

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



Affiliated to SAVVA

Affiliated to The Vintage Motor Cycle Club - UK

Your Committee:

Position	Name	Email address	Telephone numbers
Patron	Alan Young	youngjay@telkomsa.net	HOME: (031) 467-7294 CELL: 082-465-8273
Chairman	Ken Sink	thesinks@absamail.co.za	HOME: (031) 563-2403 CELL: 072-040-8815
Vice Chairman	Rod Thomas	---	HOME: (031) 762-1509
Clubhouse Manager	Mike Mathews	---	HOME: (031) 467-8648 CELL: 082-377-8580
Treasurer	Aubrey Cilliers	salaub@telkomsa.net	HOME: (031) 708-5934 CELL: 083 922-0133
Secretary	Salome van Niekerk	salaub@telkomsa.net	HOME: (031) 465-5831 CELL: 072-040-9000
Club Registrar	Andrew Mather	mathera@durban.gov.za	HOME: (031) 563-7986 CELL: 083-309-0233
Outings Co-ordinator	Vacant	---	---
Dating Officer	Rod Thomas	---	HOME: (031) 762-1509
Almoner	Dudley Schafer	---	HOME: (031) 465-6454
Spares Manager	Edwin White	---	HOME: (031) 205-6786 CELL: 072-219-1925
Asst. Spares Manager	Kevin Tebutt	---	---
Regalia Officer	Jill Alberda	mjalberda@gmail.com	CELL: (031) 262-9953
Rally Manager	Richard Sawkins	sawks@telkomsa.net	CELL: 082-800-0971
Show Manager	Barbara Sink	thesinks@absamail.co.za	HOME: (031) 563-2403 CELL: 076-686-4194
Librarian & 100 Club	Dave Stone	---	HOME: (031) 564-5506
SAVVA Club Rep	Ken Sink	thesinks@absamail.co.za	HOME: (031) 563-2403 CELL: 072-040-8815
Website Manager	Rob Haesloop	rob@haesloop.co.za	CELL: 082-440-3538
Editor	Thomas Schubert	twowheel@lantic.net	CELL: 083-627-4220

BANKING DETAILS	
Bank:	Standard Bank
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Announcements:

The Southern African Veteran and Vintage Association (SAVVA) has published the following circular:

Circular 10/2010

In order to bring the SAVVA vehicle classification in line with International standards, the classes are listed below and are to be used with immediate effect.

Class A	Ancestor	Built prior to December 31st 1904
Class B	Veteran	Built between January 1 st 1905 & December 31 st 1918
Class C	Vintage	Built between January 1 st 1919 & December 31 st 1930
Class D	Post Vintage	Built between January 1 st 1931 & December 31 st 1945
Class E	Post War	Built between January 1 st 1946 & December 31 st 1960
Class F	Post 60	Built between January 1 st 1961 & December 31 st 1970
Class G	Post 70	Built between January 1 st 1971 and the SAVVA age-limit as defined in the Constitution.

NOTE:

Attached to the December 2010 edition of the Soptorque you should have found a 'Contact Details Update Form'. Please complete this form and forward it to Salome van Niekerk or to any other member of the committee. You could of course also fax or email your updated details to Salome.

Club Trailer:

The Club trailer is stored at the home of Theo Alberda. If anybody requires it, please collect it from him. Telephone numbers: (031) 262-9953 or 076-051-6323

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.

Financing available for private motorcycle purchases

We are in the process of introducing a financing alternative option for people who want to buy motorcycles but are on ITC and cannot obtain finance via the banks.

Finance will be available up to R 60 000.00 through unsecured loans.

The public can advertise their motorcycles at no cost on our website; we can arrange finance for prospective buyers. We also make provision for other motor vehicles, boats and caravans.

Kind regards
D.H. McPherson (Mac)
Tel: 073-968-9828

The AGM

...was held early in December 2010. As was to be expected, there were some changes to the Committee. The new Committee is listed on the first page of this newsletter and it can also be found on the website.

Membership fees are now due. At the AGM it was decided that membership fees will henceforth be R220-00 per annum for Ordinary Members, and R120-00 per annum for Country and Life Members.

A point of discussion was the '100 Club'; it was decided to keep this institution going but that participants will pay R100-00 for the year, up front.

