

Shoptorque



Classic Motorcycle Club of Natal

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Affiliated to SAVVA

Affiliated to The Vintage Motor Cycle Club - UK

Your Committee:

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The opinions expressed in ShopTorque are not necessarily those of the Committee or the Editor.

Chairman's Chatter

Spring has Sprung and it is again time to bring out your Motorcycles to the Club, Show Day, Breakfast Runs and Events supported by our Club.

We hold in Thought our Members who are not well.

The Bike of the Month has seen some good support and then not. Thanks to all the past winners.

October is Racing, Road and Track Bikes, including Speedway and Flat Track and Cafe' Bikes.

We also see the introduction of Classic Off Road, Off Road /On Road, Motocross and Foot Up "Trials" machines upto 1997. A new Trophy will be presented by Bev Mulder, in Memory of Eugene.

November's Main Meeting will be Modern, 1997 to current and American Motorcycles, Harley-Davidsons and Indian.

Event support has been good so far this year, with a nice spread of machines at The Veteran Car Club, Watercrest Methodist Church and chase Wesley the Steam Train from Botha's Hill Station to Inchanga.

The monthly Raffle is getting good support from members and visitors alike. The Raffle is a means of bringing in funds to keep our Club's wheels turning. With that a request is being made to all members to bring forward items that other members can make use of, for the Raffle. Please DO NOT LEAVE IT UPTO THE COMMITTEE. Thanks Marcia and Deena for assisting.

Mary Flett has stepped down as Regalia Officer, due to Health. Thank you for your support and looking after the Regalia for many years. Danielle Beltran has kindly agreed to take over from Mary.

15th October is our Gymkhana and Family day and is a Club sponsored event.

I would like to thank my hard working Committee Members For what they put into the running of our Club. As we head to the end of the year, please make note of our AGM on 3rd December. If you would like to contribute to the running of the Club, now is the time to step up.

Lastly I would like to wish Eugene Watson all the best as he has moved over the Pond to the U.K. Thanks for looking after the Spares for many years.

Please remember to wear your name badge at all Outings and Club meetings and to sign the Attendance Register.

Till next time,

On Two and sometimes Three wheels.

Ride safe

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 Post Classics Category, in 1st place: Brian Hudson – 2005 Honda Fireblade, 2nd, Don King – 2011 Harley Davidson Soft Tail



3rd Reg Venter – 2011 Harley Davidson 883 Sportster



The European & Continental Category, in September, was won by Trevor Davids
with his 1968 Moto Guzzi V7



2nd place was won by Ant Riddle with his
1984 Bimota (Honda)



3rd place was won by Trevor Davids with his
1978 Moto Guzzi Mk1 Le Mans.



Norton
MOTORCYCLES



Commando breaks cover: Norton Motorcycles unveils its new generation Commando 961 SP and CR

- Same icon, different standards – the new generation Commando 961 is the best Commando ever produced
- Norton Motorcycles' new Modern Classic motorcycle is first ever to be made at the company's state-of-the-art, multi-million-pound facility in Solihull
- A modern classic motorcycle with sophisticated styling, the Commando 961 is available in two variants: SP and CR
- Full specification of Norton's latest motorcycle has now been revealed with pricing at £16,499 SP and £16,999 for CR
- To enquire about ordering the new Commando 961, go to:
www.nortonmotorcycles.com/range/commando-961/

Norton Motorcycles has today launched the new generation of its Modern Classic, the Commando 961.

Built at the company's state-of-the-art facility in Solihull, the Commando 961 is a modern rendering of an iconic and timeless motorcycle that is unmistakably Norton.

A versatile motorcycle equally at home riding around town as it is on the open road, the new generation Commando 961 arrives in two variants: the SP and the CR.

The two variants are priced at £16,499 (ZAR 329 980) and £16,999 (ZAR 339 980) respectively.

Same icon. Different standard. About the Commando 961*

In 1967, the world had its first glimpse of the Norton Commando. The ensuing decade saw over 55,000 models sold, with the Commando winning multiple accolades including Machine of the Year for five successive years. Such success established the Commando as a household name, completely synonymous with the Norton brand and racing DNA, it became a British icon recognised all over the world.

The Commando is a brand in itself. This model was and still is impacting pop culture through the decades. Loved by legendary actors and artists and featured in iconic movies through the years. Today, marks a momentous milestone as Norton unveils its best Commando 961 to date, built by the company's team of passionate experts to the highest standards.

Both versions of the Commando are powered by an air-oil-cooled 961cc parallel twin, which develops 76.8bhp @7250rpm and 81Nm @6300rpm. The transmission is a five-speed constant mesh type, using a single plate wet clutch.

The Commando 961 utilises 43mm Öhlins USD forks at the front – adjustable for preload, compression and rebound damping. At the rear, the Commando runs a twin shock setup, again fully adjustable by Öhlins. The suspension is complemented by a Brembo brake setup, with radial mount calipers at the front coupled to a radial master cylinder.

Both variants come as standard with a Norton electronic analogue speedometer and tachometer, as well as a 300W high-output charging system.

