

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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The Teachings of Chairman Mao ... err, sorry, Chairman Ken

What a fantastic turn out for the Day of the Rising Sun. Sixteen bikes in all. Well done to all who put a bike on display. In addition there were six D-J bikes in the parking lot. The Club was well represented in the 2011 D.J.Rally with No. 1 and No. 2 Hans Coertse and Stuart Anderson on the two 100 year old Humbers and the last four the team of Alan Crookes on Manxmen. In between there were another 25 members as well as 3 riding under other clubs' banners. Some had good rides, others not so good. 7th overall was Wayne Bagley, 12th was Richard Sawkins, 13th was Aubrey Cilliers, 22nd came Ryan Pearce, 25th was Gary Brown, 30th was Clive Stead, 36th was Grant Vacy-Lyle. Hans Coertse won the Price Trophy for the best belt-driven machine,

the Duckhams Trophy for the oldest machine and the Dick Osborne Trophy for his Class. Wayne Bagley won the Ralph Lange Memorial Trophy for his class. Aubrey Cilliers won the Percy Flook Trophy in his class. Sheila Stead won the Brokers Trophy and the Manners Trophy was won by Ryan Pearce, each in their respective class. The Most Sporting Rider Award went to Edwin White. To those who did not make it, there is next year's run in 55 weeks time...

The Club support and the D-J.Rally support collection organised by Doug and Anglia Cruickshank and Barbara Sink raised over R16 000 for Breast Cancer. Many Thanks to everyone involved. The Friday night braai had the usual supporters but could do with more.

See you at the Best Club.

N.B. This is the Clubs' 30th Birthday. How would you want to celebrate it? Speak to the committee about it.

Announcements:

*** Your Editor has had a computer failure and several submissions and articles have been lost. Even though I had made back-ups quite a bit was lost. I therefore apologise for this rather thin edition of the Shoptorque.

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

Events: Past

2011 D-J COMMEMERATIVE RALLY

You may have noticed that the 2011 D-J Run has come and gone(!). Several of our members took part and more than a few were amongst the top scorers. The 40 finishers with the highest cumulative scores are tabulated here. CMCN members are listed in bold.

Competitor No	Position	Entrant	Club	Score
39	1	DAVIS, Martin	VMC	192
110	2	ROBERTSON, Kevin	VMC	245
84	3	HOLLIS, Adrian	VMC	251
101	4	WARD, Mike	VMC	254
67	5	KLEIN, Hans	CVMC	263
34	6	LEWIS, Ric	VVC	300
15	7	BAGLEY, Wayne	CMCN	367
14	8	WALTON, Gavin	CMC	375
30	9	WALTON, Kevin	CMC	385
100	10	CUNINGHAME, Stewart	VVC	435
27	11	PITCHFORD, Ralph	VMC	445
60	12	SAWKINS, Richard	CMCN	506
28	13	CILLIERS, Aubrey	CMCN	527
102	14	CUNINGHAME, Allan	VMC	533
46	15	JACOBS, Bev	CVMC	548
26	16	PITCHFORD, David	VMC	578
116	17	HOLMES, Ian	VMC	602

120	18	LYONS-LEWIS, Tony	CVMC	611
76	19	RADUE, Dorian	VMC	629
112	20	NIENABER, Gawie	VMC	662
129	21	Van HEERDEN, Ryan	CMC	713
43	22	PEARCE, Ryan	CMCN	724
79	23	WATERMEYER, Henry	VVC	756
47	24	WALLACE, Brian	CVMC	770
117	25	BROWN, Gary	CMCN	849
113	26	GORDON, Philip	VMC	866
88	27	STANDER, Neil	POMC	889
77	28	BURTON, Des	Pr	948
104	29	FRASER, Dane	WCMC	965
53	30	STEAD, Clive	CMCN	983
83	31	HOLLIS, Gavin	CMC	986
13	32	DUNCAN, Ryan	VMC	1007
54	33	Van RENSBURG, Theo	CMC	1063
134	34	STAPLES, John	CMC	1184
125	35	MOODY, Peter	CMC	1308
59	36	VACY-LYLE, Grant	CMCN	1338
19	37	LUMLEY, Gavin	VMC	1343
82	38	ANDERSON, Samantha	VSCC	1373
68	39	KIRBY, Bruce	CVMC	1383
106	40	MADGWICK, Brandon	VMC	1432

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

Bike of the Month Competitions

January:	Best of British:
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, 2000 to 2010. Also a separate competition for Harleys, any age



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Technical Stuff And Other Snippets

KAWASAKI Z900 (from the Historic Motorcycle Group's newsletter)

It's 1972 and there you were... still wondering how they put a man on the moon and considering the CB750 Honda being as advanced as motorcycles could get.

THEN the Z appeared. A 903cc double overhead cam bike with swoopy, stealthy lines and way-out styling. This bike blew everybody's minds. It could do 125 plus miles per hour, an 11 second quarter mile and the best of them all - it did not leak oil. This bike completely conquered the biking fraternity's minds. The factory cranked out the Z's at a rate of 1500 per month, increasing to 5000 per month by 1975. Why the Z was so popular is a question easily answered by looking at its competition... there really wasn't any.

