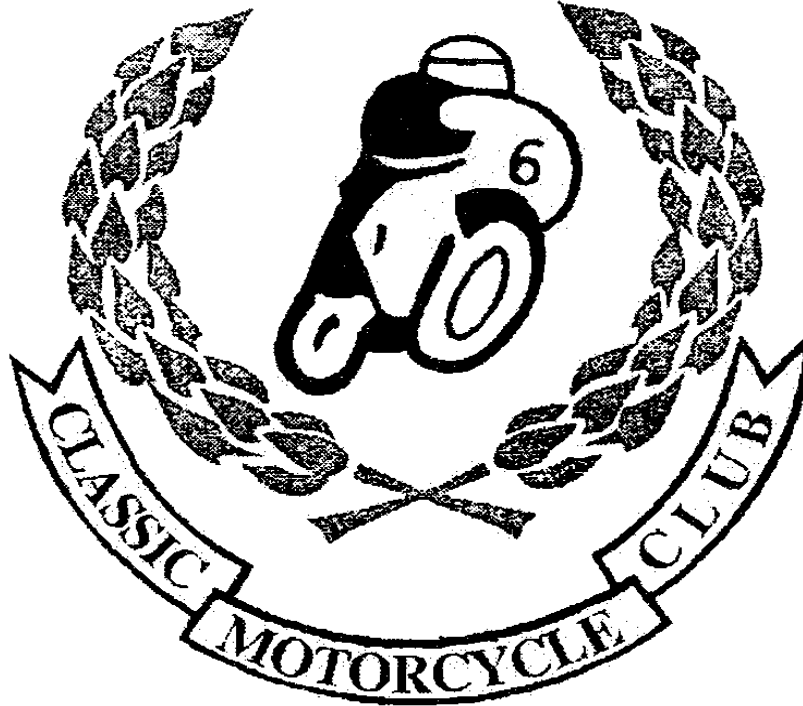


# Shoptorque

## NATAL



### Classic Motorcycle Club of Natal

Headquarters: 137 Tara Road, Bluff, Durban

Postal: P.O. Box 21759, Bluff, Durban, 4036

Web Site: [www.ncmc.org.za](http://www.ncmc.org.za)



Affiliated to SAVVA

Affiliated to The Vintage Motor Cycle Club - UK

## Your Committee:

<b>Position</b>	<b>Name</b>	<b>Email address</b>	<b>Telephone numbers</b>
Patron	Alan Young	<a href="mailto:youngjay@telkomsa.net">youngjay@telkomsa.net</a>	HOME: (031) 467-7294 CELL: 082-465-8273
Chairman	Ken Sink	<a href="mailto:thesinks@absamail.co.za">thesinks@absamail.co.za</a>	HOME: (031) 563-2403 CELL: 072-040-8815
Vice Chairman	Edwin White	---	HOME: (031) 205-6786 CELL: 072-219-1925
Clubhouse Manager	Mike Mathews	---	HOME: (031) 467-8648 CELL: 082-377-8580
Treasurer	Aubrey Cilliers	<a href="mailto:salaub@telkomsa.net">salaub@telkomsa.net</a>	HOME: (031) 708-5934 CELL: 083 922-0133
Secretary	Salome van Niekerk	<a href="mailto:salaub@telkomsa.net">salaub@telkomsa.net</a> Box 41587, Rossburgh, 4072	HOME: (031) 465-5831 CELL: 072-040-9000
Club Registrar	Andrew Mather	<a href="mailto:mathera@durban.gov.za">mathera@durban.gov.za</a>	HOME: (031) 563-7986 CELL: 083-309-0233
Outings Co-ordinator	Vacant	---	---
Dating Officer	Rod Thomas	Box 272, Linkhills, 3652	HOME: (031) 762-1509
Co-opted	Dudley Schafer	---	---
Spares Manager	Edwin White	---	HOME: (031) 205-6786 CELL: 072-219-1925
Asst. Spares Manager	Kevin Tebutt	---	---
Regalia Officer	Rob Wiles	---	CELL: 083-699-5698
Rally Manager	Richard Sawkins	<a href="mailto:sawks@telkomsa.net">sawks@telkomsa.net</a>	CELL: 082-800-0971
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Librarian/100 Club	Dave Stone	---	HOME: (031) 564-5506
SAVVA Club Rep	Ken Sink	<a href="mailto:thesinks@absamail.co.za">thesinks@absamail.co.za</a>	HOME: (031) 563-2403 CELL: 072-040-8815
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<b>BANKING DETAILS</b>	
Bank:	Standard Bank
Branch:	Amanzimtoti
Branch Code:	057527
Account Number:	05-155-629-4

### **From the Editor:**

Please accept my appologies for the delay in getting this edition of Shoptorque published online – I was bed-stricken for a good couple of days with ‘flu!

