



Shoptorque

Classic Motorcycle Club of Natal

Founded February 1981

January 2025

Chairman's Chatter

As my first Chairman's Chatter, I'd like to express my thanks to you for entrusting me with the task of being Chairman of this amazing Club.

My father, Stuart Anderson, was one of the founding members back in 1983, and I've been associated with the club all those years, as I used to ride down to Durban for meetings with him, pillion, on whichever bike he'd selected for the day. Some very fond memories of the rides to and from Durban, and early Natal Classic Rallies at Midmar and later Drakensville.

I only officially became a member in 2005 or 6 after returning to South Africa after living in the UK for 11 years.

Being Chairman is something that I have eschewed for some time. Wayne Bagley asked me to take over when he resigned due to his ill health. I declined, and Derek agreed to fill the position, which he has filled admirably for the past 3 years. Thank you Derek.

Last year, however, I was again asked whether I would consider the position. I prayed about this for 2 weeks or so, as fulfilling this, or any role, is something I take very seriously.

My key words to 2025 are Humility, Diligence and Excellence.

I don't want to run our businesses, or be involved in any organisations from a leadership perspective unless I can do so with Humility, Diligence and Excellence.

For the past 3 years I have been engrossed with business development and growth, and that has partly been why I have not wanted this additional responsibility.

However, this year, I really felt that I needed to step up and see how I can serve you, the members, and the Club as an entity.

I trust that with the help of our amazing committee, I will be able to serve well, and that all of us will have an excellent year of gatherings and events to look back on.

We have some exciting events for this year –

The VCC have again invited us to attend their bonnets up featuring DJ bikes on February the 23rd.

The DJ Rally is on the 14th and 15th of March. If you're thinking of entering but haven't done so yet, please do asap, as the entries close soon.

We will host a Century run in April. The date is yet to be confirmed. Alan, I am sure that you will assist with the planning of the route again, for an enjoyable ride.

Cars in the Park in PMB is scheduled for May 25th, and will be an opportunity to display our Club banner and a load of bikes and hopefully generate some interest in the Club.

Our Natal Classic Rally will be on the 5th to 8th of June, based at Drakensville again, but this year we have included classic cars in the mix, so we are hoping for a bumper turn out, due to motoring enthusiasts joining in. Again, if you're planning to enter, either a bike, or a car, or both, please diarise the date, and invite some friends to come along for what we hope will be a really memorable and enjoyable event with participation from the VCC, VSCC, Vryheid Old Car Club and any other enthusiasts from around the country.

If at any time I seem to be straying from any of my 3 key words for this year, please have a chat to me and show me the error of my ways. But please be as nice as possible

We have an awesome and dedicated committee, who will continue to serve all of us with their collective, invaluable assistance. As a team we look forward to all this Club has to offer, and to enable events to be organised and well run throughout the year.

Thank you, and here's to a fantastic 2025 for each of you as individuals, and for us as a club.

Jayson Anderson
CMCN Chairman



We welcome new chairman Jayson Anderson to head up the club. Derek has stepped down and takes over the position of Vice Chairman. Our sincere thanks go to Derek who has kept the club going through challenging times.

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Banking Details:

Banking Details: Standard Bank Bluff

Banking Code: 051001

Account No 05-155-629-4

New Members:

We welcome new members: Gavin Paulson and Walter Bretter. We trust you will have an enjoyable and long association with the Club.

Those We Remember:

We note the passing of Steve Moffat and Alan Crooks. Our sincere Condolences to the family.

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:	Classic Bikes (1946 – 1995)
July:	Concourse Competition
August:	Post-Classic (1996 – 2010)
September:	European – including Spain, Holland, France, Belgium, Germany (excl BMW), Italy, Czechoslovakia and Russia
October:	Racing Bike & Classic Off Road
November:	Moderns and Americans (2011 – present day)
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.

Our sincere thanks to Paul Ward of Startline for his very generous sponsorship of prize money.

Congratulations to the winners of the annual awards, which were presented by Marcia Hinks.

