

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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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

Where is the time going? Hopefully building, riding and joining your Classic Motorcycling Family at Main Meetings; Mid-month social and Outings?

Please keep in your thoughts members who are not doing well:

Mike Matthews; Wayne Bagley; Thanu Chetty; Harry Marks; Alan Gainsford and Marcia Hinks who suffered a fall. We also express our regret of the passing of Tony Davies and Normand Erasmus.

So far the Bike of the Month continues to be well supported, with some outstanding Bikes in each category.

June - Show Bikes.

1st - 1977 Kawasaki Z1000 Turbo - John Baker.

2nd - 1953 Ariel Square Four - Terry Chesterton.

3rd - 1972 Triumph Tiger - Mac McKenzie.

July - Concourse.

1st - 1926 Indian 600 - Robin McDonald.

2nd - 1971 Honda 750/4 K1- Dale Maxwell.

3rd - 1981 Yamaha RD 350LC - Paul Ward.

Looking at the Bikes in the line up, shows the varied spread of Machines in our Club. Thanks to all of you who make the effort to clean and bring your amazing machines to the meetings.

The delayed 13th Century Run was held at the VSCC, in PMB, on 10th July. Although the numbers were down from the original list, members enjoyed a short Run on the Alexandra Road Circuit.

The Oldest Vehicle was the 1908 Renault AX of Robert Thompson. Oldest Bike, 1922 B.S.A H1 of Derek Pirie. Oldest Participant, Dudley Schafer 86 yrs old in a 2006 Suzuki. On the wall in the VSCC Club House is a photo of Dudley back in his racing days.

The Monthly Raffle is proving to be popular with Members, thanks to Marcia and Deena. If you have anything to contribute to the raffle that you would like to see go to other Members and at the same time generate funds for the Club, please see any of the Committee Members.

I would like to thank the Committee and other Members for the Container Clean Up. Another is planned for October.

Congratulations to Local Lad, Blaze Baker on his Win in the Ducati Performance Tri-options Cup at Brands Hatch GP.

Please remember to wear your Name Badge at all Outings and Main Meetings, and to sign the Attendance Register.

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 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.

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



Winning the Show Bike Category, in 1st place: John Baker – 1977 Kawasaki Z1000 Turbo, 2nd, Terry Chesterton – 1953 Ariel Square Four



3rd Mac McKenzie – 1972 Triumph Tiger



The Concours Category, in July was won by Robin McDonald
with his 1926 Indian 600



2nd place was won by Dale Maxwell with his
1971 Honda 750/4 K1.



3rd place was won by Paul Ward with his
1981 Yamaha RD350 LC.

THE 2022 SAVVA VETERAN AND VINTAGE TOUR

It is a privilege for the Model T Ford Club of South Africa to host the 2022 SAVVA Veteran and Vintage Tour.

The tour will take place from Sunday afternoon 18 September to Thursday morning after breakfast on 22 September 2022 in the Gariep Dam area of the Free State. The organising committee consists of: Philip Kuschke, Phillip Rosser, Paul Hoogendoorn, Freddie Durow and Emil Kuschke.

The organisers are aiming to attract at least 25 vehicles to participate in the tour. The tour is open to vehicles and motorcycles of any marque manufactured before 31 December 1930. The distance of the planned route is estimated to be about 650 km.

A circular route is planned in the Gariep Dam area for each day of the tour. Participants will visit interesting historical places and a visit inside the Gariep Dam wall will be one of the highlights.

Emil and Philip are hard at work plotting a beautiful route for the tour which will include several surprises.

You are kindly requested to distribute the information as well as the attached entry form to all interested parties. Please contact Philip Kuschke on 082 856 5152 or by enquiries. mail at: philros@telkomsa.net for any questions.

Worrying about the workshop

Many of us classic bike buffs keep our prized machines safely under lock and key to prevent insidious characters from pilfering them under cover of night, but sometimes the contents of our workshops can also be a target to the light-fingered.

Last night I was reading a report in the local paper about a chap who had his workshop completely cleared out by burglars. I know worse things happen, but this is particularly nasty, because a workshop is such a personal thing. There was not much detail in the story but it was sufficient to get me thinking: "If I had to start all over again with an empty shed what would I choose to re-place first?" Before I even started considering tools I reckoned that I would begin with modifications to the shed itself. I've always regretted not building what I term a 'dirty area'. Into this would go a blast cabinet and a strip bench; somewhere that initial disassembly and cleaning could be done without spreading all the dust, dirt and oily detritus into the rest of the shed, this inevitably covering what has already been restored with a fine layer of nastiness.