Club Almoner

The Committee has decided that being charitable to outside organisations is all good and well, but that we should also pay some attention to those within our own ranks. As a result it has been decided that the Club will henceforth have an Almoner; Dudley Schafer will fill the post.

Events: Past

November 2010 Club Meeting

- 100-Club: 1st: Tom Warren (№ 12) – R500-00
- 2nd: Raymond Meyer (№ 47) – R50-00
- 3rd: Paul McCormack (№ 74) – R20-00

Best Classic Racebike: Wayne Bagley's 1930 AJS R-10

November Breakfast Run: Dave Stone arranged a Mystery Run to the Tongaat area. Twelve bikes, their riders and one pillion went along. I'm told Hank Raatgever knew his beer...

December 2010 Club Meeting

The 100-Club was won by Tom Warren.
The Bike of the Month was won by Dave Neethling's Harley Davidson V-Rod

Events: Future

Event	Date	Other
January 2011 Club Meeting	Saturday, 8 th January 2011	Clubhouse
January Club Breakfast Run	Sunday 9 th January 2011	To be confirmed
2011 D-J Commemorative Run	11 th to 12 th March 2011	Durban to Johannesburg
Natal Classic Rally	19 th to 22 nd May 2011	near Midmar Dam

Day of the Champions

From the Historic Motorcycle Group's newsletter:

Bike of the Month Competitions

January:	Best of British: Wayne Bagley
February:	Golden Years Trophy: Doug Cruikshank
March:	Day of the Rising Sun:
April:	Best BMW: Raymond Meyer
May:	Best Tiddlers: Raymond Meyer's Honda Benly
June:	Showbike Trophy:
July:	Concourse Competition: Ken Jennings' 1957 BSA
August:	Best Post-Classic: Dave Stone and 1992 Yamaha SR 250
September :	Best Sidecar: Francis Van Der Merwe's Harley-Davidson
October:	Best Matchless/AJS/Norton: Doug Cruikshank's 1954 Matchless G-80
November:	Best Classic Racer: Wayne Bagley's AJS R-10
December:	Moderns, Any make, any size. Year model 2000 to 2010 and a separate category for Harleys, any age: Dave Neethling's H-D V-Rod



Technical Stuff And Other Snippets

Unleaded Petrol... again.

Theo Alberda has been in contact with Roger Parker of the MG Owner's Club in the U.K. regarding their experiences with unleaded petrol in their classic engines – which are similar in terms of technology to the average Britbike of the classic era. Here we have Roger's response. Being in the petroleum industry myself, I generally concur with the salient points made.

"Theo,

The issue of unleaded has been somewhat overstated in my view, although that doesn't remove the fact that many engines including BMC A, B and C series engines, along with most other British classic marque cast-iron engines from Rootes group through Vauxhall and to Ford were not designed or made with materials that are fully compliant to run on unleaded fuels without

accelerated wear. Indeed the manufacturers took advantage of the TEL (lead) in fuel to get away with using cheaper materials.

The subject though remains one where there is considerable complication and variation, so often simple generalisations may be misleadingly incomplete.

In specific terms with the MG engines they are all cast-iron and the valve seats are machined straight into the untreated cast-iron. Alloy heads such as Jaguars and Rover V8 have to have steel or other hardened metal alloy seats inserted into the head as the alloy is not robust enough even for leaded fuels, and this then gives them a considerable head start when it comes to unleaded fuels as these inserts are harder than cast iron.

TEL in petrol provided two separate functions. One was to provide a solid lubricant in suspension that provides a 'buffer' between the valve and its seat. The second function is as a flame retardant and this is the octane improver function, so engines can run with higher compressions and ignition advance set for power rather than having to be retarded to discourage detonation.

So the true days of leaded petrol we can effectively say that engines were designed down in terms of their material qualities as using TEL was a cheaper option.

Lets look at the effects of removing TEL and running engines designed to run on leaded fuel with pure unleaded. The simplest aspect concerns octane rating which has been easily boosted to levels seen with leaded fuel and higher and with no sign of TEL.

Whilst the octane levels have been restored the modern fuels burn faster and are more volatile, which is ideal for the modern direct injection petrol engines, but not for old cast-iron carburettor engines which suffer more and more from that fuel volatility, seeing fuel vapour locks, poor running and dreadful issues of non hot-restarts. BMC engines being more prone to problems as they all have their fuel systems sitting on top of the now-hotter running exhausts!!!!

