

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	Home	Cell
Patron	Alan Young	youngjay@telkomsa.net	031 467-7294	082 465-8273
Chairman	Wayne Bagley	waynebagley28@gmail.com	0	072 298 3653
Vice Chairman	Jayson Anderson	jayson@thesolutiongroup.co.za	031 266 4879	073 708 9989
Clubhouse Manager	Mike Mathews	lizmathews@telkomsa.net	031 467-8648	082 437-4131
Treasurer	Ron Dukes	dukesrge@gmail.com	031 201-3316	082 465-5839
Secretary	Vacant			
Dating Officer	Rod Thomas	rodthomas@telkomsa.net	031 762-1509	073 365-6494
Spares Manager	Eugene Watson	hillbillyc@telkomsa.net	031 776-3648	074 471-3407
Regalia Officer	Vacant			
Rally Manager	Rod Thomas	rodthomas@telkomsa.net	031 762-1509	073 365-6494
Librarian & 100 Club	Dave Stone	dstonealex@gmail.com	031 303-3130	073 663-4094
SAVVA Club Rep	Derek Pirie	derekwendy@telkomsa.net		082 673-1335
Editor	Jayson Anderson	jayson@thesolutiongroup.co.za	031 266-4879	073 708-9989

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

Welcome to my first Chairman's Chatter in our News Letter –Shoptorque and Best Wishes to all of you for 2020.

By way of introduction my name is Wayne Bagley and I have been a member of the CMCN for more than 20 years. I joined the Club as I own a rare AJS R10 500 cc 1930 motor cycle and am eternally grateful to the members of this club who have been instrumental in helping me to get it into the reliable condition that it is today – a far cry from what it was when I joined.

On behalf of the club I extend a huge appreciative THANK YOU to Rod Thomas for his years of being Chairman of our Club and the amount of time and work that he put into holding this position. Well done Rod.

At the AGM I was struck by a point that Ron Dukes our treasurer made during his report- Our good financial position is being eroded by the fact that our numbers (of members) is decreasing. I have ideas in this regard and believe that we have largely become a 'monthly meeting' only club. I honestly believe that if we as

members were more involved in riding activities, the Club would be a much more attractive proposition. Any suggestions from the membership in this line are encouraged and welcomed. If we have activities at the club such as simple Gymkhana tests etc. after Monthly runs that end at the club, possibly a club ride to Dezzie Raceway when they have Classic Racing there, a picnic ride etc. we would surely increase interest in our Club.

While on the subject of Club Runs/Breakfast runs, due to the lack of member's interest in these, our coordinator of Breakfast Runs, Alan Young has indicated that he will no longer be organizing the runs. I extend a big Thank You to Alan for doing this for us over the past few years. If I look around the bike park at our Monthly Meetings I notice that the vast majority of the bikes are Modern Classics.

One of the reasons for poor participation in our runs could well be that riding at 80kph on a Kawasaki Z1 may not be too appealing. The time may have come to hold alternate monthly runs for Modern Classics at the appropriate speeds. Your thoughts on this please.....

It is with great sadness that we mark the Passing of one of the great characters of our Club- Doug Cruikshank. Monthly meetings will never be the same without his presence at 'His Table' in the corner of the lean-to closest to the grass and Bikes on Show. The immaculate Bikes that he regularly brought down by trailer from PMB will be sorely missed as will his presence at future DJ Regularity trials.

Please consider entering our Natal Classic Regularity Trial. It is an unintimidating fun event. Remember that we all joined this Club because of an interest in RIDING Classic Bikes.

Keep Riding Them. Ride Safe.

Wayne Bagley.

The Club's bike trailer

The Committee decided to sell the trailer, which happened in November 2018.

If you need a bike trailer for any occasion, you will have to hire one from a trailer hire company which offers motorcycle trailers as part of their product range.

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

Bike of the Month Competitions

January:	Best of British / Racing Bike / Italian : Winners:
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 (2001 – 2010)
September:	Show Bikes: BSA & Triumph
October:	Best Matchless & AJS
November:	Italian Bike and Racing Bike
December:	Moderns: Any make, any size and Harleys, any age.



