

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

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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

Greetings all.

So far we have had a busy first half of the year and hope to continue for the rest.

The Centurary Run from the VSCC was postponed due to the inclement weather. Revised date is the 10th July.

High Tea/Car show at the Waterfall Methodist Church on the 27th April was well attended, with a nice range of machines. The Club received only good comments and we have been invited back later in the year.

The 35th Fragram Natal Classic Motorcycle Rally has just passed..

Congratulations to all 39 who entered and to the 27 finishers. Our Club fielded the most entries, 20, well done. The highest placed CMCN rider was Doug Watson on a 1968 BMW R60/2.

The road conditions are putting a BIG strain on both the motorcycles and riders. Also nice to see the numbers of 1st time riders, is growing, riding with the riders from the 1st Natal Classic.

The Natal Classic Motorcycle Rally and the Durban-Johannesburg (D-J) are the last surviving true Motorcycle events left. This is encouraging to know that the interest in the event is still there and we hope this continues for a long time to come.

Cars in the Park in Ashburton was on the 29th May. It was good to be back in the Park.

Our Club shared the "Motorcycle Park" with some other collectable Classics. Again, thanks to the members who brought machines up to display.

A final call for members who have not paid their subs for the year. Please do so as without which, we as a Club, cannot function.

As always. Please support your Club in its activities. Help fellow members where needed.

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 BMW Dave Turnbull Trophy for 1st place: John Spence – 1964 BMW R 69S, 2nd, Andy Paulsen – 1977 BMW R 75/7





3rd Billy Thomas – 1970 BMW R 50/5

Tiddlers in May was won by our erstwhile Librarian, Dave Stone, with his
1956 BSA C11



2nd & 3rd places were won by Paul Ward with his 1984 Yamaha Trail King MG 250 and 1972 Yamaha HT 100 respectively.



UPCOMING EVENTS:

The Postponed Century Run is now scheduled for the 10th of July 2022.

The Fragram Natal Classic was a huge success with lots of praise for the Organising Committee's planning and execution of the event.

The 2022 Fragram Natal Classic:

After a 2 year hiatus due to the pandemic, and lots of restrictions on gatherings, we were able to plan and resume the Club's annual Rally. We returned to Drakensville this year, which was very picturesque, with the Berg capped with snow on the Saturday.

We enjoyed great camaraderie, scenic rides around KZN, and dry weather, which was contrary to the forecast!!