However this is getting into another area of incompatibility of modern fuels with old design cast-iron carb engines and away from the question of unleaded and these engines.

Valve Seat Recession (VSR) will occur when the right conditions are present, but this is far from the simple presumption that because the engine is not unleaded-compatible that VSR will automatically occur by simply changing to unleaded. It is far more complex an issue.

Leaded-only engines all have a degree of resistance to the stress effects of combustion and heat and it is important to appreciate (as you obviously do) that the heat and stress varies considerably dependant on the throttle load. It is essentially true that the MG engines need to see stress levels reach a point where there are higher rpms AND wider throttle openings to cross the threshold when a standard MG engines materials are being stressed to a point where VSR will start to occur.

I can refer to some testing done on A-series Mini engines at MIRA (Motor Industry Research Association - which is but 10 miles from where I am sitting) a number of years ago when UK spec Mini's (the proper ones not BMW's) were being 'grey' imported by Japanese into unleaded only Japan, when BL was not exporting the cars there.

These tests were on brand new virgin engines in a number of cars that were run in a variety of conditions. The headline result was that it took only a matter of a thousand miles or so for engines to be so sick from VSR they stopped, but critically these were the engines run on the high speed circuit with predominately wide open throttles and higher rpms for long periods.

Those engines used in a much less aggressive way survived very considerably better, although they were not immune to VSR. This testing also involved engines that had seen induction hardening of cylinder head and others with hardened valve seat inserts, which were resistant to sins of VSR.

These tests are illustrative of what will happen to the leaded-only specification engines when the components are new or valves and seats have been recut. The point I make here is that valves and seats are virgin metal and this is where another interesting finding also of a number of years ago comes into the frame.

It was BMW who identified and publicised a condition known as 'lead memory effect', which in simple terms is some TEL in suspension in leaded fuel becomes engrained in the surfaces of the combustion chamber and its components. In the specific area of the valve and its seat, the constant hammering of valve onto its seat hammers the TEL well into the surface.

The result, BMW explained, was that if the engine was to move onto an unleaded fuel diet then the residual TEL- treated surfaces would resist the stress of even high speed wide throttle opening use for a very considerable time. You will now understand why a couple of paragraphs above I specifically mentioned used head that had had their seats and valve recut were vulnerable, and this is because that cutting removes the impregnated surfaces.

It is clear that Lead Replacement Petrol (LRP - which we lost from general sale around 4 years ago and almost completely about two years ago) which may use a Potassium or Sodium-based compound in place of TEL, does see a similar memory effect.

So in summary the MG leaded engines will not suddenly degrade simply from moving onto unleaded fuel, and depending on how long the engine has been running on leaded (or LRP) will depend whether there is a very significant lead memory effect or a smaller one.

I specifically note positive feedback from well meaning and honest owners who fit some of the 'Snake Oil' additives and gadgets, such as non-reactive lead pellets in fuel, or magnets tied around fuel lines, is generated not from those products but because of the engines limited ability to resist stress and wear, that has been added too by the memory effect. (Snake Oil being an Americanism that really does describe poor and misleading products.)

Attached is a simple graph I have used for a long time to illustrate the point that there has to be both speed and load for unleaded use to overcome the engines standard resistances. Below the green line all is well and a normal service life is a reasonable expectation. Above the green line and without lead memory effect VSR will occur and the greater the load and speed so the VSR rate increases. With lead memory effect it may be possible to achieve up to the red line, which is what the engine would achieve when using leaded fuel.

So when you mention up to 6000 miles per year then lower mileages will have an impact, but only in a subordinate role to the major element I mention above.

The other points you raise have simple answers. The intermittent misfiring is very probably is issue related to the higher volatility of modern unleaded fuels and that contradiction of the BMC engine having the fuel system sitting on top of the hottest part of the engine, the exhaust! These problems during driving conditions will usually be at their worst when fuel flow is at its lowest, such as idling in traffic or slow moving stop start traffic. In these conditions fuel is 'hanging around' much longer in the engine bay and is able to absorb much more heat.