I never did get around to buying a proper motorcycle workbench either, re-sorting to sitting on the floor when it came to things like engine and gearbox oil. That was never entirely satisfactory, so my next purchase would be one of these. I can only imagine how much easier life would be.

Tools would be a given. At the very minimum I'd plump for nice sets of combination spanners in all imperial and metric sizes, ideally two of each of the more useful ones - like 1/2 inch - plus top quality sockets to match.

After 20 or so years of owning one, I would be unable to live without a lathe. I resort to mine three evenings out of five for a variety of different jobs, such as making one-off bolts or simple spacers. After many years with a little Myford I bought a larger Boxford 500 VSL, which I love. This would need to be directly replaced. While I was at it, a friend of mine owns a Boxford milling machine of similar age to the lathe. I've been gently hinting that it needs to be rehomed, and this would be the ideal opportunity to pile on the pressure and get it into my lair.

Over the years I have also accumulated a lot of air tools, everything from air-screwdrivers through to impact wrenches and on to grinders. On mature reflection I wouldn't be replacing anything but the grinders, everything else is just a bit too brutal.

My imagined re-equip would also be the ideal opportunity to reduce some of the clutter. I do wonder if I would replace some of the larger items that have found their way into the mix. A 25-ton shop-press is useful when it's needed but it's not needed often, and the same goes for my tool cabinets. I have two.

One is filled with anything but useful tools, while the other contains everything else, most filed in the wrong drawers.

I started this column thinking that, while it would undoubtedly be a horrible thing to have the contents of one's workshop stolen, providing you were adequately insured (and there is the rub) it could be something that you could recover from, and maybe even an opportunity to change and improve it.

But as I continued to write I started thinking about all the stuff that I don't consider until I need it, the bits and bobs that I take for granted. Take my beloved lathe for instance; it has a plethora of associated gear like a big rack of collets, bought for a song at the time, but which, (if you could find them) second-hand, are over R100 each, steadies, extra gearing to convert from imperial to metric, the list goes on.

Then there are all my special tools, either bought or made, and all of the extras I have accumulated. I reckon that if I had to start again today I would spend five years going for a tool that I used to own but is now no longer there. The reality is that I could never adequately replace the contents of a workshop that's taken some 35 years to build up.

This has made me rethink a couple of things, firstly my security arrangements. Big locks are all very well, but if a burglar is sufficiently determined then they are not much of an obstacle, so I've gone out and spent my Christmas bonus on an alarm, which is mains powered and has a battery backup. It's sensitive enough to detect a human being, but not so much that the shed mice set it off every evening. Secondly,

I'm going to take out a standalone insurance policy for the workshop. For years I have had nice agreed value policies for my motorcycles but let my workshop fend for itself under a half-imagined clause in the house policy, when its contents are probably worth more than all the bikes put together. I must have been mad! I'd be willing to wager that most of us are woefully underinsured when it came to the contents of our workshops.

Article from "Exhaust Notes" written by John Garrett

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.



SAVVA Technical Tip 161 -Magic Magnet

Magic Magnet

Has anyone else noticed the fact that the older you get how the floor becomes further away when having to bend down to pick something up? Another fact is, I believe its Sods law, that if you drop something it will either disappear forever, never to be found, or end up in the most impossible place to get to.

Here's a partial solution to retrieving these fallen objects. For years I've had a telescopic rod with a magnet on the end. I think originally designed to retrieve things that have fallen down in the engine bay. Over the years I have used it for that purpose and it has saved the day. In more recent times however, it has become more important to pick things up that have ended up further down - on the floor. Could it be I've become clumsier, grown taller, or got a bit older? From being a superfluous tool, it is now one of absolute necessity. Some time ago the little magnet disappeared so I glued on a more powerful one – that increased its usefulness even more. Suggestion - If you see one for sale, buy it and add it to your tool kit. You may not need it now but given time it could become one of your most important tools. All I have to do now is to find a magnet that can pick-up aluminum, brass and plastic.

p.s. Last week I saw them in a “Chinese” shop for about R50.00 each. .



Terry's Classics

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

For Sale:

From the Estate of the late Roy Colborne:
Incomplete 1962 Norton E S.2



The bike has paperwork. Asking price is R 55 000. Please contact Heather Watson on 084 335 9366 / feathermay108@gmail.com to arrange a viewing.

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:

Colin 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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