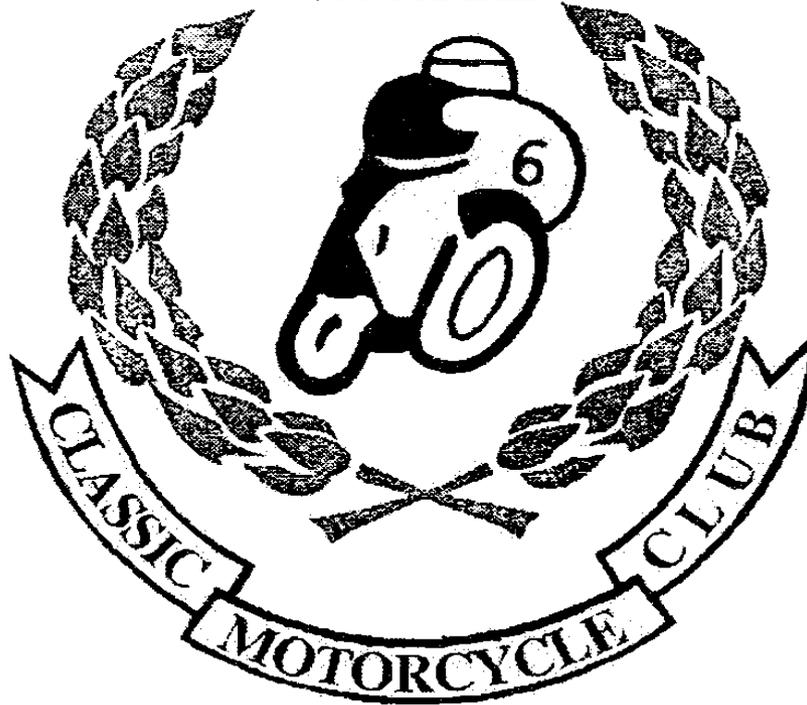


Shoptorque

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	---	---
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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
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SAVVA Club Rep	Ken Sink	thesinks@absamail.co.za	HOME: (031) 563-2403 CELL: 072-040-8815
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BANKING DETAILS	
Bank:	Standard Bank
Branch:	Amanzimtoti
Branch Code:	057527
Account Number:	05-155-629-4

The words Of Chairman Mao: err... sorryyy, Chairman Ken:

Best Wishes to all Club members and to their families.

This year has had a good start to club activities with a good turn-out for our first meeting: lets keep it up.

The next big event on our events calendar is the D.J. Rally and once again our Club will be well represented. I wish all taking part a good ride and a good result. This year we will be collecting for Breast Cancer so I am asking you all to assist where you can.

Your committee is hard at work with this years' monthly events and the outings calendar; these will be published in the next newsletter. Thanks! to those who have updated the info sheets that Salome sent out. You have yourself to blame if your details have not been updated.

The 26th Fragram Natal Classic under the able eye of Richard Sawkins and his team is our next big event and if you have never taken part in such a rally, enter and enjoy two days of riding your classic bike in some of the most scenic countryside in KZN.

Our annual Bike Show in July needs exhibitors, bikes and helpers. Lets make this the BIG ONE. Remember, this is your Club. Think not what the Club can do for you but WHAT YOU CAN DO FOR YOUR CLUB.

Our thoughts are with those whose health is not so good.

For your information, here are Baynesfield's forthcoming events:

- Hobbies Fair - 20th March 2011
- Music in May - 6th May 2011
- Time Marches On - 17th July 2011
- Visual Delights - 9th October 2011
- Christmas Market - 11th December 2011

Keep The Rubber Down And The Shiny Side Up!
Ken

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 Shoptorque 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.

So far, (12th Jan 2011), of the 275 update forms sent out only 50 have been completed and returned.

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

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.

Dave Stone says "Thanks!" to Evan Cutchie for the great books he donated to the Club's library.



± 1976 Bimota KB-1

Events: Past

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.

NOTE: If at all possible, subscriptions should preferably be paid into the Club's account electronically. Cash and Cheques are appreciated, but these methods are both very expensive to bank. Depositing a R220-00 cheque now costs the club a frightening R12-50.

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.

