, or an overnighter, the Himeville Arms being the place to stay. Date to be decided & confirmed.

***Cars in the Park:*** This show will be held in Pietermaritzburg in May 2010. The exact date is still to be finalised.

***Our Club's Classic Motorcycle Show:*** 30 & 31<sup>st</sup> July 2010.

***Margate Bike Week:*** end of April 2010

***Bike of the month:*** The competition for 'Bike of the Month' at next months' monthly meeting (3<sup>rd</sup> April 2010) will be for bikes from 'Day of the Rising Sun' (Classic Oriental Bikes).

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## **Technical Stuff And Other Snippets**

The following article was written by CMC-N clubmember Stuart Anderson for Shoptorque, October 1989. For space reasons I've left out the sketches mentioned in the article. However, those who want to try this conversion, these sketches are available from the me, the editor.

BRIT-BIKE IGNITION CONVERSION FOR LUCAS MAG/DYNOS (1920 – 1965)

For as long as I have been restoring and riding British bikes, I have experienced problems with the old magneto's in that when the machine gets really hot, the magneto becomes tired and eventually, cannot produce a spark strong enough or intense enough to fire the mixture in the combustion chamber. This causes misfiring and loss of power or even complete failure.

I have noticed this problem more so on my BSA Gold Star and this I am convinced is due to the magneto being clamped directly onto the engine crankcase behind the cylinder, which means the mag runs at the same temperature as the engine.

Although I have fitted a re-wound armature with new condenser and gone to tremendous trouble to re-magnetize the magnet, all this failed. I might just add that I went to the trouble of researching the whole concept of magnetizing a magneto and asked a gentleman who actually worked for LUCAS for all his procedures, which he gladly gave me. It was very interesting but at the test the magneto failed. The test is simple – you place the magneto into your wife's oven set at 90 degrees Celsius for 30 minutes. Remove with oven gloves and turn the gear or sprocket, observe the intensity or lack of spark at the spark plug, which you have previously fitted.

One thing came home to me after doing all this magneto testing and that is if the magneto is fitted in front of your engine on a separate base-plate, a la Matchless, it will not reach 90 degrees and you will probably run for years. With all this experience behind me I decided to cut my losses and fit coil ignition so that I might enjoy my Gold Star. I decided to try and retain the originality as far as possible and with that in mind, went about converting an old magneto casing into a distributor.

Notes for DIY Magneto To Distributor Conversion:

1. You will need access to a precision turning facility (lathe, ect.)
2. Refer to sketch 1. The dimension marked \* must be checked with your existing armature.
3. Please note the new points cover which is to be made from nylon or suitable non-conducting material, will be longer than the original pressed metal cover. This may present a space or fitting problem in your bike.
4. With reference to sketch 2, the dimensions marked \* are for substitute brg. at drive end. If you wish to retain the original magneto brg., these dimensions will change to 87,5 and 20,5 respectively. Again check your original magneto armature for dimensions.
5. The taper at front of the shaft for fitting the drive gear must be accurate. The 5 degrees quoted must also be carefully checked. Take a cut leaving some oversize; fit your existing drive gear with mechanic's blue and check. Finally grind in with fine paste.
6. The two keyways must be accurate to accept the dynamo drive clutch hub and gear. Again check dimensions from your original shaft.
7. To avoid having to cut a tapered keyway internally to drive the point's sketch 2, I simply drilled a 1,5 mm diameter hole through the brass point's holder close to the center tapered boss (after first removing the original key) and with the points fitted into the end of the new drive shaft. I carefully drilled  $\pm 3$  mm into the end of the drive shaft and used a pop rivet shank as a key.
8. In both conversions, it was necessary to make up a new cover retaining stud, re-used the original spring steel clamp.

**Routing the wire** from the coil to the mag/distributor: I fitted the coil inside the toolbox and ran the HT lead from the coil to the plug via a hole in the rear of the toolbox along the frame. Using an old HT pick-up, which I modified by removing the brush housing (on a grind stone) I then drilled and tapped M4 thread into center aluminum contact. Using a terminal and a piece of flex connected to the inside of the pick-up I ran the wire inside the magneto casing and out the cover-points end. The other end was then made off with a terminal lug for connecting to the points. By doing this I was able to use the original HT lead as the supply to the points and it is very difficult to notice the conversion.

S. J. Anderson.  
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## **Not Technical, but Informative! (Or 'Those Bloody Germans!')**

Did you know....

The iconic English TRIUMPH motorcycle origins began with a German immigrant back in 1885. A very astute and academically talented young Siegfried Bettmann founded a London-based import/export business in that year, importing sewing machines and exporting british-made bicycles to Europe which was being swept by a bicycle craze. Initially these cycles made for him in Birmingham bore a 'BETTMANN' trade mark. This was soon changed to 'TRIUMPH', a name chosen because of its recognition in most languages. Very clever.

Trade improved to the extent that the import of sewing machines was dropped and a decision was made to not only export more bicycles, but to manufacture them in his own factory. Siegfried took on another German immigrant in 1887, Maurice Schulte (a trained engineer) as a junior partner, to set up a bicycle factory in Coventry, the home of the British cycle trade at that time.

In time Schulte foresaw a market for a powered two wheeler, & the impetus for this came when 'MINERVA' of Belgium introduced a neat, fairly reliable little 175cc two-stroke engine that was clamped to the forward downtube of a bicycle frame and drove the back wheel directly with a twisted rawhide belt. This was to be the first 'TRIUMPH' motorcycle. The year was 1902 (the end of the Boer war!). Development was rapid with improved engine power and reliability, but still basically a 'clip-on'. In 1904 it was decided to take the plunge and design and produce a 'proper' motorcycle, with stonger frame and wheels and an engine mounted within the frame which had become the convention.

