

Shoptorque



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	Cell
Patron	Alan Young	alan.june.young@gmail.com	082 465-8273
Chairman	Derek Pirie	derekp985@gmail.com	082 673-1335
Vice Chairman	Jayson Anderson	jayson@thesolutiongroup.co.za	073 708 9989
Clubhouse Manager	Vacant		
Treasurer	Doug Watson	dugwatson@gmail.com	083 519-5326
Secretary	Marcia Hinks	marciabrodowicz@gmail.com	082 777 3878
Dating Officer	Rod Thomas	rodthomas@telkomsa.net	073 365 6494
Spares Manager	Dave Müller	davemuller50@gmail.com	083 993-0772
Regalia Officer	Danielle Beltran	dbeltran@wirelessza.co.za	083 333 4538
Rally Manager	Rod Thomas	rodthomas@telkomsa.net	073 365 6494
Librarian	Dave Stone	dstonealex@gmail.com	073 663 4094
Fundraising	Deena Naidoo	dena@xsinet.co.za	072 387 7710
SAVVA Delegate	Derek Pirie	derekp985@gmail.com	082 673 1335
Editor	Jayson Anderson	jayson@thesolutiongroup.co.za	073 708 9989
Outings & Breakfast Runs	Derek Pirie	derekp985@gmail.com	082 673 1335
Rally Manager	Richard Sawkins	richard@lgtools.co.za	082 800 0971
Bikes on Show	Deena Naidoo	dena@xsinet.co.za	072 387 7710
Website Manager	John Booth	beltec@telkomsa.net	073 341 8211

BANKING DETAILS	
Bank:	Standard Bank
Branch:	Bluff
Branch Code:	051001
Account Number:	05-155-629-4

The opinions expressed in ShopTorque are not necessarily those of the Committee or the Editor.

Chairman's Chatter

Now we are properly into the flow of 2023.

Just a reminder that Subs for 2023 are now overdue. Please make payment, or let marcia / Jayson know if you haven't received an invoice.

Currently we have 115 paid up Members. This is under half of what the Club used to be. For our Club to continue, I ask Members who know someone who has an interest in Classic Motorcycles or in Older Motorcycles, to bring them to the Club with a view to joining.

A R20 visitors fee has been introduced, this is in line with other Clubs, to help off set the costs of running our Club House.

March has been a busy Month and April is also going to be busy.

Thanks to Stephen Knight and Cobus Grobbelaar for setting the pre D-J ride. A nice route and a good turnout of D-J and Classic Motorcycles.

The Durban-Johannesburg Motorcycle Rally has come and gone. 19 Members from our Club entered the Rally. For those who did not make it to the finish, there is always next year. Congratulations to Trevor Davids for finishing in 11th position overall, the highest placed CMCN Member.

April is going to be yet another busy month. Main Meeting on April 1st is BMW Motorcycles. We have from the 1930's to Current, let's see them.

Sunday April 16th is our Century Run from the Club. This will be an out and back ride with a Club sponsored Braai after. There is still time to enter at the Club or via the Workshop Group. Numbers are needed for Catering purposes.

Also in April, we have once again been invited back to the Waterfall Methodist Church on Thursday 27th. (Freedom Day Holiday) We had good support last year, let's keep it going.

Entries are now open for the 36th Fragram Natal Classic Motorcycle Rally from 18th to 20th May from Drakensville. This year we are back up into the Free State, via Little Switzerland and the upper KZN. This National Event is hosted by our Club and is second to the D-J, being the only two true Motorcycle only Rallies left on the Calendar.

With our Monthly display in May we will be introducing Scooters. This is an Open Class for all makes and years. Vespa, Lambretta, BSA, Honda, Yamaha, Suzuki, SYM, Big Boy and BMW to name a few.

This should be an interesting display, for which a New Trophy will be awarded.

With all this activity 'til May, Breakfast Runs will resume from June.

Till next time,

On two wheels and sometime three.