Highest placed DJ competitor:
Buckled Wheel :
Oldest Competitor:
Youngest Competitor :
Bum Pad Rider :
Wooden Spoon :
Bike of the Year :
Enthusiast of the Year :

Jayson Anderson
Reg Venter
Cliff le Roux
Matthew Vacy-Lyle
Danielle Beltran
not awarded
Hans Coertse
Stephen Knight

The Opinions expressed in Shop Torque are not necessarily those of the Chairman, Editor, The Committee or other contributors

Editorial

Greetings Everyone

There will always be a degree of urban myth surrounding historical events some truths and some truths stretched to gain some prestige for the story teller. I recently heard of a few cars and a motorcycle that have been buried or found watery graves.

The first there is meant to be a Hispano Sulza and two Ford Model T's that were buried in a garden near Harrismith. A Bugatti buried near Drummond and an old Chev buried somewhere in Kloof. So why on earth (excuse the pun) would you want to bury a car or motorcycle of that value. Maybe the owners saw them as having no real value and would rather they rot in peace then fall into the hands of someone who would destroy them anyway. I guess we can't use today's standards to judge their yesteryears actions.

Another story is a bit more intriguing. The story goes of two young lads who 'stole' a Rudge motorcycle in Durban and took it on a joy ride home. I guess they needed a lift home and the unattended motorcycle was the answer. They were probably oblivious to the consequences and probably thought the owner wouldn't mind if they borrowed his bike. Now this was meant to have taken place during the early 1940's so we presume the Rudge was from the 1930s. They are said to have lived on a farm in the Upper Highway area, so from Kloof to Camperdown. Now whether a parent intervened or whether the police were getting a bit too close for comfort who knows. The thought of riding the bike back to where they had borrowed it from might have been a bit risky, maybe the police were on the lookout. Whatever the situation, the bike needed getting rid of and in the end the boys decided to push the bike into the farm dam and say nothing further. Time is a good healer and makes people forget. The bike might have at some point been fished out of the dam, cleaned up and ridden until it stopped. Maybe it's still down there and doubtful that's it's in the same condition as the day it went in. More probable it's a rusted pile of steel and aluminium, so far gone even the fish have lost interest.

However in my mind, and I am sure you will agree, the undisputed champion of champions of lost and buried vehicles must go to our very own Indian motorcycle that is in our club house. What a magnificent story. Such a bizarre set of coincidences that one wonders whether an act of some other force came into play here. Right time, right set of people, maybe going ever so slightly over the line of rational thinking. I would like to thank Dave Stone for digging up this story which was written by Jim Cramer, to be included in this newsletter.

John Booth Editor
Keeping the wheels turning.

Monthly Competition

Bike of the month must be a runner if entered into the competition (concourse is a judged section and must be a runner). If the bike is a non-runner it will be accepted for display only and will not be considered as a competitor. For others, a member is welcome to put on their projects, barn finds as in the appropriate category for members to see.

European Motorcycles

1st 1980 Motor-Guzzi V50 MK2
Deena Naidoo



2nd 1981 Moto-Guzzi 1000SP
Derek Pirie



3rd 1982 Moto-Guzzi 1000SP
Gary Crabtree



American Motorcycles

1st 1922 Henderson Delux
Hans Coertse



2nd 2011 Harley Davidson 883
Sportster
Reg Venter



3rd 1926 Indian Scout 600
Robin Mcdonald



Best of British

1st 1959 BSA Super Rocket
Ray Nell



2nd 1960 Ariel Arrow 250cc
Ron Bell



3rd 1929 AJS M6 350cc
Jason Anderson



**Well done to our annual
prize winners**

Oldest Competitor
Cliff le Roux



Bum Pad Rider
Danielle Beltran



Bike of the Year
Hans Coertse



Youngest Competitor
Mathew Vacy-Lyle
Trophy collected by his father



Buckled Wheel Trophy
Reg Venter



Highest Placed DJ Rider
Jason Anderson



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.

Items for Sale/Wanted:

Times are hard. Therefore there are no motorcycles for sale and no one wants to buy anything either.

DATING OF MOTOR VEHICLES

Many of our Members are not taking the opportunity to have their Vehicles Dated. Dating of a Vehicle serves two things.

The First is so that you can Enter the Vehicle in a SAVVA Sanctioned Event like, the D-J ; Natal Classic ; Magnum ; Fairest Cape, to name a few.

Many enter an Event "PENDING DATING" and never do have the Vehicle Dated. Vehicle Dating is a requirement.

Secondly a Dated Vehicle adds Authentication to a Vehicle when being sold.

