

Shoptorque



Classic Motorcycle Club of Natal

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Web Site: www.ncmc.org.za



Affiliated to SAVVA

Affiliated to The Vintage Motor Cycle Club - UK

Your Committee:

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BANKING DETAILS	
Bank:	Standard Bank
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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

120 + Days now under Lockdown! Our club activities have been reduced to a Virtual level. Some members have had rides out and back with a small group of friends, others have been confined to their workshop projects but that is it! It could of course be a whole lot worse- We could be under enemy fire as the Allies were when landing in Normandy. The power of the human spirit will prevail and somewhere in the future we will get through this and enjoy meeting at the Club and riding our machines.

I called Alex Human to thank him for contributing his article to the previous issue of Shoptorque. We got to discuss the sentiments that he put forward towards the end of his letter. I believe that he is making a very good point. If a number of our members offer to loan a bike to interested parties from far corners of the country, we could possibly increase our numbers for our Rally. We could even offer accommodation if the Rally is based close to home. A reciprocal arrangement may even develop for The Magnum, The Fairest Cape etc.

Not having to tow a bike to the venue and not having to fork out large amounts of cash for a place to stay certainly would make participation a lot more attractive. LET'S ALL THINK ABOUT THIS. Who knows something good/big may evolve?



I have had a lot of fun watching our Virtual Bike of the Month competitions take place. A number of the machines have been of incredible quality and interest. Who would have known that Alain Beltran has an immaculately restored Triumph 'Bonni' in his lounge or that he has that stunning 200 RD Yamaha Twin. I can only imagine what Gems are going to be produced for this Month's 'Land of The Rising Sun'

Early in the year we created the WhatsApp group as a medium to convey Club information to the members. Then once we were put under Lockdown we created the Workshop Challenge Chat so that we all could show case the work that we were doing on various Classic Bike Projects. Keeping these group Chats from becoming a forum for jokes and U tube videos is important to ensure that constant messages received does not become an annoyance. Our group has been pretty good in this regard. I have had complaints about message being received too early or too late in the day so once again I ask for good manners to be employed. It was immediately obvious that the need for an information sharing platform was real. As the Lockdown restrictions are slowly lifted, my aim is to keep the forum open where information, pictures etc. can be shared and called for. So please carry on sharing.



It is with genuine sadness that we learned of the Passing of Rob Wiles over this last period. Rob succumbed to a relatively short fight with cancer of various internal organs. He was a very enthusiastic and long standing member. Many a breakfast run he sacrificed his ride to tow a sweep trailer behind the bikes. This is just the kind of guy that he was. He was always available to help with work for the show etc. it is members like Rob that form the backbone of any club. Often controversial nearly always grumpy ☺ Rob Wiles will be sorely missed.

Keep Safe and when you can – enjoy your riding.

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>

NEW Bike of the Month Competition Categories

January:	Best of British including best AJS / Matchless
February:	Golden Years Trophy
March:	Day of the Rising Sun
April:	BMW – Dave Turnbull Trophy
May:	Tiddlers.
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
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.



June BOTM Winner: Rudi Steyn's 1939 BMW R71 & Sidecar



July BOTM Winner: Raymond Meyer's 1956 DKW RT 250 S

SPECIAL NOTICE:

Dear members,

Due to several visits from the Liquor Licensing department, the Club has had to stop selling liquor at club meetings, in order to be compliant with the regulations, as we have not ever had a liquor license!

Thus, going forward, if you want to consume alcohol at Meetings, please bring your own. 😊

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.

With Special thanks to Gavin Walton, for submitting this guidance and advice regarding Rallying. (For when we're allowed to get out and participate in rallies again !!)

Basic introduction to Regularity time trial Rallies. 2020.

Welcome to the wonderful world of Regularity time Trials / Rallies. This document is intended to give the first-time riders a basic insight as to what is expected and how to proceed in an event of this nature.

Rally Route Schedule:

After scrutineering the organisers will give you your route schedule for the event.

Please make sure that when you stick the sheets together you get them in the correct order and make sure you have the right day installed in your rally box.

Be very sure you have the correct speed group sheets: group A = 50kph, B = 60 kph and C = 70kph. Some Rallies may have different speeds assigned to the speed groups. This example is for the annual DJ.

These speeds are the maximum you will be expected to travel at during the event.

All the above info is displayed at the top of the page / pages. Page numbers are usually at the bottom of the page.

Below that is the route schedule which is divided into 4 columns:

The first is **DISTANCE**: this is the cumulative distance from the start which is Zero. This distance **may** be reset to Zero at an obvious point along the route, for example at a lunch break.

The second is the **SPEED**: in kph, that you should proceed at to the clue on the **next line**.

The third is Rally **TIME**: this is the accumulative time, starting at Zero, from when you get started by the Starter at the official starting point on the route schedule. There may be a M board present to identify the starting point.

The fourth is the **INSTRUCTION**: this is where you are told what to do or where to proceed to at the time in the column immediately to the left of the instruction.