Derek Pirie

Chairman

Find us on Facebook: <https://www.facebook.com/Classic-Motorcycle-Club-of-Natal>

For access to the Magazines on our website www.ncmn.org.za, the password is ' hillcrest '

Bike of the Month Competition Categories

January:	Best of British including best AJS / Matchless
February:	Golden Oldies (Dec 1936) & Golden Years (1937- 1945) Trophy
March:	Day of the Rising Sun
April:	BMW – Dave Turnbull Trophy
May:	Tiddlers & Scooters
June:	Showbike Trophy
July:	Concourse Competition
August:	Post-Classic (2001 – 2010)
September:	European – including Spain, Holland, France, Belgium, Germany (excl BMW), Italy, Czechoslovakia and Russia
October:	Racing Bike & Classic Off Road
November:	Modern and any make / classic from the USA / Canada
December:	AGM – No Competition

Bike of the Month Competition Guidelines:

Members are reminded that to qualify for the competitions they must be fully paid up members; the bike entered in the competition must be owned by them; it must comply with the category entered and it must be a runner. If the bike is a non-runner it will be accepted for display, but will not be considered as a competitor.

Many thanks and regards,

Alan.

Once again a big thanks to Paul Ward of Startline for his very generous sponsorship of the prize money.

Winning the February Golden Oldies Category (Up to 1936) was
Derek Pirie with his 1922 BSA H2 DEWX 557cc



2nd place went to Jayson Anderson with his 1929 AJS M6 350cc,



Winner of the Golden Years (1937 to 1945) category was Graham Isaacs with his 1944 BSA WM 20



2nd place went to Paul Ward's 1937 Francis Barnett.



The Day of the Rising Sun Category, in March, was won by Andy Paulsen with his *better than new* 1977 Honda 550 Four



2nd place went to Deena Naidoo with his 1983 Kawasaki Z550F.



3rd place was won by Stephen Knight with his 1975 Suzuki TS 250.



BIKES OWNED BY CLUB MEMBERS (2003)

During a recent visit to the Club I found a copy of The Constitution of The Classic Motorcycle Club of Natal [amended 10th Dec. 2003]. An addendum to this publication was headed "Bikes Listing" and listed in alphabetical order all the makes and model of motorcycle together with the names of owners.

What astonished me was the numbers listed and below is a summary of those makes.

AJS.....	35
Ambassador.....	1
Aprillia.....	2
Ariel.....	21
Benelli.....	1
BMW.....	160 !!
Bond Three-wheeler.....	1
Bridgestone.....	1
Brough Superior.....	1
BSA.....	153

Bultaco.....	4
Cagiva.....	1
Calthorpe.....	2
Coventry Eagle.....	1
CZ.....	2
Derbi.....	1
DKW.....	5
Dnieper.....	1
Douglas.....	5
Ducati.....	20
Excelsior.....	9
Francis Barnett.....	2
Garelli.....	4
Gilera.....	4
Harley Davidson.....	41
Honda.....	102
Humber.....	2
Husqvarna.....	1
Indian.....	2
Italjet.....	1
Itom.....	2
James.....	4
JAP Speedway.....	1
Jawa.....	5
Kawasaki.....	33
Kreidler.....	1
KTM.....	1
Lambretta.....	1
Laverda.....	6
Levis.....	3

Maserati.....	1
Matchless.....	47
Minarelli.....	1
Montessa.....	1
Moto Guzzi.....	21
Moto Morini.....	5
New Imperial.....	2
Norton.....	58
NSU.....	2
OK Supreme.....	2
Panther.....	13
Puch.....	3
Royal Enfield.....	23
Rudge.....	1
Scott.....	1
Sunbeam.....	8
Suzuki.....	26
Triton.....	6
Triumph.....	80
Ural.....	1
Velocette.....	14
Velosolex.....	1
Vespa.....	2
Victoria Bergmeister.....	1
Vincent HRD.....	2
Weslake Speedway.....	1
Yamaha.....	65
Zenith.....	3
Zundapp.....	7

The above bikes were under ownership of a total of 325 members as at Dec 2003. I did not differentiate between solo and sidecar but the majority were of course solo. The unknown factor was the condition of the bikes: obviously some would have been concours ranging down to projects undergoing restoration or total non-runners.

We have no current list of the number and make of bikes owned by members, but our membership has declined to 167 with an obvious decline in the number of bikes owned. One has to ask, where have all these bikes gone? BMW 160, BSA 153, Honda 102, Triumph 80. And others such as Yamaha 65, Norton 58 and Matchless 47. I suspect many have been exported to the UK, USA, Australia and NZ but some may still be lying around, abandoned in sheds or lock-ups after the demise of the owners.