Dating Forms can be downloaded from the SAVVA website.

It is up to the Person applying for the Dating of a Vehicle to furnish all the necessary Information required, not the Club Dating Officer or SAVVA.

Information on you Vehicle can be found on the Web or from s Mark Specialist for your Vehicle

ROD Thomas is our Club's Dating Officer and he can be contacted by Message on.
Cell : +27 73 365 6494

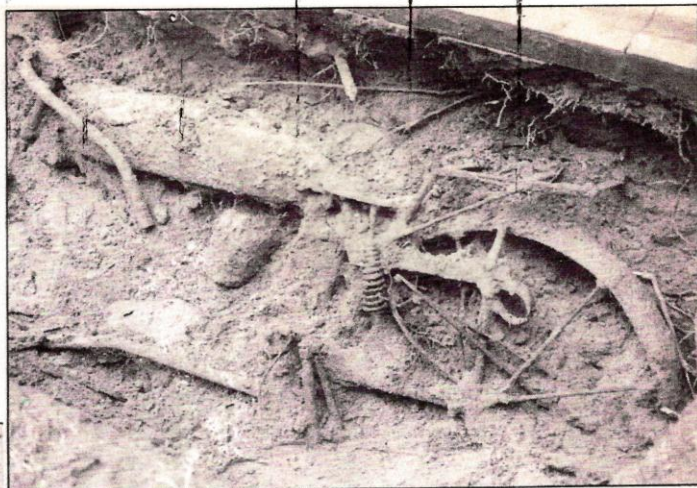
Articles from the past

1925 Bugatti Type 22 Brescia Roadster, pulled from Lake Maggiore (between Switzerland and Italy) in 2009 after 73 years. The car was originally registered to a French address but apparently took a dive into the lake in 1935. The Bugatti has four cylinders, a 1.5 litre engine and in its heyday would have reached speeds of close to 100 miles an hour. Rumour has it that the car changed hands in 1934 when Grand Prix driver René Dreyfus lost it in a drunken poker game to Swiss playboy Adalbert Bodé. It is on display at the Mullin Museum, unrestored (last pic).

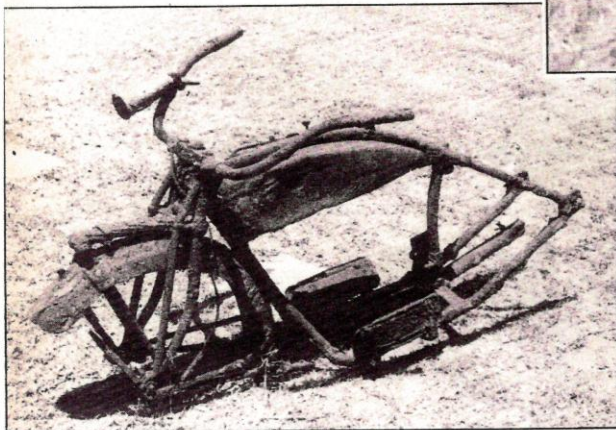


BURIED ALIVE!

Jim Cramer tells of the Indian that was under the soil for fifty years – and the small boy who lost a favourite marble



Still in the grave! But just emerging from the soil are the outlines of a rear-sprung Indian twin of 1915 to 1920 vintage.



Above: This was the first one out – looks like another Indian.

Right: Half-way out! Buried in 1937, the machine had been in the ground for fifty years!

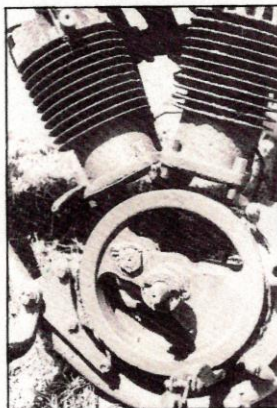


Back in 1934, the Bishop family lived at 12, Marriott Road, Durban, South Africa, and Arthur Bishop (one of four brothers and five sisters) was a very keen motor cyclist owning a rear-sprung 7hp (61cu in) Indian vee-twin – and, indeed, two other motor cycles plus various bits and pieces, for Arthur was a true enthusiast. But it was the Indian he was riding when, one tragic 1934 day, he was involved in a fatal collision at the junction of Moore Road and Gale Street, Durban.