December Bike of the Month Entries – Harley's and Moderns



Winner of Best Harley – Jayson Anderson



Winner of Best Modern – Frans Vera - BMW

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.

AWARD WINNERS AT OUR 2019 AGM



Terry Chesterton – Highest Position in the DJ 2019



Danielle Beltrain – Bum Pad Rider



Rob Wiles – Wooden Spoon Award

Other Awards: Buckled Wheel Trophy to
Dave Stone



Entusiast of the Year – Mike Matthews,
Received on his behalf by his wife, Liz



Youngest Rider – Josh Marais. Award
accepted on his behalf
by his step-father, Trevor Davids



Richard Sawkins – Bike of the Year:
1936 Norton Model 18

OBITUARIES

DOUGLAS CHARLES CRUICKSHANK - Born to Harry and Amy Cruickshank in Johannesburg on 7th July 1941 - the youngest of twin sons by 15 minutes, he lived in the Southern Suburbs of Johannesburg and went to school at Kenilworth Junior and then The Hill High School, where he excelled at cross country running, water polo and soccer.

Doug worked in the shoe business, both as an employee and as a shoe store owner, for much of his early life and it was whilst working at Scotts Shoes he met and later married Ann Kenyon. Their son, Hylton, was born in 1971, followed by daughter, Hayley, in 1974.

Over the years, Doug worked in a variety of roles in different industries – he worked as a sales rep, owned a trading store and a material shop amongst others but in 1986 after having been retrenched from the chemical company, he took a bucket, mop, samples of chemicals he had left over and the maid's son, and went into town to find work cleaning ablution facilities in shops, offices, factories, hotels and schools, and thus Pietermaritzburg Ablution Cleaners was born.

Ann passed away in 2003, leaving a large hole in his life. However, Doug found a true friend and companion in Angela, who he met at a mutual friend and later married in May of 2008.

His hobby, interest and passion were rebuilding vintage and classic motorbikes. His reputation for clean lines, exceptional paint work and amazing bodywork with a keen eye to detail won him numerous exhibitions on a number of his rebuild projects, from Norton Commando, BSA Gold Star, AJS, Triumphs, Velloccette and many more. His workmanship was superb and everything had to be absolutely perfect and spotless.

Doug and Angela became notorious on the annual DJ Bike Rally and for the remaining years enjoyed attending functions, club rallies and just about anything else so long as they were together.

Doug passed away in Pietermaritzburg on 9th January 2020 after a short illness and is survived by his wife, Angela, son Hylton (and daughter in law, Ali), daughter Hayley and 4 loving grandchildren Brodie, Katelyn, Angus and Jude.

Our condolences to his family.

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.

For the interest and benefit of members listed below are the SAVVA classifications of vehicles:

Class A Ancestor:	Built prior to December 31st 1904.
Class B Veteran:	Built between 1st January 1905 and December 31st 1918.
Class C Vintage:	Built between 1st January 1919 and December 31st 1930.
Class D Post Vintage:	Built between 1st Jan. 1931 and December 31st 1945.

Class E Post War: Built between 1st January 1946 and December 31st 1960.

Class F Post 1960: Built between 1st January 1961 and December 31st 1970.

Class G Post 1970: Built between 1st January 1970 and SAVVA age limit as defined in their constitution.

Apology:

When awarding the Enthusiast trophy at the AGM I paid tribute to a number of members for their generosity to the club and it's members.

Subsequent to the meeting I realized a glaring omission on my part in failing to acknowledge the generosity of Grant Vacy-Lyle of Fragram who, for many years has donated so many outstanding prizes to our annual Regularity Trial.

Grant, please accept my humble apology and thanks on behalf of all members for your generosity.

Alan.

