

Shoptorque



Classic Motorcycle Club of Natal

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Affiliated to SAVVA

Affiliated to The Vintage Motor Cycle Club - UK

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

Chairman's Chatter

Wishing all members a Happy and safe Motorcycling 2023.

Last year was a busy one and I no doubt that 2023 will not be any less.

Please keep in your thoughts members who are not well and those who passed away this last year.

January kicked off to a well supported display of Best of British and a Breakfast run to Impala Ridge and the collection of Classic Japanese and other Motorcycles of Dave da Silva.

The D-J is just around the corner in March, always fields a nice representation of machines from our Club. Wishing all who have entered a safe and trouble free Run.

Our monthly displays continue to show the range of machines that we have, from Veteran to Classic and Modern.

This year we introduce another category, Scooters. This will be open to all Scooters of ages and makes.

Please support your Club at the Main Meeting, breakfast runs, displays and Rallies.

Till next time.

On two wheels and sometimes three wheels.

Derek Pirie

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 European and Continental Category, in 1st place: Trevor Davids – 1968 Moto Guzzi V7,

2nd place went to Ant Riddle with his 1984 Bimota (Honda),



3rd Trevor Davids with his 1978 Moto Guzzi Mk1 850 Le Mans



The Modern / North American Category, in November was won by Hans Coertse
with his 1922 Excelsior 20



2nd place also to Hans Coertse with his
1924 Indian Scout.



3rd place was won by Jayson Anderson with his
1952 Harley Davidson Pan Head.



The Best of British, in January, was won by Ron Bell
with his 1960 Ariel Arrow



In 2nd place was Jayson Anderson with his 1954 Matchless G80 CS



3rd ,was Terry Chesterton with his 1953 Ariel Square Four



MOTORCYCLE RACING AT HESKETH CIRCUIT in the 1950's

Many members no doubt enjoy watching MotoGP and the exciting starts with competitors lined up in rows of three with the fastest qualifier on pole and the slowest at the rear of the field. Sitting astride the bikes, clutch in, engine revving, launch mode engaged and eyes on the red lights.

Lights off and away they go in a dash to the first corner.

But; it wasn't always like that. Back in the pre-war days and post war up to late 70's the start procedure was very different. It was known as "run and bump" and proceeded as follows:

Competitors lined up across the track, sometimes six abreast depending on the width of the circuit with pole man electing which side of the front row he preferred. Riders stood alongside their bikes, either left or right. Now, this was where the skill was paramount in this method of starting.

Low gear was engaged and the bike was pulled back against compression and over t.d.c. to get the piston into firing position. Then it was clutch in and eyes on the starter who usually had the national flag in hand. At the drop of the flag riders heaved the bikes forward as hard as possible and once they had sufficient momentum they dropped the clutch while at the same time leaping side saddle onto the bike. Most of the time the bike fired and the rider then swung his leg over and into the crouch position, accelerating as hard as possible. Occasionally the bike did not fire and the rider would have to jump off the saddle and keep pushing until, hopefully the bike fired up.

Now, all the above required strength and skill and some riders were particularly adept at making a quick start. Mike Hailwood was a rider who could get his bike fired up within a few paces and obviously this ability had its advantages.

From a spectator point of view these starts were thrilling.

Initially, from the drop of the flag the only sound was the patter of boots on the tarmac as the riders heaved their bikes forward, then the first one or two bikes fired up followed by the whole field all jockeying for position. Bear in mind that these bikes were all on open megaphones so the sound was ear splitting.

The attached photos from Hesketh give some idea of these starts.



The above picture, taken from the right hand side of the track, shows the start of the 1956 Easter 350cc scratch race with number 30 Les Smith on a BSA Goldstar

already on side saddle. 33 and 38 are Boet Ferreira and Jannie Stander both on KTT Velos.



The second photo, taken from the left hand side of the track shows the start of the 1959 Fairfield 250cc scratch race. Here there is Mike Hailwood, NSU side saddle, numbers 7, 1 and 8 are respectively Charlie Randall, Norton, Doug Sutherland, BSA and Trevor Blokdyk, Velo all astride and accelerating. Number 11, Jannie Stander, Velo is mid-leap to the saddle while number 6, Gary Burgess, BSA is still pushing.

Exciting spectating! All motorcycle scratch races worldwide were started in the same manner. I have tried searching on the internet to establish the date on which the FIM made the change to the present day method of starting but could get no sensible answer. Perhaps club members more versatile in computer technique than ancient me can find the answer.

Alan Young.

Many thanks Alan for the article and photo's. (As a side note, the Gold Star raced by Les Smith was bought and restored by Stuart Anderson in the mid '80's. The 1954 matchless G80 CS which I now own, was also Les Smith's - Ed)

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.

2022 AGM Awards:



Highest Placed DJ competitor, awarded to Samantha Anderson who finished 9th overall, and was the highest placed Women competitor on a DJ ever.



Youngest Competitor – Simon Vacey-Lyle (34). Trophy accepted by his father, Grant

The oldest Competitor in a Club event was Dudley Schaefer (86)



Bum Pad rider to Danielle Beltran.
Award accepted by husband Alain



Buckled Wheel trophy to Doug Watson
Who pushed his Sunbeam to the finish
in the 2022 D-J



Wooden Spoon Award to Dave Müller



Bike of the year awarded to Hans
Coertse for his outstanding 1922
Excelsior Model 20 which he shipped
to the US to participate in the ZA
Charles Lindbergh Ride



Most enthusiastic rider of the year award was jointly awarded to Henk Raatgever and Billy Thomas.

Other stuff: Adverts, Technical, News etc.



SAVVA Technical Tip 163 -Inspection Lights

Inspection Lights

Many of us have permanent scars on our hands from lead lights using incandescent bulbs that become red hot. Apart from personal disfigurement they can become electrically dangerous. Many a worker has had a serious electric shock because of frayed or damaged cables. Most of us have converted from bulbs to mini fluorescent tubes or diodes but most still need 220/250 volts to operate. It is recommended any portable device like lead lights etc should be backed-up by an appropriate earth leakage unit. Most houses are fitted with earth leakage units on the main board, however, be warned, they are only set to safe one from electrocution and trip at about 15/20 milliamp which before tripping will cure your constipation.

To overcome these hazards a new product has entered the market, new to me that is, and that is a cordless portable light with rechargeable batteries. I was reluctant to buy one as I already have so many lead lights however a friend feeling sorry for me bought one for me. It has turned out to be the star in the tool box and I doubt if I'll ever use the old lights again. Incidentally it's ideal for keeping at hand for power outages. The battery lasts approximately eight hours between recharging. The light is extremely bright (too bright in fact) but has a dimming adjustment. There is a magnet in the base to attach it so the light can be directed on where you are working



Terry's Classics

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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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52 Acacia Rd. Glenwood, 4001 031 205 2373 or 031 205 6504 (Behind old Willowvale Hotel).

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