The family went into mourning, and Ma Bishop asked her eldest son please to dispose of Arthur's bikes. But this wasn't done immediately; time passed, and at least two of the machines were part dismantled by inquisitive younger members of the clan.

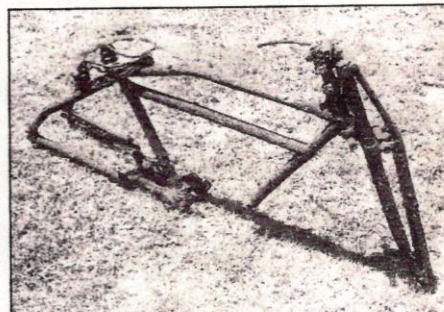
Three years on, in 1937, Ma could no longer stand the sight of the bikes and bits, because of the personal memories they brought back; so she supervised the digging of a deep pit adjacent to the back wall of the house, standing silently as the machines were lowered into it and making sure that everything associated with them went in as well.

As the soil was replaced, the youngest brother, Dennis, stood watching. In the months that followed he often thought about those beautiful bikes lying in their grave while he played marbles on the



ground above them. Once, scooping out a hole in the soft soil with his hands for his game, he scooped deeper – nearly up to his elbow – and lo, he was sure he could just feel cold, smooth metal! On being called away from his daydreaming a favourite marble – a red and white "allie" – tumbled into the hole he had dug. Though he searched for it later, he never did find it.

Years rolled by and, one by one, the members of the Bishop family went their separate ways. A world war was declared, fought, and decided on distant battlefields, then all over the world sol-



Above: Second one out – what is it?

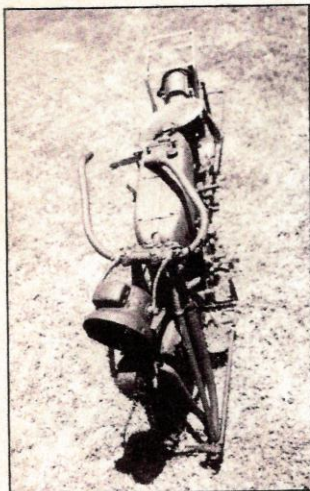
Left: The Indian's light-alloy crankcases had disintegrated completely.

diers returned to their loved ones. Eventually in 1960 Pa Bishop, who for some years had been the sole remaining occupant of 12 Marriott Road, passed away; the house was sold, and that seemed to be that.

"If a bike had been buried for over forty years," asked Bill Kenny, one day in my office, "what condition would it be in?"

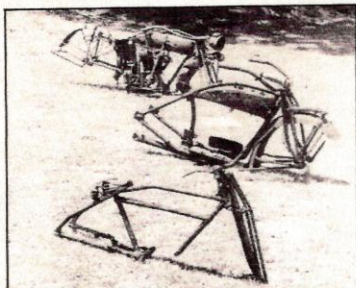
"Oh," I answered, learnedly, "it would depend on the type of soil, percolation, depth, and all that. Why d'you ask?"

"Well," replied Bill, "Dennis Bishop, down in my office, says his late Ma



Above: See how the broken left handlebar fits into a hole in the tank. This was obviously damaged in the accident which claimed the life of young Arthur Bishop in 1934.

Below: The full crop - after harvesting and cleaning.



buried some old bikes, way back, and as far as he knows they are still there."

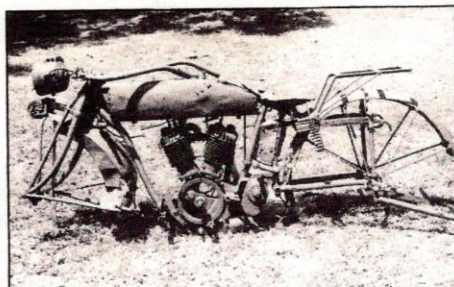
Needless to say, it wasn't long before I was down in Bill's office, chatting to Dennis. "Just where are they buried?", I asked, ears now a-tingle.

"12, Marriott Road," came the prompt answer.