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

January 2011 Club Meeting

The Bike of the Month (Best of British) was won by John Heath's 1969 BSA Royal Star 500 twin

The January Breakfast Run was arranged by Your's Truly, and took us up to the Howick Falls Hotel. Most of the route kept us off the freeway, tracing the Comrades Marathon (uphill). The Sinks swept (Muchos Gracias!) and bought some chairs(!) while the following rode:

- Hank & Cathy Raatgever
- Reg Venter
- Mike 'The Barman' Mathews
- Gerry Ogilvie
- Malcolm Ball (oldest & slowest bike)
- Garry Brown
- Ray Nel
- Graham Palmer.

After breakfast (brunch really) most of us moseyed down to the Falls, and some got lost in the monthly Howick Craft Market. It seems a good time was had by all.

Events: Future

Event	Date	Other
February club meeting	5 th February 2011	CMCN Clubhouse
February Breakfast Run	6 th February 2011	A short DJ-practice run leaving the Kloof Engen s/station at 07h30. (Richard Sawkins)
February Social meeting & work party	19 th February 2011	Paint new container
March club meeting	5 th March 2011	CMCN Clubhouse
March Breakfast Run	6 th March 2011	North Coast (Dave Stone)
2011 D-J Commemorative Run	11 th to 12 th March 2011	Durban to Johannesburg
April club meeting	2 nd April 2011	CMCN Clubhouse
April Breakfast Run	3 rd April 2011	T. B. A.
April Social meeting	16 th April 2011	CMCN Clubhouse
Flat Tank Rally	19 th May 2011	Midmar Dam & environs
26 th Fragam Natal Classic Rally	20 th to 22 nd May 2011	Midmar Dam & environs
June club meeting	4 th June 2011	CMCN Clubhouse
June Breakfast Run	5 th June 2011	T. B. A.
June Social meeting	18 June 2011	CMCN Clubhouse
Classic Bike Show	July 2011	CMCN Clubhouse

CMCN Classic Bike Show

The show will be held in July 2011. Regular show-organiser Barbara Sink will by that time no longer be resident in Durban and will be aranging the show from a distance. It thus becomes even more important than ever before that you ask yourself: "How can I help make the show a success?".

Please volunteer your services and/or your time and then...Commit Yourself!

Bike of the Month Competitions 2011

NOTE:

It has been noted that fewer and fewer members are displaying their bikes in the 'Bike Of The Month' competitions. In some cases a bike won simply because it was the only one on display! If you feel that this competition is not for you, the committee would like to hear your reasons and hopefully, also your suggestions.

January:	Best of British: John Heath's 1969 BSA Royal Star 500 twin
February:	Golden Years Trophy:
March:	Day of the Rising Sun:
April:	Best BMW:
May:	Best Tiddlers:
June:	Showbike Trophy:
July:	Concourse Competition:
August:	Best Post-Classic:
September :	Best Sidecar:
October:	Best Matchless/AJS/Norton:
November:	Best Classic Racer:
December:	Moderns, Any make, any size. Year model 2000 to 2010 and a seperate category for Harleys, any age:



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1960 Gilera Giubileo 98cc



EASTERN PROVINCE VETERAN CAR CLUB
CONTINENTAL 2011 MILLIGAN VINTAGE TRIAL

Hi Milliganites,

Your MILLIGAN Committee for the year is:

Convenor	Jeff Nel	(041) 5833-033/078-6266-079 E-mail: hornel@worldonline.co.za
Secretary / Treasurer	Desireé Nel	
Clerk of the Course	Bobby Fulton	
Chief Marshall	Peter Fulton	
Scorer	Hannes Geyer	

When corresponding please try to make use of the e-mail system which is faster and is much cheaper than the conventional postal service.

The good news is that the MILLIGAN will this year be held in George. We have secured the PROTEA KING GEORGE HOTEL at very favourable rates. This will mean that not only will all entrants stay together, but registration, scrutineering and all functions will be held at the same venue.

The MILLIGAN will be a four day "Spider" out of George commencing on Monday, 6th June 2011 and finishing on Thursday, 9th June 2011. Much has been planned for evening entertainment during the event but more on that later.

Meanwhile we enclose your Entry/Accommodation form and Supplementary Regulations. Please complete and let us have them back as soon as possible as entries are limited to 60.

For as little as R700.00 per day (Sunday to Thursday) per person sharing, come and enjoy yourself.

We look forward to receiving your entry and sharing that special MILLIGAN atmosphere, camaraderie and the fun that goes with it.

Secretary.