Overall Winner – Gavin Walton
receiving his Trophy



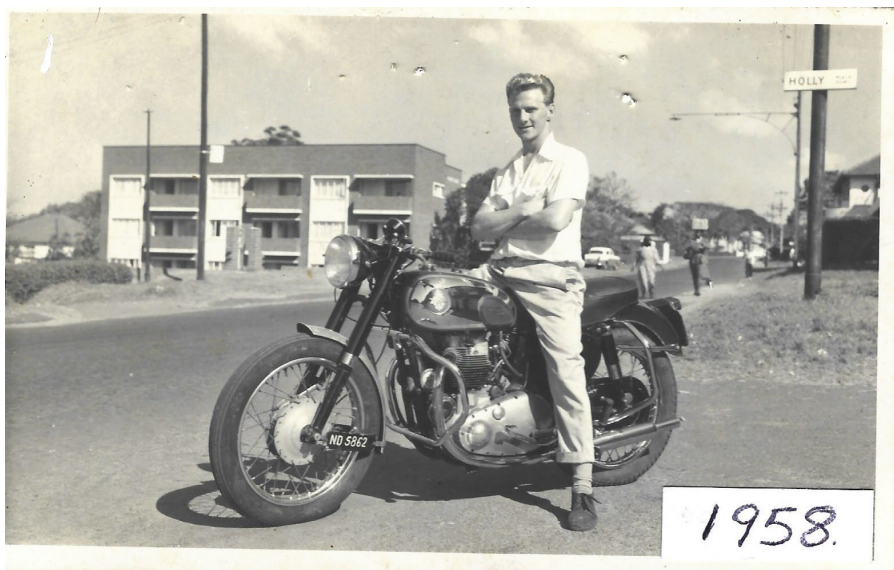
Third Overall – Martin Davis



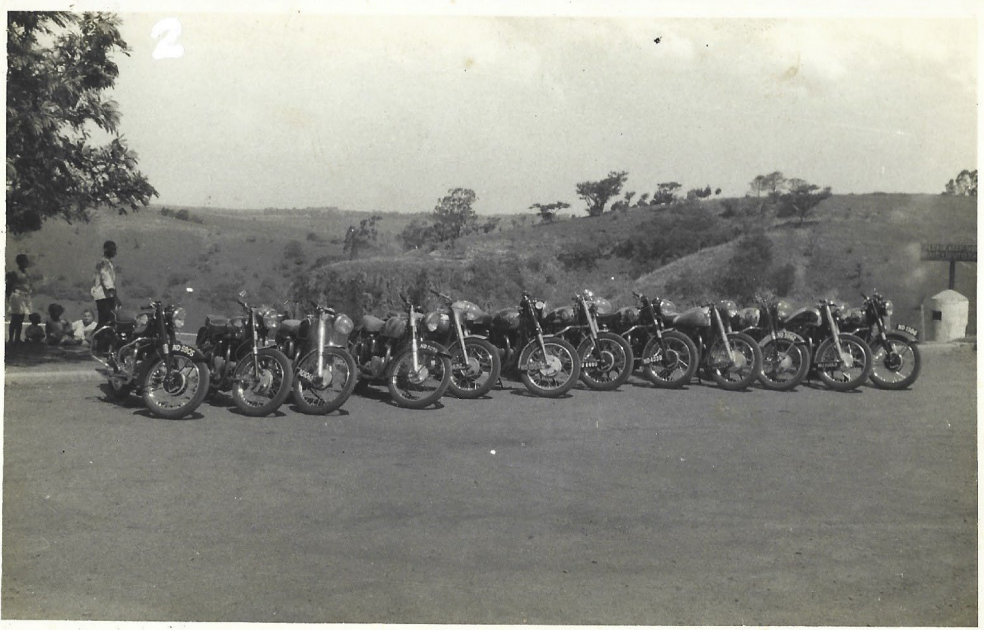
Second Overall – Mike & Glenda
Ward

A Blast from the Past - 1958. Compiled by Ray Nell.

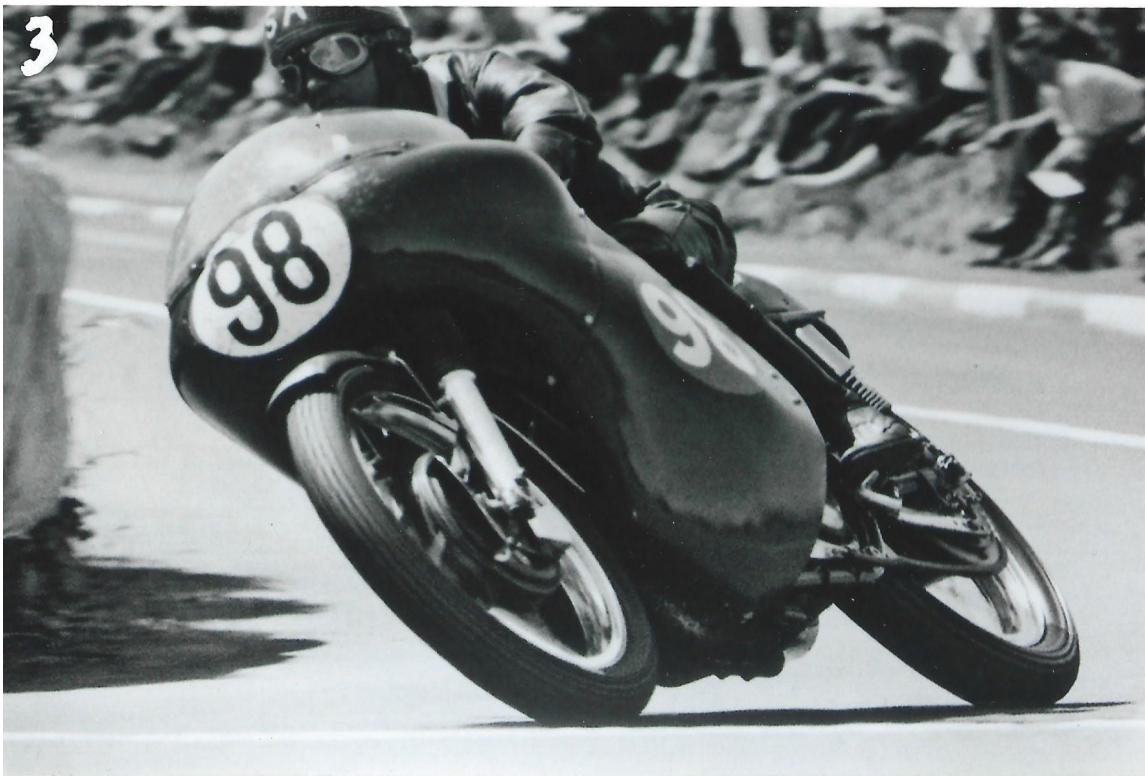
Me on my BSA.



