

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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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

Thankfully our President has eased the Covid 19 regulations enough for us to hold meetings and gatherings. I am sure that we all appreciate being able to enjoy our Club once again.

We recently started conducting a survey of our Members opinion to establish what we want from our Club. So far, the response has been slow, but the results are pretty enlightening. I understand that this is only the opinion of the handful of Members who have responded BUT that is all I have to go by. A summary of the results so far follows below:-

- 1) I would prefer to have our monthly meetings on-The options so far have been, to have them as we now do. However, Members have also indicated a preference for Sunday mornings and Sunday afternoons as traffic is not as heavy at these times.

- 2) Every respondent so far has indicated that they would like our Monthly run to be held on a Sunday morning as is presently the case.
- 3) The majority have so far indicated that they would like specialist talks or demonstrations to be presented at the Club.
- 4) - 6) dealt with personal suggestions to improve and increase interest in the Club.
 - a) Encourage members to ride their Classics to the Club, rather than cars.
 - b) Hold two rallies per year and offer to loan bikes to 'newbies'
 - c) Encourage more mixing amongst members at the meetings. Try not to always only mix with your regular buddies.
 - d) Organize meetings with other bike and motor vehicle clubs.
 - e) Organize discounts for members at retail outlets and service providers.
 - f) Organize demos by members who are specialists e.g. tuning carburettors, pin striping, spray painting etc.
 - g) Start our Monthly runs from popular venues such as N.P.N. Motors in Pinetown where about 200 bikes from various Clubs meet and depart.
 - h) Take part in other mainstream riding activities in the area such as the Distinguished Gentleman's Ride.
 - i) No Change.

Thank You to those who have responded. To get a more balance view of the Member's sentiments we need a bigger sample of responses. PLEASE COMPLETE THE SURVEY. I would hate to change our Monthly Meeting to Sunday mornings when only 3 members think that it is a good idea.

I believe that these sentiments back up my contention that we need to do more, be more active as a Club, to stay relevant and attractive.

We will hold our Annual General Meeting at our December Club meeting. I am now calling for your nominations for the committee. Mike Mathews has indicated that he and Liz would like to retire from their position as Club House and Grounds managers.

I have decided that I will not be available to serve on the committee next year as my health issues have made attending meetings extremely trying. Please give careful consideration to this issue. As a Club we are going through a really tough period and need a strong committee to see us through.

Best regards,
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>

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.



September's Winning Continental Bike – Raymond Meyer's
1956 DKW RT250S

UPCOMING EVENTS:

Our Annual AGM will be held on Saturday December the 4th, at our Main Meeting for the month.

Please consider candidates for nomination as Clubhouse Grounds Manager, and Chairman.

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.

The Future of Traditional Bike and Car Clubs

By John Booth

Many clubs, churches, societies and other types of social entities are finding themselves at 5 minutes to midnight and unless they get a fresh injection of new members their days are numbered. As older members leave or die off, they are not being replaced by the younger generation. In America the Millennials make up around 22% of the population and will soon over take the baby boomers in terms of numbers. Yet they are not joining clubs. Golf clubs, in particular, are declining in numbers, the properties are being sold off for housing development.

It has been said that the youth should rather join a club than isolate themselves by using social media such as Whatsapp and Instagram. However, the youth are telling us there is no difference between them and previous generations who used to sit in

isolation and read a book all day. I would say they are partially correct. In essence there is not much difference between a book and a tablet. One just a bit more advanced than the other.

Social clubs were first started around the late 1890's and quickly flourished in almost every town across the UK. These were places where people could meet and play games and socialise. Initially these clubs were alcohol free and became a refuge for those people who preferred a low key social experience rather than the rowdy public house. Later alcohol was added as it could be distributed through the club, tax free. However, the British Government was quick to put a stop to this and alcohol was taxed as in public houses. It soon became a rite of passage for a father to buy his son his first year's membership when he became of age.

These social clubs became very popular and lasted for around 100 years before their rapid decline in the 1990's. Most of these clubs closed due to lack of members. Some clubs that were started in flourishing small towns died out as the town died due to factory or mine closures. Many clubs that were situated in previously good areas closed due to social decline of the area. The area became a no go zone due to crime or industrial activity.

So, if we look at car or bike clubs in particular, times are changing, and more rapidly than we realise. In some instances we may have gone full circle. With the overall stagnation of membership in car clubs, what does appear to be creeping back are the American diners from the 1950's or the Hard Rock Cafes. These offer a guy with an old car or bike a social experience when he wants it. Not tied down to some old club with its rules and regulations, with its boring meetings and minutes, with its set meeting times, often in a drab old club house full of honours boards and dated décor.



Competition to traditional clubs. Steam Punk Cars and Coffee at Lions River in February. Attracted a lot of old cars, tractors and motorcycles of different makes and

ages. Young and old people came. Others were just passing by and stopped to see the old vehicles. Why don't old car clubs host such an event? Commercial entities have, and are taking the gap.