Website: www.maizey.co.za
National Number: 086 1100 420
International Number: +27 (0) 11 210 5300

SIGNAGE MATERIALS & SUPPLIES

maizey

ENGINEERING PLASTIC PRODUCTS

Our product range consists of:

- Engineering Plastics
- Signage Materials & Substrates
- Large Format Digital Print Media
- Engraving Laminates
- POP Solutions – Banner Stands
- Aluminium Sign Systems
- LED Components

- Competitive Pricing
- Extensive Product Offering
- Cutting and Delivery Services
- Excellent Service and Support
- National Distribution with 23 Branches

For professional service and free application advice contact any of our branches

Bellville | Bloemfontein | Cape Town | Durban | East London | Edenvale | George | Germiston
Johannesburg | Klerksdorp | Nelspruit | Pietermaritzburg | Pinetown | Polokwane | Port Elizabeth
Pretoria East | Pretoria West | Richards Bay | Roodepoort | Rustenburg | Vereeniging | Welkom | Witbank

Page 10 of 16 pages

Date: 25 January 2020

SAVVA Technical Tip 151 – Alternators

Last month we discussed the “ins” and “outs” of changing a cars system from 6 volt vehicles to 12 volts. Firstly, take into consideration your older car may be positive to earth. You would be well advised to change to negative to earth. If you go the alternator route you will have no choice but to go negative to earth.

There are a few plus points when changing to 12 volts, for example, one can increase the wattage of headlights and taillight bulbs for safer night driving. Most older 6 volt generators have limited output and if you fitted high wattage bulbs you could run the battery down.

The next question is – a generator or an alternator. From a reliability and a functional point of view the alternator is way ahead of the generator. The only reason to fit a generator will be from a visible/cosmetic point of view. If you are well heeled you can always import an alternator that looks like a generator. But these don't come cheap. You could be looking at a good US \$500.00 plus postage for a 45 amp unit.

If you fit an alternator try and made it look as much like a generator as possible by fitting a broad pulley and painting it black.

Buy the smallest one you can find. Even a compact 45 amp should produce all the current you will need. They are small and can be camouflaged a lot easier. Don't use an early alternator with an external regulator, use a modern one with a built in regulator.

The main advantage of the alternator is that it will automatically regulate the charging rate and dispense with troublesome regulators and cut-outs. You can just leave the regular or cut-out on the firewall for appearances sake.

Next chat we'll discuss fitting an alternator.

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- 2055891

E-mail : terrychesterton@yahoo.com



We offer an in-house Vapor blasting service, the ideal solution for motorcycle or vehicle renovation, or metal components from any other industries.

Where a fine finish is required on aluminium, alloys, steel and most other metals, Vapor blasting (or aqua blasting) is the perfect answer for sympathetically bringing parts and components back to an 'as new condition'.

The process uses water and a very fine glass bead medium under high air pressure. The water buffers and lubricates the particles on impact allowing very fine finishes to be produced. This process does not remove any of the parent metal (just dirt) unlike sand/bead blasting.

ADVANTAGES OF VAPOR BLASTING:

- Cleans by flow of water not by impact
- Simultaneously degrease & blast clean
- Water acts as a lubricant between media & component
- Produces a 'softer' finish
- Avoids media impregnation on soft materials



Robert Osler 076 125 1692

Jared Burrows 078 113 2952



Dvblasting19@gmail.com



620 Chris Hani Rd, Greenwood Park, Durban North, 4051

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

For Sale:

Peter Powell has a G9 Matchless 600 as well as a BSA 500 Twin and a 250 BSA C 15. The BSA's were runners when they were parked in a shed, the Matchless will need a full restoration.

He is looking for around R 35 – 40k for the matchless and BSA 500, and around R 25 – 30k for the 250 BSA.

Peter's contact number is 083 265 5052

For Sale:

Would you please inform your members of the club that I have a Matchless G.80 1960's model for sale.

It has internal push rods, it was a runner when I brought it to RSA. It is not registered in South Africa.

The bike is in Hillcrest at my daughter's house. Her address is 33 Gillitts Road. Her cell no. is 0725222365. Her name is Cherryl Burgoyne, Freeman. Price Negotiable.

For Sale

1) 1957 BSA B31 350cc including a complete spare frame, petrol tank and new tank badges R40 000.

2) Early 1980s Suzuki PE 250 with 8153 km on the clock in original condition in storage and not used for 27 years R25 000.

3) Suzuki PE 250 box job, motor complete. also some additional spares R5 000 the lot.

4) 2 X BSA Bantam frames with forks, petrol tanks, mudguards and other smalls, frame no BD2S 52370 and BD2S 66402 respectively R1 500 each set.