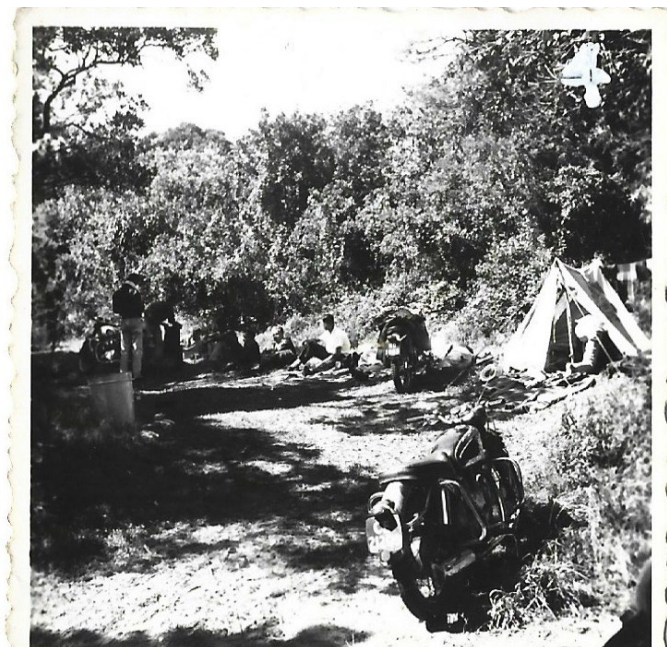
Our bike club, The Eagles, on a Sunday run at Howick Falls with only British bikes.



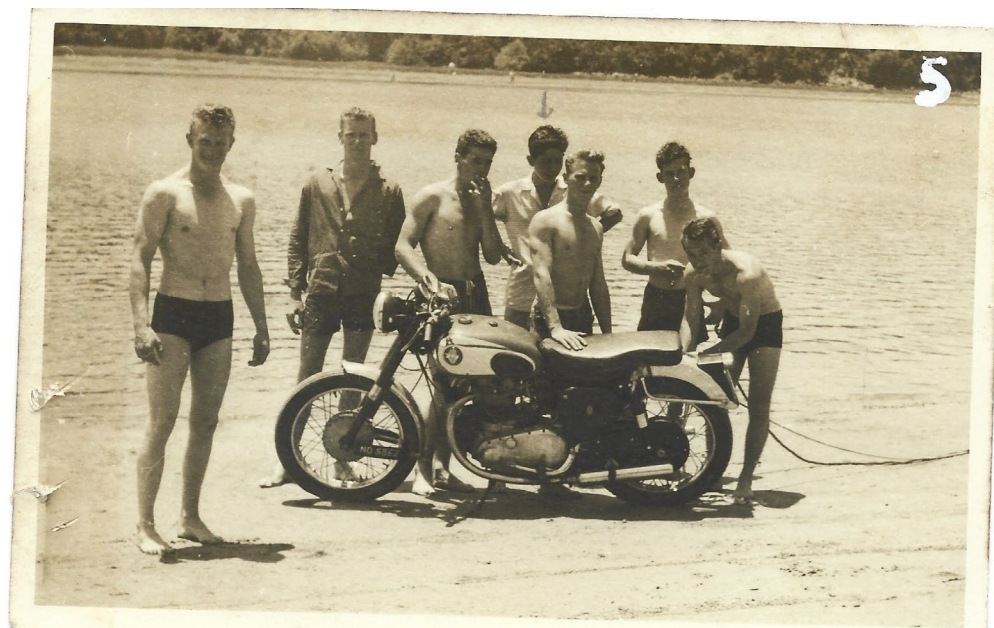
CMCN member Abby DeKock took all the photos of myself and his brother Winston so I included one of Abby at The IOM racing his 500 Manx Norton in 1965. We were born on the same date, 27 April 1939 and raced at Roy Hesketh and Burman Drive in the late 50's.