***NOTE: If any CMCN members would like to take part, I can let you have more of the documentation – Ed.

Technical Stuff And Other Snippets

Your's Truly has acquired a borescope. This is a device for looking through sparkplug- and other holes and examining the tops of pistons, gearbox internals and all the other nice stuff you dreamt about (or had nightmares about) but which was always hidden from view. If you need it, shout.

From the BIMOTA Mailing List bimota@micapeak.com, dated Tuesday, 9 September 2003
Broken a tap off lately in your Pride and Joy?

- 1) Forget about drilling it out. Even with carbide drills.
- 2) Big ones can be shattered with a center punch as others have noted. Wear safety glasses. I've not had much luck with this one.
- 3) Small ones might be turned out using a center punch at an angle on the flutes, use your smallest hammer (even a jeweler's hammer) and lots and lots (thousands?) of light blows. If it stops moving in the anti-clockwise direction, take it back ~1/4 turn clockwise, and then try loosening again. This will give the chips a chance to work loose. Again, wear safety glasses. Use compressed air to try to flush chips out frequently. Once it is out enough to grab with a pair of vice grips, DON'T try to use brute force, rather "worry" it out... wiggle it back and forth and turn it out a little at a time. This advice applies to tap extractors as well. If the thing can be turned even a little, patience will usually see it out.
- 4) If it is in aluminum, use some alcohol (ethynol, methynol, or paint-store denatured alcohol [Methylated Spirits]... NOT rubbing alcohol) as a "lubricant". This does not actually lubricate much, but it passivates (oxidizes) the chips and fresh cut threads so they are much less likely to gall (weld together) and bind the tap. In steel or stainless use tap-matic, rapid-tap, or just sulphated cutting oil. Read the can for material compatibility.
- 5) A sinker EDM (as opposed to a wire EDM) is a solution that WILL work. There exists a very low-tech EDM device known as a "tap burner" made for just this purpose. If you call around local machine shops, you may find one with a tap burner and some sympathy for your plight. For years Popular Mechanics had an advert in the back for a DIY version (I think they called it a "Metal Disintegrater"). For this use, electrodes of copper wire or brass rod work as well as graphite.

6) If in steel or stainless, consult a welder. Have him build up a "stalagmite" on the remains of the tap. Grab this with vice grips and worry the tap out as discribed in point two.

7) Proprietary solvents: if the tap is broken off in aluminum, Nitric acid will dissolve the Steel but not the aluminum. Use clay or similar to build a moat around the hole, fill with Nitric Acid, and let it soak overnight. The usual precautions with acid apply, and some Al alloys may not like the Nitric acid, so figure out a way to test first.

Now that that's sunk in...

Taps seem like such simple tools that few appreciate their optimal use. Too late for this job, but here is how NOT to break a tap in the first place:

- - Drill the correct size hole, consult a chart. Slightly oversized is OK, but never go smaller unless you know how to calculate the % thread depth etc.

In Metric it's easy: Tap drill = Diameter minus modulus, so...

a 10mm x 1.5 tap needs a 8.5mm tap drill.

- - Use fine threads unless there is a good reason for coarse. The tap, as well as the bolt is stronger for a given diameter, and the tap will turn easier because it is taking a lighter cut. Aluminum and cast iron usually require coarse threads however. If you have to tap many holes in Aluminum, look into forming taps rather than cutting taps.

- - #6-32 and 1/4"-20 taps have about the highest cutting force to cross section, so are easiest to break. Tapered (pipe) taps are also nasty. Where possible, consider other options.

- - Buy good taps. Fewer flutes is better (stronger). Spiral points are good, but may not be suitable for shallow, blind holes. Good taps are expensive. Few can afford a set of first rate taps. Buy individual taps in the sizes you need. I know of no over-the counter source of good taps in Albuquerque, so I mail-order. MSC and McMaster-Carr are good sources. As with most tools, if not more so, good taps produce better results, are a joy to use and last much longer than cheap ones. I have one Guerig spiral-point tap that has tapped several hundred 1/4-20 holes in mild steel and some stainless as well, and still turns "like buttah".

- - Even good taps eventually wear out. The cutting edges get dull, requiring more force to turn. Tiny cracks spread over time, so the older a tap is, the more likely it is to break. Replace worn taps, even if you have to wait for a replacement... consider how much time a broken tap will cost. Large, very expensive taps may be worth sharpening, and there are shops that specialize in this.

- - Lubricate the tap with a substance suitable for the material being tapped... see above.