There was a time when members were asked to list the bikes they owned and these were published as per the above but I think there may be a reluctance to do so today for fear of being bugged by potential buyers or the criminal element looking for a bike to steal and strip for parts sale. Maybe I'm wrong; comments and observations from members would be welcome.

Alan Young.

Many thanks Alan for the article if members would like to submit a list of their bikes, as well as condition, this can be emailed to myself (Jayson), or Marcia, so we can compile a new database as to what's owned by our current membership.

SAVVA Indemnity Forms and Cards:

Indemnity Forms and Indemnity Cards

The form is available for download on the SAVVA website under Forms .

Indemnity forms are legal documents. Both sides of the forms must be completed, signed and witnessed, and after the number of the indemnity card issued has been recorded on the form, the original forms should be posted to the SAVVA Secretary, or brought to the SAVVA AGM each year. Clubs are encouraged to keep copies of the forms.

SAVVA Indemnity applies to all events, socials, fun runs, displays, nothing excluded, organised and promoted by a club affiliated to SAVVA. The onus rests upon the Club to ensure persons listed in Section 5 of the Handbook complete the forms.

Indemnity Cards It is suggested that when a new member joins a club that an indemnity card be issued to him/her and spouse immediately.

Every single person involved with a SAVVA competitive event where a permit has been issued shall have in their possession an Indemnity Card issued by the Club on behalf of SAVVA, that is all drivers, navigators, passengers of participating vehicles, all officials, marshals and their assistants, including drivers and

passengers of tender vehicles and in modern vehicles who are part of the event, and persons representing sponsors, the press, SAVVA or the host club who will be present on the event or who may travel in competing vehicles.

Thus, as Club Members wishing to participate in any Club organised event, please ensure that you have a SAVVA indemnity card, which is issued when you join, and that your Bike is SAVVA dated. Rod Thomas can assist in this regard, as he's the Club Dating Officer.

THE ITOO 2023 DJ

The iconic DJ rally for calendar year 2023 is “done & dusted”. This year saw both days being ridden in really nice weather. Not cold, no rain, no high winds but definitely on the warm side. There were quite a few breakdowns, I am told, but I can't quote numbers at this point. Suffice it to say that if the bikes have been properly prepared and tested, they will go the distance for sure. On that topic, on the home front, Monty my 1935 BSA 250 OHV, just completed the fifteenth DJ of 15 being entered. However, there is trouble in the camp; something has come loose in the engine, possibly the crank pinion key or nut. Riding from Balfour to the finish had to be under power and not against compression. Downhill on the throttle but with the rear brake applied etc. Oh, it was run on the same NGK BP5ES from the '22 DJ without cleaning it. Topic for another time.

The organizers did a great job of the start and finish with no glaring issues apart from the lack of a cold beer and a boerewors roll at the end of Day One!!

The roads were rough, to say the least, and this took its toll. The potholes, bumps and speed humps making life utterly miserable. Suffice it to say that the road from Standerton to Greylingstad is short frequency undulations, making the bike seem as if it had square wheels, and making the far too small print of the route sheet virtually unreadable (Kings English!). Whilst on the subject of the route sheet, it left a lot to be desired, and definitely not up to the standard that we are used to on this International Rally. Clues missing, stop streets left out, critical road names that should be featured etc. I felt sorry for the poor First Time Riders, that's for sure.

An interesting move was to bring the field of 80 plus motorcycles through the centre of Pietermaritzburg main street at peak traffic on a Friday morning with plenty of traffic lights to contend with, dodging taxis and pedestrians. How there was no serious incident I really don't know. A few riders nearly ended up on the N3 to JHBurg after the first fuel stop with two traffic circles to contend with, plus traffic, and dodgy directions – great fun I can tell you. Anyway we move on.

The mood and camaraderie is great, as always. The rest of day one was not bad, with the Lunch Stop in Escourt being at the normal old Church with the absolutely awesome food that the ladies always present.

Day one was very long, personally finishing at 17:15 (lucky my headlamp works) . The speeds were slower than normal but well suited to most of the bikes I imagine.

Day Two started well until we got to Majuba pass which was “In Regularity” and a very slow speed. SORRY! Monty was complaining big time, so I gave the regularity the middle finger and opened the throttle. Cruising up at 65 – 70 Kph, On the Cam, was an experience I relish. Near the top, rounding a corner, I come upon two riders, one in the left shoulder, the other following the white centre line on a modern machine. Not wanting to go down to first gear, I held my breath and went between them. I really don't think they realized what happened, anyway, DJ stories.