Our club participated in rallies at Nahoon Camp site in East London during July 1958 and '59.



Much fun was had along the river bank and in the sea. One such day, being envious of people water skiing along the river we hooked up a steel dustbin lid behind my BSA Road Rocket .



With Winston sitting on the lid I towed him along the river but eventually the drag was too great and I was pulled into the river.



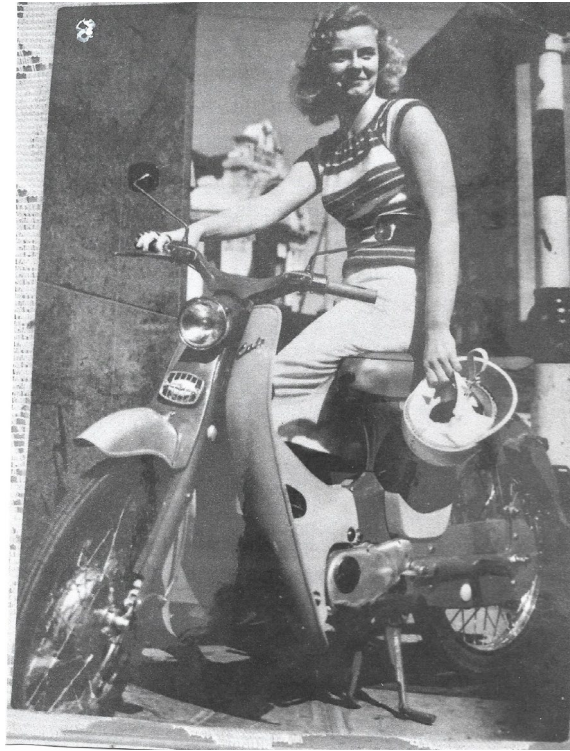
I have included a photo of Winston who became an extremely competent water skier.



We returned, in 1959, with our rival club, the Brockley Bunch with their leader Garth Thompson otherwise known as Faggie who later joined the CMCN. Our two clubs used to have mud clot fights against each other on an island in the river.

As I worked with Faggie, our two clubs got on very well and organised joint Sunday rides to venues within +/- 160 km all over KZN followed by Sunday night bioscopes at Addington Hall near the beachfront. In those days movies on a Sunday were prohibited but we watched anyway!

As most of our bikes were BSA's and Nortons and the Brockley Bunch rode Triumphs, there were competitions - particularly when the Bonneville arrived at Shimwells in West Street where my lovely fiance Truus worked as a secretary before we were married in 1962. She also modelled the first Honda Cub at their dealership.



Other well known dealers were Killerbys in Umbilo Road, BSA agents and Nathan Smith in Pine Street, who was agent for Norton, AJS, Matchless, Vincent and Ambassador. Charlie Young, was also in Pine Street, and secured the agency for Yamaha in South Africa. It was there that I met Johnny Gwillam who let me race his brothers 1938 KTT Velocette. Let us not forget S.H.Francis in Umgeni Road which was run by the late Cliffie McArthur.