## Announcements:

*Club House:* The Lions Club will henceforth be doing the catering during our monthly meetings.

*Monthly Meetings:* For those who really can't wait for two o'clock to arrive, take note that the club house is open on Saturdays from half past twelve onwards.

*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 (25<sup>th</sup> July 2010).

### *New Members*

R.V. Bell who was accepted into our fold on the 3<sup>rd</sup> July 2010.

### *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.

**OilPower**, 45 Henwood Road, New Germany Tel (031) 705-9871, for fuel hoses, hydraulic/oil hoses and associated fittings.

### *Passing News:*

I regret to inform you of the passing away of our father and husband, Dick Thompson, on the afternoon of 12<sup>th</sup> June 2010. We are obviously very sad about his passing, but he lived a full life and passed away quietly in his sleep, without any fuss, pain or suffering, which is a blessing.

As many of you will know, he was a long standing member of most of the Vintage and Classic clubs in Pretoria, Johannesburg and Natal, and competed in many rallies and DJ's.

An informal "get together" was held at the Umngeni Waterfalls Bowling Club in Howick on Friday 18<sup>th</sup> June at 14:30, to celebrate his life that he shared with all of us. Tea, coffee and snacks were provided, and as Dad would have wanted, the Bar was open for business.

J.G.Thompson  
25<sup>th</sup> September 1921 – 12<sup>th</sup> June 2010.

Many thanks,  
The Thompson Family

## Events: past

*Monthly Meeting:* 5<sup>th</sup> June 2010.

*Bikes on Show:* Best Concourse Bike, won by 1957 BSA of Ken Jennings

*The CMC-N Classic Rally:* This rally was held on the weekend of the 29<sup>th</sup> May 2010. There were 37 finishers. Bikes from 1928 to 1984 and from 250cc to 1000cc took part. The results are as follows:

<b>1st Name</b>	<b>NAME</b>	<b>Make</b>	<b>Year Model</b>	<b>CC</b>	<b>Overall SCORE</b>	<b>Overall POSITION</b>
Kevin	Robertson	Honda Black Bomber	1965	450	116	1
Rikki	Maizey	HONDA CB 450	1972	450	136	2
Rick	Lewis	SUNBEAM 5	1929	498	162	3
Denis	Pullon	BRIDGESTONE	1968	350	173	4
Andy	Stead	BSA E 10	1930	1000	194	5
Wayne & Myra	Bagley	YAMAHA XJ 900	1963	900	202	6
Raymond	Meyer	BMW R27	1963	250	208	7
Ginty	Melvill	Triumph Speed Twin	1960	500	210	8
Clive	Stead	RUDGE ULSTER	1930	500	211	9
Kevin	Walton	ARIEL VHA	1952	500	217	10
Roland	Nancekivell	VELOCETTE VIPER	1960	350	237	11
Hank	Raatgever	MOTO GUZZI	1981	500	286	12
Ivor	Carlson	BSA B31	1956	350	299	13
John	Wright	BMW R80 GS	1980	800	300	14
Lofty	Pretorius	MOTO GUZZI	1979	1000	323	15
John	Allison	Rudge Ulster	1931	500	344	16
Michael	Mathews	BSA B44 Victor Spl	1969	441	346	17
Craig	Patterson	BMW R60/2	1961	600	376	18
Brian	Wallace	INDIAN SCOUT	1931	750	396	19
Dave	Stone	BSA C12	1956	250	458	20
Eugene	Mulder	SUZUKI TS 250	1975	250	491	21
Holger	Morhart	MOTO GUZZI V7	1967	700	502	22
Dave	Collins	SUZUKI GS 400E	1980	400	723	23
Samantha	Anderson	MATCHLESS Comp.	1964	500	747	24
Reg & Jean	Venter	MOTO GUZZI	1984	850	1,083	25
Barney	Barnes	ARIEL RED HUNTER	1936	500	1,095	26
Beverly	Edwards	BSA C15	1967	250	1,963	27
Sheila	Stead	BSA B44	1928	250	1,968	28
Theo	Alberda	NORTON ES 2	1949	500	2,023	29
Grant	Bakewell	R65 BMW	1983	650	2,859	30
Graeme	Leies	TRIUMPH 6 T	1957	650	3,164	31
Rick	Hoekstra	BMW R60	1968	600	3,638	32
Gavin	Walton	BMW R60/2	1966	600	4,296	33
Roland	Tilman	BMW R60	1958	600	4,338	34
Michael	Milner-Smyth	BMW R60/2	1969	600	5,703	35
Steven	Helm	NORTON ES 2	1953	500	9,000	36
Con	Engelbrecht	SUZUKI GS 450	1981	450	9,600	37