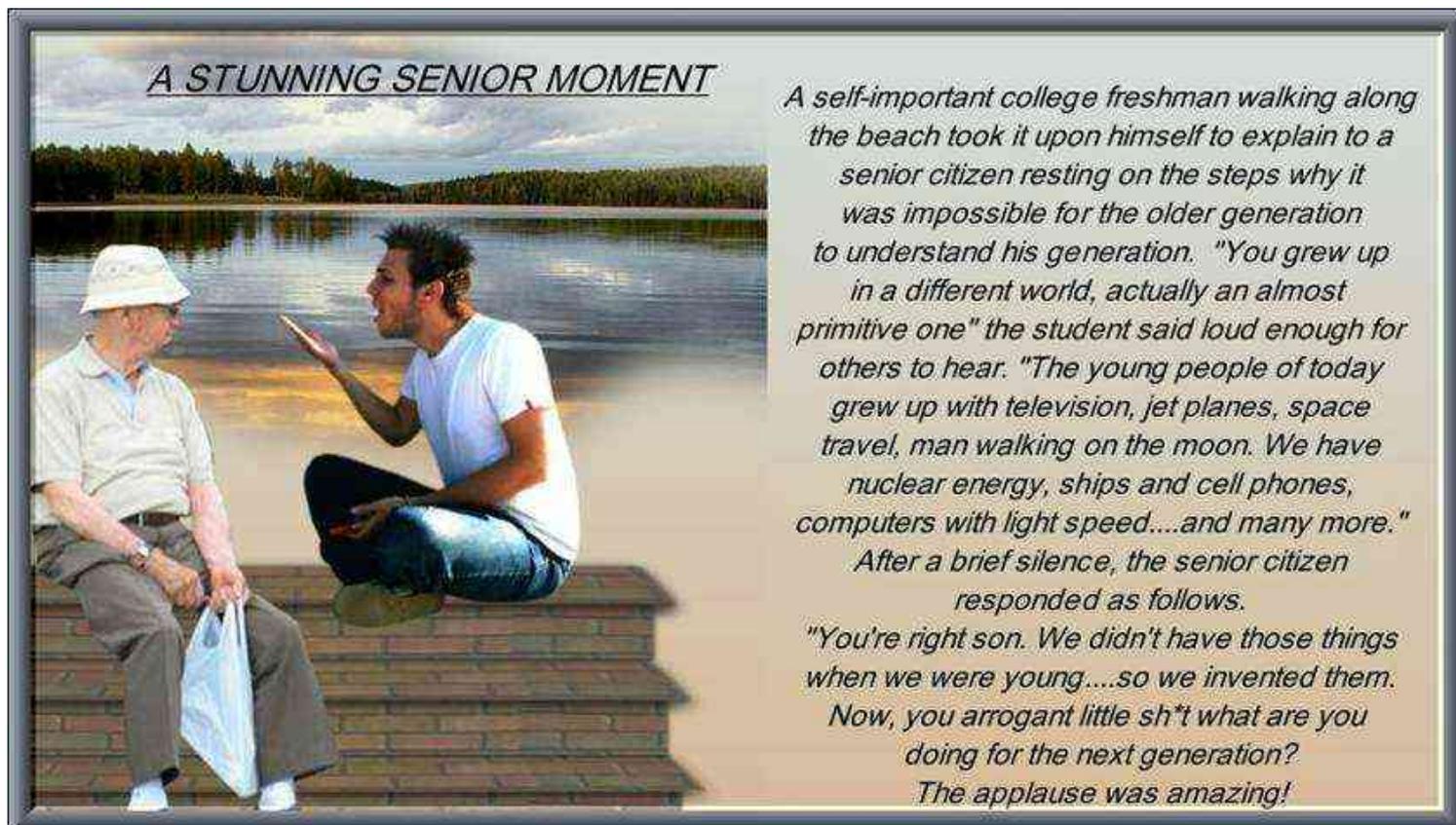
Lastly the make-up of unleaded additives are to replace the lubricating effects of TEL when using unleaded. If there is also an added octane improvement function this is indicated on the product packaging. For example one of the very best unleaded additives (tested and confirmed