Most bikers frequented the XL Tearoom on South Beach and the Mermaid Lido for rock 'n roll sessions. In the north was Sunkist Tearoom and at the Umgeni River mouth was The Pirates Den where bikers gathered to drink milkshakes and select current pop music on the juke box. At north beach was the Cuban Hat and the Nest, both very popular with bikers and motorists for that after bioscope snack. Another popular eatery was Micks Pie Cart, located in Pine Street outside the main station. Many referred to it as Mixed Pie Cart as all he served was a variety of pies.

I have fond memories of the Speedway at Alan Ford stadium which drew large crowds. Some of my greatest thrills was seeing Geoff Duke on his 500 Gilera at Roy Hesketh in 1956 and watching the Fairfield Handicap on Snell Parade circuit.

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 175 - Oil Filters

Many owners of early cars express concern about the lack of an engine oil filter. This concern is quite legitimate as early oils settled the gunk to the bottom of the sump to be drained out at the next oil change – usually at every 1000 miles. Modern oils suspend the gunk and the filter removes it – if you have a filter that is. The concern is – what if you don't have a filter – the junk just keeps circulating wearing out the engine components prematurely.

In the early 30's through to the 50's many cars, especially the posh ones, had simple disposable "by-pass" oil filters fitted. Obviously, they weren't as effective as modern full flow filters but were better than nothing. Unfortunately, nowadays even these replacement by-pass filters are very difficult to find. However, depending on your engine, there is an alternative filter one can use which will give you a bit of peace of mind knowing that the oil will pass through it every few minutes.

If your engine is an OHV and has an oil line that travels externally from the bottom of the engine up to the cylinder head where it feeds the rocker arm and tappets, one can tap into this line and fit a by-pass filter. Attached is a picture of such a fitment on a typical G.M. engine. These filters take the modern "screw on" disposable oil filter.

An ideal filter body would be the one used on Valiants. It was external and fitted on top of the engine having two flexible oil lines to the engine. The question is – what happened to all the Valiants? I'm sure there are numerous other cars using a similar arrangement that we can use.

Years ago, Doep du Plessis from Vrede, a top restorer, fitted full flow filters to his side valve Chrysler engines by drilling into the block near the oil pump. The oil was pumped out, through a filter, and back into the block. - I don't know the details but it can be done.

Terry's Classics

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Contact Terry

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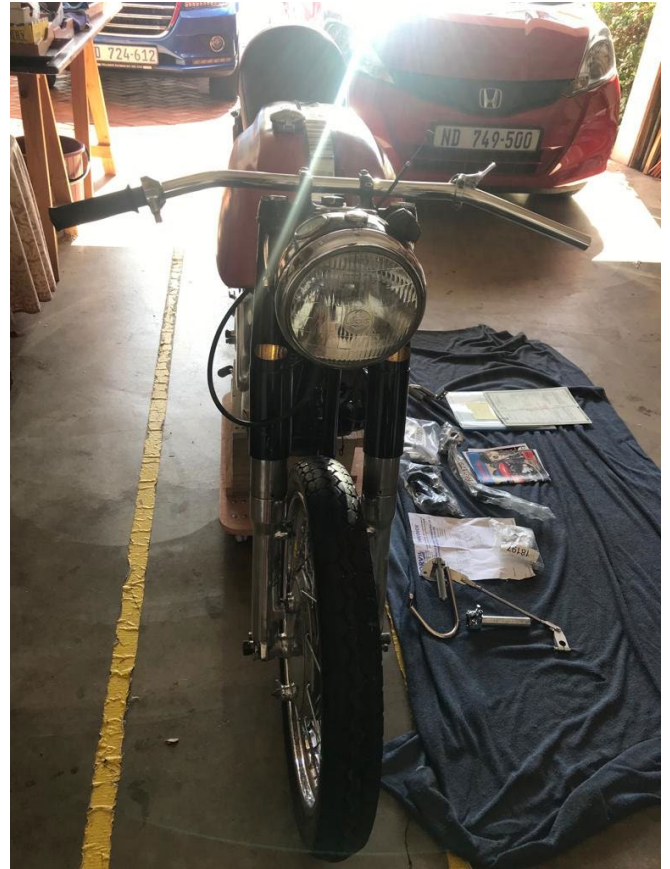
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SMALLS (will only appear in two issues but may be resubmitted)

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:

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.

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