- - Don't try to run a tap with a power drill.

- - Normal taps: Back up ~1/4 turn for every 1/2 - 3/4 turn forward. This breaks off the chips so they don't build up and jam the tap. Every 5-6 turns remove the tap completely and blow the chips out with compressed air. Yes it is slower. This is how experienced machinists do it, *especially* when they are in a hurry. Nothing slows a job down like breaking off a tap in part with tens of hours already invested in it.

- - Spiral point taps: Ignore the above advice and DON'T back up. The spiral point pushes a "bird's nest" of chips out ahead of the tap. The back edge of the flutes are often not designed to cut off the chips like a normal tap is (so-called "eccentric relief"). These work best in through holes, but can be used in blind holes if you are willing to work the chips out with a dental pick or tweezers.

- - Apply NO side force to the tap. A "proper" tap wrench gives a tee shaped handle so that a pure couple can be applied. For difficult to access locations, Lysle makes a set of tap sockets in standard tap sizes so you can use standard drive accessories (ratchets, extensions, U-joints, etc).

- - If the tap doesn't start parallel to the hole, it may break when the force of cutting into the deeper wall becomes too high. Where possible use some means to hold the tap in alignment with the hole for at least the first few threads. Using a tap guide from the same mill setup used to drill the hole is ideal. A tapping block is a thick metal or even wood block with a clearance hole for the tap. Set on the surface, it is a simple aid to starting the tap straight. Vee blocks work well too.

- - Keep track of your mental state. I find that taps are much more likely to break when I am rushed, fatigued, and especially when I am angry. If all three, a broken tap is a foregone conclusion. In such cases I have learned to knock off and wait 'till morning to finish the job.

"The Complete Idiot's Guide to Motorcycle Diagnostics"

While this is not a complete guide of every possible cause for each problem listed, it will help assist mechanics in troubleshooting some of the most common difficulties they will face.

Engine Doesn't Start, Starting Difficulty:

- Starter motor not rotating:
- Starter lockout or neutral switch trouble
- Starter motor trouble
- Battery voltage low
- Relays not contacting or operating
- Starter button not contacting
- Wiring open or shorted
- Ignition switch trouble
- Engine stop switch trouble
- Main fuse blown

Starter motor rotating but engine doesn't turn over:

- Starter motor clutch trouble

Engine won't turn over:

- Valve seizure
- Rocker arm seizure
- Cylinder, piston seizure
- Crankshaft seizure
- Connecting rod small end seizure
- Connecting rod big end seizure
- Transmission gear or bearing seizure
- Camshaft seizure

No fuel flow:

- Fuel tap vacuum hose clogged
- Fuel tank air vent obstructed
- Fuel tap clogged
- Fuel line clogged
- Float valve clogged

Engine flooded:

- Fuel level in carburetor float bowl too high
- Float valve worn or stuck open
- Starting technique faulty

(When flooded, crank the engine with the throttle fully open to allow more air to reach the engine.)

No spark; spark weak:

- Battery voltage low
- Spark plug dirty, broken, or maladjusted
- Spark plug cap or high tension wiring trouble
- Spark plug cap not in good contact
- Spark plug incorrect
- IC igniter trouble
- Neutral, starter lockout, or side stand switch trouble
- Pickup coil trouble
- Ignition coil trouble
- Ignition or engine stop switch shorted
- Wiring shorted or open
- Main fuse blown

Compression Low:

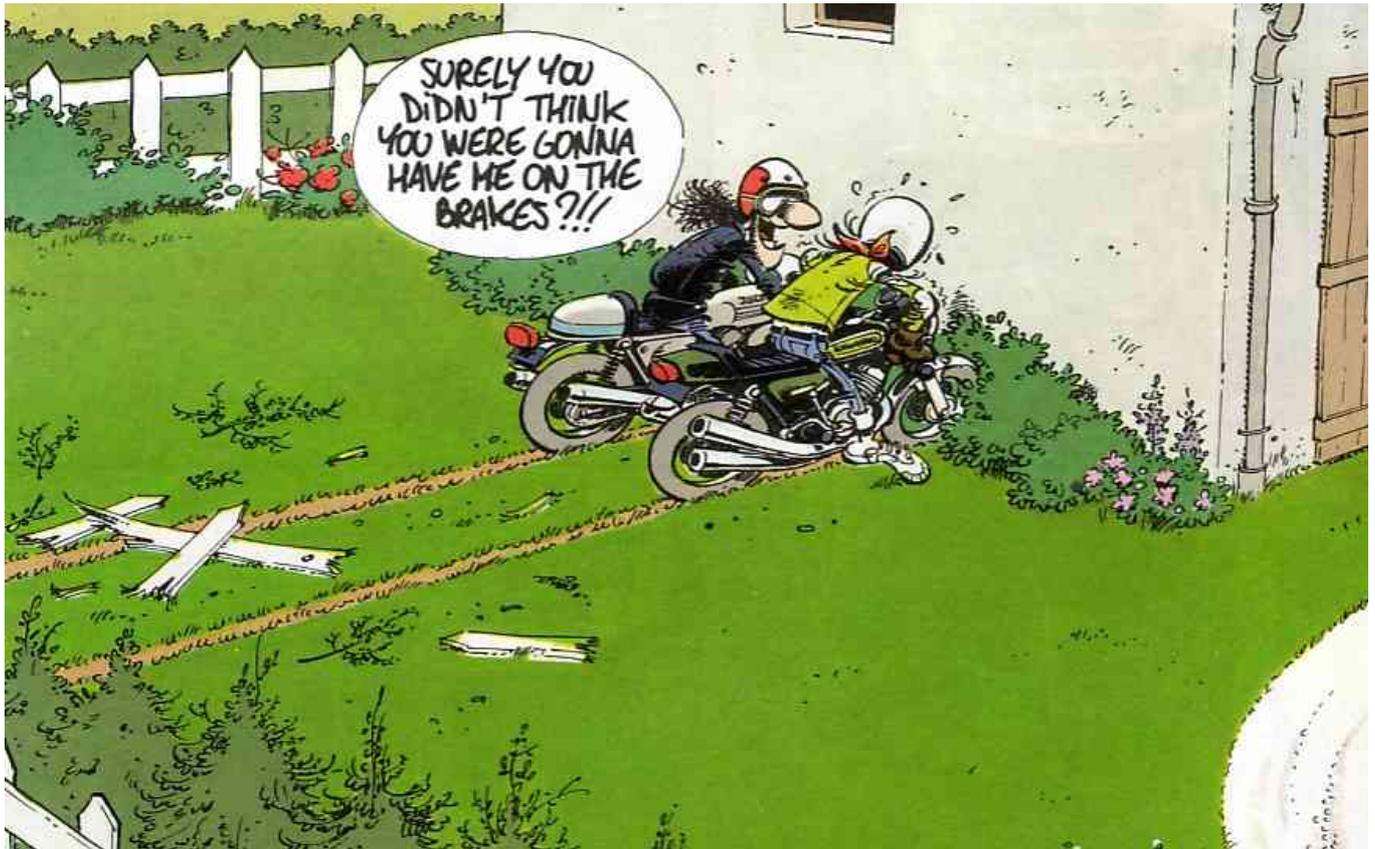
- Spark plug loose
- Cylinder head not sufficiently tightened down
- No valve clearance
- Cylinder, piston worn
- Piston ring bad (worn, weak broken, or sticking)
- Piston ring/land clearance excessive
- Cylinder head gasket damaged
- Cylinder head warped
- Valve spring broken or weak
- Valve not seating properly (valve bent, worn, or carbon accumulation on the seating surface)



Cycle

Honda's Mindbender: 90hp CB-750 Kit A Close Look At Yamaha's Mini-Enduro





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.

A STUNNING SENIOR MOMENT



*A self-important college freshman walking along the beach took it upon himself to explain to a senior citizen resting on the steps why it was impossible for the older generation to understand his generation. "You grew up in a different world, actually an almost primitive one" the student said loud enough for others to hear. "The young people of today grew up with television, jet planes, space travel, man walking on the moon. We have nuclear energy, ships and cell phones, computers with light speed....and many more." After a brief silence, the senior citizen responded as follows. "You're right son. We didn't have those things when we were young....so we invented them. Now, you arrogant little sh*t what are you doing for the next generation? The applause was amazing!*

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

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

For Sale:

Fullface Helmet: HJC; Model: PI 024; Size: CL12 L [large]; Weight: 1600 gram. The colour is called 'Fusion': 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:



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 Rudi will also accept a modern Vespa (or something similar? – ED.) in part-exchange

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 in the club could guide him?

Free to a good home:

Hallo Gentlemen

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:

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.