Standerton arrival was not great with the patched and quite serviceable main road being left for others whilst we had to navigate pothole country in the back streets – weird.

As the day progressed and we got closer to the finish, the bikes started to take strain. I passed a colleague doing a major clutch strip on the machine with it lying against a tree as the main stand had succumbed to the rigours of the New South African road system. Hats off to him. And he finished in fine form to boot.

The final sections were through Nigel and Springs, areas I would have liked to take more notice of, but bouncing route sheets and busy traffic required intense concentration.

The finish at the Benoni Northerns Cricket Oval was really well done I must say. After a 650 Km ride it is quite something to see the crowds that turn up to welcome us – this time to a cold beer!!

Terry Chesterton and Monty.



Derek at the finish



All of the DJ trophy winners above. Well done to Russell Greef (No 66) who won the trophy for “Best Performance by a First Time Rider” despite having no clutch all the way from Camperdown!! Richard Hyson (No 65) won “The Forte Velvet Trophy for Best Performance on a Bike over 500cc.” Trevor Davids (No 47) finished 11th overall, and was the highest placed CMCN Club entrant this year.

Well done to everyone who rode, whether you managed to finish or not.



Lunch Stop at Standerton



Richard Hyson on Hans' 1924 Indian Scout



Hans Coertse on his 1922 Excelsior



SAVVA Technical Tip 175 -Oil Filters

Many owners of early bikes and cars express concern about the lack of an engine oil filter. This concern is quite legitimate as early oils settled the gunk to the bottom of the sump to be drained out at the next oil change – usually at every 1000 miles. Modern oils suspend the gunk and the filter removes it – if you have a filter that is. The concern is – what if you don't have a filter – the junk just keeps circulating wearing out the engine components prematurely. In the early 30's through to the 50's many cars, especially the posh ones, had simple disposable "by-pass" oil filters fitted. Obviously, they weren't as effective as modern full flow filters but were better than nothing. Unfortunately, nowadays even these replacement by-pass filters are very difficult to find. However, depending on your engine, there is an alternative filter one can use which will give you a bit of peace of mind knowing that the oil will pass through it every few minutes. If your engine is an OHV and has an oil line that travels externally from the bottom of the engine up to the cylinder head where it feeds the rocker arm and tappets, one can tap into this line and fit a by-pass filter. Attached is a picture of such a fitment on a typical G.M. engine. These filters take the modern "screw on" disposable oil filter. An ideal filter body would be the one used on Valiants. It was external and fitted on top of the engine having two flexible oil lines to the engine. The question is – what happened to all the Valiants? I'm sure there are numerous other cars using a similar arrangement that we can use. Years ago, Doep du Plessis from Vrede, a top restorer, fitted full flow filters to his side valve Chrysler engines by drilling into the block near the oil pump. The oil was pumped out, through a filter, and back into the block. - I don't know the details but it can be done.

Terry's Classics

General work/repairs carried out on Vintage and Classic Motorcycles. Mechanical, Electrical, Wheel building, Limited panel beating and spray painting.

Contact Terry

Cell : 082 5689719

Landline : 031- 205 5891

E-mail : terrychesterton@yahoo.com

Website: www.maizey.co.za

National Number: 086 1100 420

International Number: +27 (0) 11 210 5300

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SMALLS (will only appear in two issues but may be resubmitted)

For Sale:

Wanted:

I'm looking for Battery/Tool box plus cover for pre unit 1955 Speedtwin 500 Triumph motorcycle
Contract Michael Burden ph. 0716051714 or Email spotydoty@me.com Thank you

Wanted:

Hi all. I am looking for a side car for my BMW. Does anyone know of any around ? I am looking for a Steib or Stoye in any condition.

Please contact Ehrart van Antwerpen on 084 506 6037 or ewvanantwerpen@gmail.com

Wanted:

An Early Ariel petrol tank cap, which has the button in the centre.

Please contact Andrew Mather on 083 309 9233 or andrewmather@telkomsa.net

Wanted:

Dave Muller, our new Spares Manager, needs spares for the Club's Spares Container. You can bring them any bike spares, old, new, whatever, and let them decide if it is useable.

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