By all accounts everyone had a good time: Kudos to the organising team!

## Events: future

*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.

***Our Club's Classic Motorcycle Show: 24 & 25<sup>st</sup> July 2010. Helpers are needed – and so are exhibitors! Please contact Barbara Sink at (031) 563-2403 or 076-686-4194***

*Bike of the month:* The competition for 'Bike of the Month' at next months' monthly meeting (7<sup>th</sup> August 2010) will be for The Best Post-Classic (bikes between 10 and 19 years old).

### **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, won by Raymond Meyer)
May:	"Tiddlers" (Up to 250cc) – won by Raymond Meyer's Honda Benly
June:	Showbike Trophy (1937 to 20 years min)
July:	Concourse Competition (Any classic bike, 1989 or older. Winner chosen by panel of judges) – won by Ken Jennings' 1957 BSA
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/Norton
November:	Best Classic Racer
December:	Moderns, incl. scooters. Any make, any size. 2000 to 2010 and a seperate category for Harleys, any age.

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## **Technical Stuff And Other Snippets**

### SAVVA Technical Tip no 36 – Replacement head light bulbs.

Some months ago it was suggested the replacing of 12 volt 60/40 headlight bulbs with 100/90 ones. Many of us went this way with excellent results. Unfortunately, the motoring lawmakers have deemed these bulbs illegal as they are above the prescribed wattage that may be used for headlights. They have therefore become rather difficult to obtain. If you are happy to continue to "break the law" may I suggest you buy a couple of spares whilst there are still some available.

I cannot understand why they have deemed these bulbs illegal when modern car lighting is the pits. I cannot see how some modern cars get through a C.O.R. I'm sure you've experienced a modern car approaching you and blinding you even when they are on "dip" mode.

There is however a legal replacement for 60/40's on the market. It is a bulb manufactured by the German company Osram. Osram are world leaders in the field of specialized lighting and the quality cannot be disputed. The price is a fair amount more than standard bulbs at about R125.00 a pair. They are called Bilux H4 60/40 Night Breakers. Their claim to fame is that they

offer 90% more light than normal 60/40 bulbs, are 10% whiter and have 35 meters more road illumination.

I fitted a pair to a 1960 Bentley to compare with the 100/90's currently fitted and the result was very evident. It made the 110/90's look yellowish in comparison. They do in fact give a very white light and better road illumination.

You may have to use a bit of ingenuity as how to mount them as the base is slightly smaller than the standard Lucas fitting. I was lucky as the spring wire holders/clips were still able to hold the Bilux's in place, in fact, they left a small gap which should help with cooling.

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### **SAVVA Technical Tip 38 - Clutch Shudder**

#### **REDUCING CLUTCH SHUDDER, ROUGHNESS + OTHER PROBLEMS AFTER OVERHAUL**

by: Robin Phipson

*NOTE: This tip applies more to classic cars, but who knows, it might help someone with a classic bike problem – Editor.*

The cause of the above are usually the relative alignment between block, crankshaft, flywheel and gearbox spigot shaft. If these are not all perfectly in line, both radially and axially, you are going to have problems

#### **DEFINITIONS:**

Imagine trying to line up the crank and gearbox spigot shafts so that they are exactly in line.

**Radial:** This literally means looking outwards from a centre point in a shaft at 90° to the shaft.

**Radial Alignment:** If the shafts are exactly parallel to each other, but offset to one side relative to each other, then the shafts are said to be **radially** misaligned

**Axial:** This literally means looking along a shaft from one end to the other.

**Axial Alignment:** If the shafts line up with each other where they meet, but are not exactly parallel to each other, then they are said to be **axially** misaligned.