If I can digress slightly here. I watched an auction program from the UK. Amongst the items that were on sale were honorary boards from a railway club that had started around 1890 and now closed. A young guy was bidding for these boards and he won the bid. When he was paying at the cashier, the auctioneer came over and asked if his Grandfathers name was perhaps on one of the boards and that is why he wanted them. The answer was no. He bought the boards because he wanted the ornate frames to put mirrors in them. So, it shows that honorary boards and trophies are for the now, with no guarantee they will last forever.

Many traditional clubs have become a '99 one club'. Where 99% of the members do absolutely nothing for the club despite being asked on numerous occasions and leave it up to the one percent who do all the work. As people's lives become more demanding, taking on additional tasks like running a club does put a strain on relationships and often can lead to conflict within the club. This then entrenches the belief from the 99 group to be even more resistant to getting involved. Even traditional controlling bodies for motor sport or vintage car events may become irrelevant as there is nothing stopping a group of people with licenced old cars from going on an outing on a public road.



From Cars to Tractors to Motorcycles, people just enjoying the day. No fuss. People came and left as they wanted. As old cars left more were arriving.

Some 'clubs' are going the Facebook route. No club house, no committee meetings, no annual general meetings, no subs, none of the protocol of an organised club, no registering to take your car for a run with a group of friends. People often do not want to commit and their involvement is limited to how they perceive it to be

comfortable. In other words, they don't want to have to come back next week or next month, they want social freedom.

I met a young guy who attempted to join a wood workers club. Before they got down to the business of wood working. The chairman went through the protocol of the club, including a list of apologies from members who could not be there. The young guy could not cope with the slow pace of the meeting. He said his age group have learnt to process data at a rapid rate with Instagram, Facebook and Whatsapp. He found it such a waste of time sitting listening to the protocol of the club, the apologies and those sick. To him it was all irrelevant. In the end he found he could get more information on uTube at a faster rate and left.

So, is it all doom and gloom? I would say "yes, it is", unless clubs can reinvent themselves. Things are going digital. Researchers tell us people want to be entertained with new experiences. The hotel industry never saw Airbnb coming. The taxi industry never saw Uber coming. I doubt traditional clubs are seeing online car clubs or commercial entities coming either and now run through social media. If you are going to try and encourage the youth to become a member of your club, I would say you are probably wasting your time. If you have a Facebook page or Web site the youth are aware of your existence and they will join if they want to.

Market researchers are telling us more than ever before that entertainment is rated highly on most people's agenda. They are looking for new experiences and that is where, for entrepreneurs, the money will lie. Ideas being mooted around are to convert club houses into Diners or a Hard rock Cafe. So, if the club house is located in a bad area, then perhaps sell it and call it a day or buy somewhere else. If it's in a good area with good business potential, then open it to the public and run it as a diner or hard rock café.

In summary the youth are not joining clubs because:

They are not interested in the subject matter and or there is no entertainment factor.

They are not interested in club protocol, club politics, the slow pace of meetings and find the whole experience very dated and boring.

They do not have the time or the money. (Millennials have been grouped as the poorest generation since the great depression)

The club house is in a bad area or too far way.

They find the club house décor dated and depressing.

They don't want to spend their weekends helping to maintain a club house and or cutting the grass.

A club will need to be reinvented to remain relevant. Other than that, clubs will probably fail. It's a sign of the times, I would say modern erosion of an era coming to an end. If you are the last one to switch off the light in the club house. In the greater

scale of things does it really matter? Look back on the fun times. Like a New Year's Eve Party. It was good while it lasted, but it may be time to say good bye.

I must stress here I am very much pro clubs. You probably won't find a better place to make friends, be part of a group and socialize. I meet many people who have old motorcycles or cars but who are not a member of any clubs. Membership may like a lot of social entities skip a generation. In other words, the grandfather starts the club, the son is not interested, but the grandson picks up the mantle. Only time will tell so let's be positive and look for new ideas to maintain the interest.

Thanks so much John for this insightful commentary on Clubs currently, and ideas on how to continue, but perhaps in a different way.

The CMCN Great Train Race with the Inchanga Choo Choo – Sunday 26th of September 2021:







Some Pic's from the day. There is a dropbox link to many pictures taken at the event:

<https://www.dropbox.com/sh/3liwgkuvstu2o2b/AAB3tIKy6PsnlgdxDTmMxDsa?dl=0>

Other stuff: Adverts, Technical, News etc.

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

For Sale:

1999 BMW 1100RT, 59 000km with original panniers and top box, workshop manual and bike cover. R 48 000. Please contact Ray Wulff on 082 412 1789



For Sale:

1957 AJS M16 350cc. Running, with papers. License is behind.

Offers around R 40,000.

Please contact Peter Powell on 083 265 5052

**For Sale:**

Herewith info on a Matchless for sale;

Overhauled 1946 Matchless model G80 500 cc. Currently licenced with papers.

R 40,000.

Contact Adrian Geiche 0734166988 (Zinkwazi)

Regards,

Dave.

Photo's / further info from Adrian

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What offers?

Phone Alan Norrie 078 482 8291 / 084 549 7280

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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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