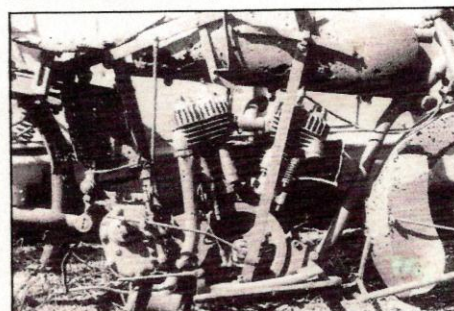
"Well, now," said I, ears jumping up and down as I checked in a street directory, "I'm pretty sure that's my brother-in-law's house. Yes, here it is! Patrick McGee, 12 Marriott Road!" (Oh, repent, all ye disbelievers, and start believing in coincidences).

Armed with a sketch plan from Dennis Bishop, and a borrowed metal detector, a few days later I headed for No. 12. In company with an interested brother-in-law and a somewhat worried sister-in-law the search began - and you can imagine how I felt when, exactly over the spot marked on Dennis's map, the detector gave out resounding 'pings'. With permission from brother-in-law to dig should I want to (and admonishments from sister-in-law to treat any lawn and shrubs with *extreme* care) I left No. 12 with all sorts of thoughts and hopes rushing through my mind.

What if there should be, by some



The Indian after cleaning and sand-blasting.



Fifty years underground have wreaked havoc upon various components, but the gearbox is still intact.

miracle, an intact old bike down there, needing only to be hosed down? Yet could there be *anything* left, after all those years?

For weeks, which became months, these thoughts plagued me, while sister-in-law Jane became understandably less and less enthusiastic about the venture, and more and more fond of the plants and shrubs under threat. But of course I had to dig, or I would have had doubts about what might have been for the rest of my days. So it came to pass that, while the delightful Jane was away on business for a few days, two conniving brothers-in-law decided that it was now or never.

Rain was falling lightly as, on the morning of August 26th, 1987, my digging assistant (one Hezekia Gumbi - honest!) hit metal, just 18in below ground level. Carefully, we uncovered what at first looked to be part of a steel bedstead but was soon recognisable as an old motor cycle frame of some sort. As we worked, an old set of girder forks emerged, then an ancient bottle, an old car battery, rusted silencer fishtails, almost unrecognisable lumps of corrosion that could be (and were) old magnetos, bits of rusted-solid chain, a wafer-thin chainguard, old engine bits, etc.

Deeper still, we were able to lift out another frame which still had its flat fuel tank, girder forks and handlebars. Then came a rear wheel, still with most of the spokes and driven sprocket. Below was yet another frame - a smaller one this time, with only the forks attached. But as we continued digging it became obvious that a much larger bike was lying alongside it. At last we were able to lift the small bike out, and by now it was clear that the big one still had its engine in place. Many more small bits and pieces, mostly unrecognisable because

of rust and corrosion, continued to be excavated.

Finally we were able to liberate the last bike, complete except for its wheels, from its resting place of so many long years. By now the pit was so close to the house that further digging could have undermined the foundations, so we called it a day, filled in the hole and carefully replaced the shrubs and squares of lawn turf we had removed at the start.

There is little doubt that the last one out was probably still a runner when it was interred, the wheels being removed so that the hole didn't have to be so large. But though a live bike may have gone into the ground, it was a very sorry-looking specimen that came out 50 years later. Buried 1937, exhumed 1987!

Restoration seems out of the question, but at least preservation of the remains is entirely feasible, and after some very careful sand-blasting by Clive Rossiter the transformation has been remarkable. It is certainly a rear-sprung Indian of about 1915 to 1920, and apart from a bent front mudguard and (acetylene) headlamp there is little sign of structural damage. During the accident in which Arthur Bishop was killed, the handlebars were bent, with the left side of the bar piercing the tank. Perhaps the front wheel, too, was badly damaged (a reason for its removal?) and is still at the bottom of the unexplored part of the pit.

The light-alloy crankcase has completely disintegrated, but brass fittings are, after sand-blasting, as good as new. The gearbox is absolutely intact, and I am intrigued to know if it had retained any oil; if so, the pinions might yet be in good condition. It is pretty certain that the first frame we lifted out was also Indian, but we were unable to identify the smaller one, the second to emerge.

How fitting that the 'dig' should have taken place just one day before my 51st birthday; I had been just one year old, when Ma Bishop had overseen the burial. For an unforgettable experience I give grateful thanks to Patrick and Jane McGee, who were so tolerant about my desecration of their garden and who have laid no claim to anything exhumed; to Hezekia Gumbi who was so careful about both the excavation and exhumation; to Clive Rossiter who has so carefully and obligingly arranged and supervised cleaning and blasting; to Bill Kenny who gave me the tip-off about the bikes; and to Dennis Bishop who had retained the memory of a motor cycle funeral for fifty years.