Both the above can be easily measured with a dial gauge and magnetic base.

#### **CRANKSHAFT ALIGNMENT:**

Over many decades of use, and crank regrinds, especially where the crank was slightly bent before grinding (more common than you think!), it often arises that the rear flange of the crank is no longer true to the main bearing journals thus causing the flywheel to flutter about causing all sorts of problems.

**Remedy:** After final journal machining, set the crank up in an accurate lathe with the nose clamped in the chuck. Zero the crank radial runout using the front and rear main bearings to clock on. Set up dial gauge to read axial run out of flange face. If not zero, and I mean zero, take the lightest possible cut off this face. This will now ensure your crank is absolutely true.

**Warning:** Do not correct any radial runout on the crank flange by machining, otherwise the flywheel will have nothing to spigot on, resulting in serious problems.

#### **FLYWHEEL ALIGNMENT TO CRANK:**

Virtually no brake and clutch shops reface a flywheel so that the clutch plate face is true to the flange face in same.

1. If flywheel not yet machined: Bolt flywheel to crank in lathe after truing crank as per previous paragraph. Now machine flywheel clutch face in lathe.
2. If flywheel already machined: Re-do as above! Or, set up flywheel in lathe with flange facing outwards. Zero flywheel runout on clutch face. Then take light cut on flange face. The clutch face is now exactly parallel to the flange face, thus ensuring no runout when bolted to the crank.

### **CRANK ALIGNMENT TO BLOCK:**

Again, over many decades of use, the block may have warped and/or main bearing line boring may now have placed the crank on a different axis to the original factory axis. (More common than you think). Also, the back of the block where the bellhousing bolts on may not be at exactly 90° to the crank axis.

**Solution:** After the crank main journals are final machined, the flange faced, and the block machining complete, fit the crank to the block with all its new main bearing shells and thrust washers. Torque main bearing bolts fully. Now stand the block vertically on its nose on planks so that the crank is free to turn. Put the magnetic base on the crank flange, and fit the dial gauge so that it traverses around the block back face where the bellhousing bolts on. Turn the crank and measure the axial runout of the rear block face. If it is more than 0,02mm, you have a problem, as the gearbox will now be automatically misaligned to the engine!

Find a guy with a large lathe and set up the entire block-crank assembly in same, with crank nose in chuck. Support crank flange in tailstock. Zero crank radially at both ends. Now lock crank to block, and rotate entire assembly in lathe! Machine back face of block true. This ensures back of block is now true to the crank centerline. (This job can often be done the other way round with crank flange in chuck.)

### **CRANK TO SPIGOT SHAFT ALIGNMENT:**

Although not always essential, we assume that you have trued the crank to itself, the flywheel, and the block, as per the above procedures.

With crank assembled to block, stand block on its nose as before, with the crank free to rotate. Take bellhousing and bolt to block complete with all bolts and dowels and tighten fully.

Now, place the magnetic base on the crank flange and let the rod part stick up through the spigot-bearing hole in the bellhousing. Then set up the dial gauge to read axially on the outermost face of the bellhousing to gearbox face. Traverse by rotating the crank and take a series of readings. If the axial runout exceeds 0,02mm, you have **axial** misalignment between the crank and spigot shafts; i.e. they will not be parallel on final assembly, which will result in clutch shudder and rapid wear of spigot shaft bearing and clutch pilot bearing. (The two faces of the bellhousing are not parallel to each other.)

The only way to sort this out is to take it to a machine shop with a milling machine with an extremely accurate bed, such that when the bed traverses it does so at exactly 90° to the milling spindle. The bellhousing is then clamped gearbox side down to the bed, and the block face of the bellhousing machined true to the gearbox face of the bellhousing. This operation could be done in a lathe, but the chances of it jumping out the chuck are very high. Neither of these are easy operations as the bellhousing usually starts singing and vibrating like a church bell, and it is also sometimes easy to distort it when clamping down onto the milling machine bed.

Refit the bellhousing to the block again as per previous procedure above. Now set the dial gauge to read radially where the bellhousing clamps the spigot bearing to the gearbox casing. Take a series of radial readings. If the radial runout exceeds 0,02mm, you have radial misalignment between the crank and spigot shafts; i.e. they will not be radially in line on final assembly. (Same comments as under axial misalignment apply.)