Honda's CB750 was the first mass produced 4 cylinder, but its styling, restrained to begin with, was outdated by 1973. Other competitors of that year included such dismal relics such as the Yamaha TX750, Triumph Trident, and others. The Z1, in comparison, was modern and waspy. Check the tank shape and ducktail rear end with chromed fenders and a blacked out engine. Like all beautiful things, it was a simple case of proportion. Everybody has the same parts, but how they are put together makes all the difference.

The potential of this motorcycle, with its bullet proof engine, was clear for all to see. The first units were tested extensively in Japan and the US. Guys like Byron Farnsworth, Gary Nixon, Paul Smart, Yvon Duhamel and Art Baumann thrashed 3 Z1's a total distance of 5000 miles around Willow Springs and Talladega Raceways. The bikes passed these tests with flying colours and a full strip down back at Kawasaki HQ in California revealed expert engineering and the bikes ready to be sold to the public. Dealers sold out of Z1's immediately. Aftermarket performance suppliers who had gotten involved with the CB750 Honda, suddenly found a new market - performance parts for the Z1 in the form of pipes, cams, carburetors, wheels and brakes. These parts encouraged riders to ride fast, take chances and to race. Those racers encouraged the competition (after recovering from the shock) to start bikes such as Yamaha XS11's, Suzuki GS1000's, Honda CBXs and the like. This war continues to this very day. It was quite inevitable that the Z would go racing and with guys like one Pops Yoshimura who was bike-mad and knew how engines worked appearing on the scene in the seventies, it just got better. Yoshimura, considered by many as the father of superbike and production racing, developed the Z to a formidable machine. The Z, in 1000 guise, won the AMA in 1977, beating amongst others the Rennsport BMW's and breaking the Teutonic tifosi's hearts in the process.

The new generation riders included a young Eddie Lawson who took the Z to even further glory. The bike at this stage was pushing out serious horsepower with the frame lagging far behind,

riders preferring road tyres to slicks because the slicks would hook up and wobble all over the place while the road tyres could be made to slide. This is how racing was in the seventies, riders on muscle bikes with big horsepower and conduit frames. Yoshimura could coax great power out of an eight-valve Kawasaki, but the frame could not handle the power. It was only when frame bracing techniques were developed that this power was made into championship winning form in the late 1970s and early 1980s with Lawson winning almost continuously.

So there, call me biased, the Z will always be a classic.



1977 Kawasaki Z1000 as raced by Reg Pridmore

TRAIN TICKET

Three women and three men are travelling by train to the football game. At the station, the three men each buy a ticket and watch as the three women buy just one ticket.

'How are the three of you going to travel on only one ticket?' asks one of the men.

'Watch and learn,' answers one of the women. _

They all board the train. The three men take their respective seats but all three women cram into a toilet together and close the door.

Shortly after the train has departed, the conductor comes around collecting tickets. He knocks on the toilet door and says, 'Ticket, please.' The door opens just a crack, and a single arm emerges with a ticket in hand. The conductor takes it and moves on.

The men see this happen and agree it was quite a clever idea; so, after the game, they decide to do the same thing on the return trip and save some money. When they get to the station they buy a single ticket for the return trip but see, to their astonishment, that the three women don't buy any ticket at all!!

'How are you going to travel without a ticket?' asks one perplexed man. 'Watch and learn,' answer the women.

When they board the train, the three men cram themselves into a toilet, and the three women cram into a toilet just down the way. Shortly after the train is on its way, one of the women leaves her toilet and walks over to the toilet in which the men are hiding. She knocks on their door and says, 'Ticket please'...

If men are smarter than women, these three men would have known whether the conductor was male or female...

And now for something completely different...

A tough-looking group of bikers were out riding when they saw a girl about to jump off a bridge so they stop. The leader, a big burly man, gets off his bike and says, "What are you doing?"

"I'm going to commit a suicide," she says.

While he did not want to appear insensitive, he didn't want to miss an opportunity so he asked "Well, before you jump, why don't you give me a kiss?"

So she does and it was a long, deep lingering kiss.

After she's finished, the biker says, "Wow! That was the best kiss I have ever had. That's a real talent you are wasting. You could be famous. Why are you committing suicide?"

"My parents don't like me dressing up like a girl....."

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

******* *Please note that Yours Truly has had a computer failure; adverts submitted for publication in the past two months have been lost. If your article hasn't sold yet, please let me have your advertisement again. Ed.*

For Sale:

A. Yamaha SR500. It's licensed but it needs a fuel tank and a battery. Price is around R7000.

B. Honda CB750K, ±1976. Still original and still has the 4-into-4 exhaust and side-covers etc. It's licensed but needs the fuel tank to be lined and a new battery. The asking price is R20 000.

C. Sprite Storm caravan; 3-berth, with full tent, rally tent, cover, and a trapezium tow-hitch. Going for R25 000.

These three articles are located in Johannesburg. Interested? Call Kevin on 083-256-5820.

For sale:

Smiths Chronometric rev counter: it reads to 8000 rpm; it has "RC83" printed on the front and the needle is missing. The asking price is R500.

Contact Chris James on 031 564 5611 or email him at flatearthspares@worldonline.co.za

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.

And while we're talking Kawasaki Z1 900s, I found this advert from 1977 in my archives:

KAWASAKI GEARS - 900/1000



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