Here is an example from the 2017 DJ:

10 Mar 2017 2017 DURBAN to JOHANNESBURG RALLY - Day 1 B Speed Group			
Dist	Speed	Time	Instruction
0.00	25	0:00:00	Start from marshal board at end of steep Union Square. Ensure that your logger is turned on at least 15minutes before your start time. Start of open section.
0.07	25	0:00:10	Stop. Turn right. Move to right hand lane.
0.15	25	0:00:22	Stop. Turn right.
0.20	25	0:00:29	Take slip road left into Old Main road.
0.25	30	0:00:36	Traffic light. CSO through next 7 traffic lights.
2.95	41	0:06:00	Bothas Hill. Start of regularity.
4.72	41	0:08:36	Kearsney College.
6.40	41	0:11:04	Rob Roy Retirement Village. 5.38 4
10.44	41	0:17:01	Drummond.
12.05	41	0:19:23	Bridge
15.38	47	0:24:17	Sign. Sharp turn to left. 12.65 -3
19.28	30	0:29:17	Rumble strips for next 4Km.
20.40	25	0:31:31	Change speed.
20.80	30	0:32:29	Stop. T junction turn right to R103. 30

Let's take the Instruction at Distance 15.38 km, "Sign. Sharp turn to left".

How to interpret this: at Distance 15.38 km and Time 0:24:17 you should be at the sign showing a sharp turn to left. At this point you should change speed from 41 kph to 47 kph and proceed to the next instruction "Rumble strips for next 4km", and so on.

Please note that all clues, like the sign in the above example, are always on the left-hand side of the road and usually not more than 20 to 30 meters from the side of the road unless otherwise stated.

Regularity, End of Regularity and Start of Open section:

Regularity: this is the competitive component of the Rally. Here you must start at the correct time and proceed in accordance with the defined speed and hopefully get to the clues / instructions at the correct times.

It is in this period of play that there will/may be pre-defined virtual Marshal points and your performance will be determined as the difference between the expected time of your arrival and your actual time of arrival.

You will not see the virtual Marshalling points as they have been pre-programmed into the computer and when you hand your logger in at the end of the day you will see your results.

No Virtual Martial point will be within 200m of a stop street or traffic light and will also not be present for 1km thereafter.

End of Regularity: this defines the point on the route schedule that ends the Regularity section and there will be no virtual Marshalls until the next Start of Regularity.

You will note that the speeds are lower than when in Regularity. This is to allow you to proceed to the next start of Regularity safely. You can proceed at your own speed so you get to the next start of Regularity, or whatever the instruction may be, in time. This portion of the rally is usually used to take the field through a town or where the road surface may be unfavourable. If you stick to the prescribed speeds here, you will be late for the next regularity.

Start of Open Section: this is essentially the same as End of Regularity but may be much shorter in time until the next Start of Regularity and all the same rules apply for End of Regularity.

Generally, the Rally starts as Open Section, Start of Regularity will be part of an instruction and Regularity will be ended by "End of Regularity" or "Start of Open Section".

A few other things which may appear on your Route Schedule:

CSO = carry straight on / over,

Change Speed = this is not a defined clue so when reaching the time next to the Change Speed instruction please do so.

Clues / Instructions that have [Time added: Time in minutes or seconds]: this means that the departure time is the time at the clue plus the added time. This could be at a fuel stop or a busy intersection where time is added for your safety.

Some other tips:

The use of highlighting pens to indicate the Start and End of Regularity is a good idea. Also, to indicate when you are expected to turn left or right. Please try not to clutter up your rally sheet with too much colour as this could lead to confusion.

Speed Charts: most competitors have speed charts in their rally boxes however there are so many versions it's impossible to cover them all so please ask for assistance with what you have.

Please note the distances between clues / instructions as some may be as close as 10m apart!

Please make sure you have the correct riding gear: Helmet, jacket with high visibility vest, riding pants, boots and gloves. You will not be able to start if this is ignored.

Make sure your logger is switched on before the start. There will / may be charging facilities at the lunch stops.

At the end of the day there is a **Final Open Control**: please stop at the M board where your arrival can be recorded by the folks at the table then proceed to hand your logger in at the Scorer's desk.

I hope this basic introduction helps. Please feel free to ask if you are not sure.

Enjoy your first Rally and may it be an experience that brings you back in the future.

Gavin Walton.

Other stuff: Adverts, Technical, News etc.

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

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E-mail : terrychesterton@yahoo.com



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ADVANTAGES OF VAPOR BLASTING:

- **Cleans by flow of water not by impact**
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- **impregnation on soft materials**



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

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:

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.

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).

OFFICIAL CONVERSION CHART

HOW TO INTERPRET

* Motorcycle ads on Facebook *

IF IT SAYS:

IT REALLY MEANS:

Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more



fragram

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Motorbikes, thinking about
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talking about Motorbikes,
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