The first 'in-house' engine was a 298cc side-valve. The first attempts were not without problems. During testing, frame breakages and rapid wear of piston rings and cylinder were some of them. The problems were overcome with better metallurgy and design and the marques' popularity grew rapidly as its reliability improved. Success at the Isle of Mann TT racing helped with this.

This reliability was to stand the company in good stead in the years leading up to World War 1. Some 30,000 'TRIUMPH' Model H's were supplied to the British and allied armies. The 'trusty Triumph' H proved to be a very rugged machine. In 1924 a 500cc model 'P' was introduced with a price tag of just under 43 pounds, the lowest priced 500cc ever. The demand was so great for these that the factory stepped up production to about 1000 a week! It was phenomenal for the time.

The company managed to survive the great depression of 1929/30, which saw many go to the wall, and as the mid 30's ushered in better times, (somewhat shortlived!) more pace-setting models were added to their line-up. These included the very popular Tiger 70, 80 & 90 singles, and the real 'masterpiece', Edward Turners 500cc Speed Twin of 1937! This was to set the standard for British twins right to the end of Triumph's long and proud history, which unhappily unravelled in 1978.

This proud name continues today in the Hinkley Triumph, an entirely new company which benefits from the most famous name in motorcycling history!

Thanks to Dave Stone for this brief history – Ed.

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## News from SAVVA

The South African Veteran & Vintage Association is currently involved in discussions with the National Ministry of Transport regarding the registration and licencing of classic vehicles.

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### Toosie Hudson writes:

On the 2 January 2010 I did a survey at the Club on the 10 most popular bikes of the last century using 10 members aged 60-70 years. Votes counted were as follows:

Manx Norton 500	7	Matchless G50	4
BSA Gold Star 500	7	Velocette KTT	4
AJS 7R	6	Honda 250cc 6-cyl	4
Moto Guzzi 500 single	5	Honda 50cc	4
Honda 750 Four	5		

Members Choice: Gerald Alexander votes were: AJS 7R; Velo KTT; Manx Norton; NSU 250 Sportmax

In 1966 I went to the Isle of Man and I saw the Honda 6 250cc (Enclosed Photos) in the pit area. They were running the bike about 3m away from me and I will never forget THAT sound! The six was designed to resist the Yamaha two-stroke increasingly strong challenge by allowing very high revs. In 250cc form its compact engine containing 24 valves emitted an unforgettable howl and produced 60 BHP at a heady 18,000 RPM.

The Six was debuted prematurely by Redman in late 1964, and improved for both handling and reliability during the following season. Top Speed 153 MPH (245 KPH).

In 1966 Hailwood won 10 out of 12 Grand Prix on the 250cc RC 166 and also took the 350cc title on a bored out 297cc version. Hailwood retained both championships on the six.

These are the reasons why the Honda 6 250cc was my 1<sup>st</sup> choice.

In 1979 I bought a Honda CBX 6. The fact that it had 6 cylinders and 24 valves was right up my alley and I enjoyed riding this bike. In the N.M.C.C. hill climbs I was champion in 1982 and 1989, runner up in 1984, 1985 and in 1987 riding my Honda CBX1000 and my 750 Suzuki Katana. I was faster on the 750 Katana as that bike is lighter than the CBX. I also won the Ben North Trophy in 1987 and the Bert Salmon Trophy in 1982 and 1989.

It was nice to see Nobby Clark at the Club. He worked on the racing Hondas for years. It was interesting to see the preferences of the 10 members.

Yours in motorcycling.  
Toosie Hudson.



Toosie's photos of the Honda Six!

**Smalls**

*For sale:* 2007 **Triumph** America, 5000 Kms, Blue colour, very good condition. Asking R65 000 negotiable. Phone Ian on (031) 460-8722 (work) or 082-650-8475 (cell)

*For Sale:* 1984 **Moto Guzzi** Le Mans MK3 850cc. 60 000 kms. In completely original condition. Has completed 5 Natal Classic Rallies and numerous Breakfast Runs etc. R27 000.00 neg. Contact Reg Venter on (033) 330-6064 or 082-3577-827.

*For Sale:* 1960 **BSA** Super Road Rocket 650cc. This is the bike that was won in our Lucky Draw at last years Classic Show and is in immaculate condition, fully registered and licensed. Price: R25 000.00 onco. Contact Greg Stroud on (031) 467-3488.

*For Sale:* Original 1979 **Moto Guzzi** 850 T3 in beautiful all-round condition, with panniers and in daily use. Only 50 000 kms on clock. Urgent sale R25 000 onco. Contact Giovanni on 083-710-8001 or (021) 979-2410 or [breakthrough@telkomsa.net](mailto:breakthrough@telkomsa.net)

*For Sale:* James Ellis says he has a 1986 **Honda** CB 1100 F for sale. The bike is original but for the Cowley exhaust and footpeg assembly appears to be aftermarket. Bike is in need of TLC but otherwise complete. Email him on [JamesE@mtnloaded.co.za](mailto:JamesE@mtnloaded.co.za) for more details.

*Wanted:* Tinus is looking for a right-hand side-cover for a 1981 **Kawasaki** Gpz 550. Can anybody help him with a replacement? Contact him on "Tinus van den Berg" [tinusvdb@cat.co.za](mailto:tinusvdb@cat.co.za)

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