Now start sweating: Remove the dowel pins and loosen the bellhousing bolts. Now tap the bellhousing this way and that until you get less than 0,02 mm radial runout on the dial gauge in all directions. Then fully tighten down the bolts and recheck. This is much more difficult than it sounds!

Now you have to ream out the now offset dowel holes and make up oversize dowels to suit. If this is beyond you, and it probably will be, then take it to a good machinist who will do it for you.

Another very common problem is that people leave out dowel pins, or fit damaged ones on reassembly. This is usually caused by dowel pins being left in during overhaul and monkeys dragging the block around the shop whilst supported on the dowel pins on the rough concrete floor. Any damaged dowel pins should be replaced. Do not file to fit!

**NOTE:** It is vital that axial misalignment is corrected **before** radial, otherwise you will get trapped in an endless "do-loop", and end up assaulting somebody.

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**Smalls** (will appear for no more than two months, unless otherwise arranged)

*For Sale 1:* Indian Royal Enfield. Low Milage One Owner.

*For Sale 2:* First of the 4-stroke 4-Cyl Suzuki.

Contact: Ben Vandenberg (021) 7122-661.

*Wanted:* Spares for Honda Super Sport 400. Contact: Clive Ribbink.

*Wanted:* Honda 150 cc +- 1967/68 and/or Yamaha 305 cc +- 1967/68  
Contact Frikkie Coertse on 082-653-9831

*For Sale or Swop:* 1941 +741B Indian Frame, forks, seat, front & rear mudguards.

*Wanted:* For 1921 Indian Powerplus: Forks, Rear Barrel and any other parts - rusty or not.

Contact: Mike Burden: 071-605-1714.

*For Sale:* I have a 1983 Moto Guzzi V50 for sale. She runs really well & I unfortunately don't have the time to really enjoy her.



Contact Hugo on cell 072-725-1979 OR email: [hugo.langerman@gmail.com](mailto:hugo.langerman@gmail.com)

*For Sale:* 2007 Ducati Monster 695 (Red) with 2,680 kms – AS NEW. The bike is in immaculate (showroom) condition & comes with full service history. It is fantastic to ride & can be viewed at the Ducati showroom at the Cape Town Waterfront. Price: R65 000 ono.  
Contact Richard Mudie on: 083 899 560 or Gavin Pieterse on 021 – 421-5877

*For Sale:* Motobecane motorised bicycle in running order with spare tyres.  
Contact: Moritz Cloete on (031) 903-4288 or 082-552-9597

*For Sale:*

A. BSA Super Rocket 650cc Combo, very clean, good runner, Licenced and dated R35000

B. Norton Atlas 750 – 1964. Very clean, good runner, licenced, R30 000

C. Norton Commando 850 - 1976. Electric start, Clean, licenced, runner, R50000

All bikes are very clean and very close to 100% condition. Owner too old to ride.

Contact Andrew Neon on 071-051-7872



*Wanted:* Smiths revcounter to fit a 1961 BSA A10 SR. It should read to 8000 rpm and have a black face. Also a Lucas Altette 6-volt horn  
If you can help, contact Ray Mackey at 082-922-6106

*For sale:* 1959 Norton Dominator 600cc Sport Special with wideline Featherbed frame. Unfinished project: still requires left footpeg and toolbox. Price is R10 000.  
Please contact Bob Perryman on (039) 975-1721

*For sale:* 1958 BSA and 1970 Honda CB 350 (as per photos); make me an offer.



For more info contact Hennie 072-4377-200 OR email [henniep@tshwane.gov.za](mailto:henniep@tshwane.gov.za)

*Wanted:* rear mudguard and 4-into-4 exhausts (chicken teeth) for 1971 Honda CB750 Four (K1). Also wanted: Krauser or Wedge touring panniers and brackets from the 1980's.  
Contact Thomas on 083-627-4220 or email [thomas.schubert@engenoil.com](mailto:thomas.schubert@engenoil.com)

*For Sale:* Dell'Orto PHF 34 pumper carbs, one LHS and one RHS. Ideal upgrade for Moto Guzzi SP1000 or 850T / T3 V50 or V65. Asking R2000-00.  
Contact Thomas on 083-627-4220 or email [thomas.schubert@engenoil.com](mailto:thomas.schubert@engenoil.com)

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