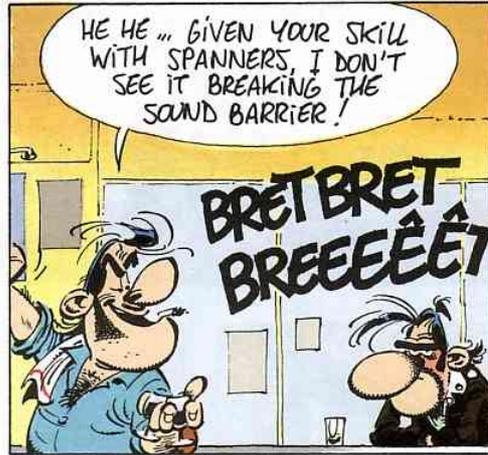
as such by MIRA) is Castrol Valvemaster. When you want an unleaded additive and an octane booster then Castrol Valvemaster Plus is the product giving both. Note that the octane improver pushes 95RON close to 97, but operates on a law of diminishing returns, so when added to 97 it raises it to just over 98 and add to 98 and it barely gets to 99.

I think this provides a **brief** covering of the salient points, and why I said at the beginning that it is a somewhat complicated!!

Rog”

Joke: British Prime Minister David Cameron has announced he intends to make it more difficult to claim benefits in future. From next Monday the forms will be printed in English only.





Smalls (will appear for no more than two months, but may be resubmitted)

For Sale:

Fullface Helmet: 'Fusion', size Large (1600 gram). Colour: Yellow-silver-black. New, still in the box; Price? Make me an offer I can't refuse. Contact Kelvin on 082-457-9861 or (039) 973-2656

For Sale

John Paull passed away in October last year, and his Ducati 600 SS is up for sale. It is presently on the showroom floor at CC Gallery in Umhlanga, and interested persons can contact Attie Stander on email atties@ccgallery.co.za , or by phoning him at (031) 566 - 5464

This is a limited edition bike and a collectors piece.

For Sale:

I wish to sell a 1980 BMW R100S - Licensed & running for R15 500 o.n.o. The bike can be viewed & examined in SCOTTBURGH.

Many thanks,

I.K. Laight - 083-5644-347

Free to a good home:

Hallo Gentle men

My dad bought my brother a new Yamaha RD50 in 1977; this was his pride and joy but only used it for a year or two. He always said he will look after it for me to use one day as I'm 10 years younger, as time went by we never got rid of it. All the years it was stored in a garage at my dad's place, a year ago my dad passed on and my sister moved into his place. While visiting her a while back I was disgusted to see they took the bike and left it outside in the rain and sun. I loaded the bike and took it back to my place. I just have not got the place to store it and would like to know if any one will be able to give it a home as it is still in good original condition.

If interested contact Andrew Robb on 083-657-0295 or at work (013) 692-7910

For sale:



This 1997/8 Harley-Davidson Dyna Wide Glide is in showroom condition. It has ±24 000 km on the clock and has been very well looked after. Regularly serviced by Harley-Davidson. A Harley screen and Porker exhaust pipes have been fitted, otherwise it is completely standard. The tyres have been replaced and the bike is in overall superb condition. Included in the sale are leather jackets (3), pants, gloves, bike cover, boots, some Harley-Davidson tools and two helmets. All for R79,000-00. Contact Rudi on Cell: 079-500-4595 or Landline: (031) 266-3435 or email:

rudi@zmail.co.za

For Sale:

Rod Thomas has a new BMW throttle (complete) for sale. It is suitable for 1975 BMW R50's and similar models, and he would like R230-00 for it. Please call him on 073-365-6494

Wanted:

Ed & Kevin need spares donated for the Club's Spares Container. You can bring them any bike spares, old, new, whatever, and let them decide if it is useable.

For Sale:



Hi,
I have an 1961 Ariel Arrow 250cc for sale. Bike is complete but not running. I am in Somerset West. Offers welcome.

Thank you, Stefan

You can contact Stefan by emailing him at klein_8@hotmail.co.uk

Help Wanted:

Roy Hemmingway called from (039) 31-222-37 (Port Shepstone-area) saying that he still regrets selling his beloved Triumph some 50 years ago and has at last replaced it with a basket case he want to rebuild.

He is looking for any info on the 1959 Triumph Bonneville and will be attending our meetings on Saturdays. I suggested that there may be some workshop manuals still kicking about with Club members.

Perhaps the Triumph people could guide him?



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