And speaking of Dennis, I did give him a very small reward - a very old, slightly chipped, red-and-white "allie" which came to light very early in the dig!

Footnote: Jim Cramer has since informed us that he has given the exhumed frames, etc, to the Midmar Historical Village, where they will be put on display for the interest of visitors. The Historical Village is at Midmar Dam, near Pietermaritzburg, Natal, about 50 miles from Durban.

Drowned NSU

A Minnesota man has been reunited with his 1938 **NSU 251 OSL**, nearly 56 years after the German motorcycle sank to the bottom of a lake.



In 1956, Wyman Ailie bought the motorcycle for his then-15-year-old son Dean from a farmer who brought the bike back with him from Germany during World War II. That December, Dean Ailie went for a ride with his friends and on his way home, decided to take a shortcut across the frozen surface of Big Swan Lake in Dassel, Minn.

He had taken that route safely on the way out, but the way home was a different story. The ice cracked underneath him, and rider and motorcycle fell into the water. According to reports, air trapped in Ailie's leather jacket buoyed him up to the surface where he was rescued by a pair of nearby fishermen. The NSU however was lost to the lake.

Until last month that is. On Nov. 29, 2012, nearly 56 years after Ailie's episode, the NSU 251-OSL has surfaced, once again thanks to fishermen. This time, it was commercial fisher Ken Seemann, who had been seining for carp when his nets caught something heavy: an old German motorcycle.



Ailie's crash through the ice in 1956 was fairly big news for the area at the time, and it didn't take long for people to help Seemann connect the motorcycle to Ailie, now 71, who still lives nearby. Ailie was soon reunited with his beloved motorcycle.

Considering how long it sat at the bottom of the lake, the motorcycle in a surprisingly good condition. It was coated in rust, the seat had long dissolved and the fuel tank has some holes, but the cylinder was dry and the tires still contained some air.



Ailie initially wanted to keep the recovered motorcycle but Seemann and his business partner Jeff Riedermann gave it to an associate, Ron Miller, a motorcycle collector who plans to clean it up and display it.

Another drowned vehicle

Russell RCMP received a report of a submerged vehicle in Lake of the Prairies, located in the RM of Riding Mountain-West on Aug. 20th. The vehicle was discovered by an individual who provided fish finder images and GPS coordinates to the police.

Advertisement 2

Russell RCMP officers initiated an investigation to determine if there were any reports of missing persons related to the vehicle. Still, they could not ascertain when or how the vehicle ended up submerged. The RCMP Underwater Recovery Team (URT), led by Corporal Kathryn Ternier, was called in to assist with identifying the vehicle.

On Aug. 27 the URT used boat sonar to locate the submerged vehicle.

“There was very poor visibility in the water, less than one foot, due to sediment and other natural factors,” said Corporal Ternier.

To safely investigate, the team deployed a drop sonar to guide a remote-operated vehicle (ROV) to the site instead of using divers due to the inherent risks of underwater operations.

Advertisement 3

The ROV descended to a depth of six metres, revealing that the vehicle was a 1970s pickup truck. Using the plate number identified by the ROV, police traced the vehicle’s records with assistance from Manitoba Public Insurance.

The investigation revealed that the truck’s owner, a resident of the RM of Tache, had been driving home across the ice during the winter of 1990 when the vehicle broke through. All occupants safely escaped, but despite numerous attempts, the owner had been unable to locate the submerged truck over the years.

“Case closed on this one! This was a good ending for us,” Corporal Ternier remarked. “Nobody had been harmed, and we got to solve a decades-old mystery.”

Corporal Ternier noted that low visibility in Manitoba’s waters often complicates recovery operations, requiring the team to respond with technology like ROVs to reduce risks to divers.

“The technology the RCMP has to work in an underwater environment allows us as divers to be as safe as possible while ensuring we are providing the most information possible to investigators,” Ternier said.

Long standing club member Chris James sent in these restoration photos of a 1952 BSA A10 650cc motorcycle that he bought from the club a few years ago. He had to make many of the missing or worn parts on his lathe.

A job well done!!



Random Photo Gallery