5) Suzuki GT 250 project bike R2 000 ONO.

Contact Eugene Mulder on 0824588227 or emgessengineering@telkomsa.net

For Sale:

Tony Cowden has some BMW /5 spares for sale. If you're restoring a BMW /5 and need spares, please contact Tony as follows: AB Cowden, 4 Cycad Lane, Amber Ridge, Howick. 079 - 532 7003

Wanted:

Sunbeam Lion Gearbox – 1932

If you have one, or know of someone who does, please contact **Philip Gordon on 082 442 0829**

Wanted:

Greetings all,

A motorcycle friend is in need of some help please.

Willie Tenner copied in, is looking for two exhaust joints for a 1982 Honda CX500 motorcycle.

The Honda part number is 18231-415-000 Muffler, head flange pipe joint.

Please will you send out an APB/forward this request with its attachments, to every bike collector/enthusiast you know - all the various clubs and their respective members et cetera.

Willie's cell is 0824554170

Thanks kindly in advance.

Best regards to all,
Jaws (John Austin-Williams)
0834597802

Wanted:

Wanted - A Norton Twin, if not available, then a Norton Single could be acceptable. Has anyone got something to sell ??

Please Contact **Norman Erasmus on +27 76 603 3553 or 076 603 3553**

NB Norman will be remembered as one of our members from the SOUTH COAST.

As Norman is presently working in Zambia it is difficult to reach Him. I can receive WhatsApp messages on his behalf on 082 437 4131 and then forward them. (Mike Matthews)

Wanted:

Flat tank frame for teens first war any frame two or four bolt good or bad shape or parts of frame.

Michael Burden 071 6051714

Spotydoty@me.com

Wanted:

Second hand Heynes Manual for a 1982 Yamaha XJ 750. If you have one to sell or give away, please contact

Big Ed on 072-165-5046

Wanted:

I am looking at building a special 2 engine bike and need 2 off T100 500cc engines. 2 off..... Triumph, 500cc, T100 motors complete. Pre-Unit preferred but can also use Unit motors.

Building special with 2 engines in 1 Featherbed frame.

Please contact **Steve Edwards on 082 445 9991**

Wanted:

A working speedometer for a BMW R65 LS. Please contact **Rob Thompson** if you have one to sell. **083 658 9730**

Wanted:

Eugene and Kevin need 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.

Wanted:

Handle bars for a 1950-1960 Triumph speed twin or thunder bird Nacelle model. Please contact **George Nairn** email: nairngm@telkomsa.net or **039 737 3980**

Wanted :

50's--60's British 500-650 motorcycle in any condition. **Trevor Graham 082 881 6055**

TONY'S ARMATURE WINDING

Specialising in rewiring of all types of armatures, stators, rotors and motors. 52 Acacia Rd. Glenwood, 4001 031 205 2373 or 031 205 6504 (Behind old Willowvale Hotel).



LIFE AFTER 40

Everything hurts, and what doesn't hurt, doesn't work
 The gleam in your eyes is from the sun hitting your bifocals
 You feel like the night before but you haven't been anywhere
 Your little black book contains only names ending in MD
 You get winded playing chess
 Your children begin to look middle aged
 You join a health club and don't go
 You begin to outline enthusiasm
 Your mind makes contracts your body can't meet
 You know all the answers, but nobody asks you the questions
 You look forward to a dull evening
 Your favourite part of the newspaper is "25 Years Ago Today"
 You sit in a rocking chair and can't get it going
 Your knees buckle, but your belt won't
 You regret all those mistakes resisting temptation
 You stop looking forward to your next Birthday
 Dialling long distance wears you out
 Your back goes out more often than you do
 A fortune teller offers to read your face
 You turn out the light for economic reasons rather than romantic ones
 You remember today, that yesterday was your wedding anniversary
 You are startled the first time you are addressed as "Old Timer"
 You burn the Midnight Oil after 9:00pm
 Your pacemaker makes the garage door open when you see a pretty girl
 You get your exercise acting as a pall bearer for your friends who exercised
 The best part of your day is over when your alarm goes off