The motorcycle's beautifully hand-crafted frame and exhaust system, in combination with its signature forward angle engine mount, provides flowing lines and the quintessential hour-glass silhouette.

The new generation is available in two colour options: Matrix Black and Manx Platinum.

Delicately hand-painted, the Matrix Black finish is complimented by a Duke Gold Norton logo and pinstripe combination. The Manx Platinum version adds one further detail to its Matrix Black pinstripes with a fine Mercury Red detailing.

Both stylish options are paired with polished aluminium rims, and for those seeking a different look, the SP in Matrix Black is also available sporting black rims. To complete the vision, all versions have a hand-polished engine cover and exhaust system.

Where the SP and CR vary is in the classically styled front profile. The SP has conventional upright handlebars whereas the CR goes for a lower-profile 'clip on' style, with both made from high-grade, solid aluminium, accompanied by aerospace-grade billet-machined yokes. The polished stainless steel single headlamps also differ between the two variants to add another nuance to the look of each motorcycle.

The new generation Commando 961 is the perfect fit for the modern rider delivering beauty without compromising on comfort, whilst simultaneously embracing classic design for those searching for that nostalgic experience and characteristic Commando ride.

Delivering a classic: Norton fulfils a promise

Norton Motorcycles recently began to fulfil orders for the previous iteration of the Commando 961, the Classic. When TVS Motor Company acquired Norton in 2020, there were 29 outstanding deposits for the Commando 961 Classic that had been placed under the company's previous ownership.

As a gesture of good faith to these loyal Norton enthusiasts, under TVS Motor ownership, Norton promised to fulfil the orders of those individuals yet to receive a motorcycle.

To ensure the highest standards were upheld, all Commando 961 Classics went through an extensive quality improvement programme thanks to the £100-million investment from TVS Motor. Subsequently, these refinements have been implemented on the recently delivered Classic variants of the Commando, as well as playing a part in informing the development of the newly released Commando 961 SP and CR.

With deposit holder orders set to be fulfilled shortly and following the unveiling of the new generation 961 SP and CR, Norton Motorcycles can now continue its journey to creating the very best in British motorcycles.

Dr Robert Hentschel, Chief Executive Officer at Norton Motorcycles, said: "The Commando name is iconic and is unmistakably Norton. Our new generation Commando 961 SP and CR pay respect to timeless design whilst harnessing a modern flare. We've built a motorcycle that is unique and beautiful.

"We have been rigorous in our approach to ensure we are providing the very best version of the Commando 961.

"It's been some years since the sound of a new Commando engine has echoed through UK streets and we're delighted to be able to offer our customers this experience once again.

"To achieve the motorcycle's artistic look demands supreme attention to detail and an uncompromising attitude towards using the very best quality material. From the sound of the engine to the feel of the tyres on the road, this new generation Commando 961 is the perfect combination of artistry, handling, attitude, and style.

"At our state-of-the-art facility in Solihull, and thanks to the £100-million investment from TVS Motor, we have hand-crafted a motorcycle that is befitting of the new Norton brand and one that marks yet another significant milestone in our journey."

To find out more about the new generation Commando 961, go to:

www.nortonmotorcycles.com/range/commando-961/

FULL SPECIFICATION

ENGINE

- Engine type: Norton air-oil-cooled pushrod parallel twin with dry sump lubrication
- Bore & stroke: 88mm x 79mm
- Displacement: 961cc

- Compression ratio: 10.1:1
- Ignition: Crank-fired, electronic fuel injection
- Exhaust: Full stainless steel exhaust system with multiple 3-way catalytic converter

TRANSMISSION

- Gearbox: 5-speed constant mesh type
- Final drive: 525 O-ring chain
- Clutch: Wet multi-plate

PERFORMANCE

- Power: 76.8hp @7250rpm
- Torque: 81Nm @6300rpm

BODYWORK

- Colour-matched seat cowl
- Fuel tank: 15 Litre
- Mudguard: Carbon front mudguard
- Optional pillion seat (Aftersales)

CHASSIS

- Frame is hand TIG and MIG welded at Norton HQ
- Handlebars:
 - SP: Black anodised tapered high bars
 - CR: High-grade anodised billet aluminium clip-ons
- Wheelbase: 1400mm
- Rake: 24.5 °
- Trail: 99mm
- Seat height: 810mm
- Yokes: Billet-machined

BRAKES

- Front brakes: Full Brembo system – twin Brembo 320mm fully-floating high carbon steel discs and Brembo 4-piston Mono Bloc radially mounted calipers with ABS, and Brembo front brake master cylinder
- Rear brakes: Full Brembo system – Brembo 240mm disc and 2-piston caliper with ABS, and Brembo rear brake master cylinder

SUSPENSION

- Front suspension: 43mm Öhlins upside-down forks – adjustable for preload, compression and rebound damping
- Rear suspension: Öhlins twin shocks with remote reservoir – fully adjustable

WHEELS

- Front wheel: 36-spoke, 3.5" x 17" polished aluminium rim
- Rear wheel: 40-spoke, 5.5" x 17" polished aluminium rim
- Front tyre: Dunlop Sportmax GPR 300, 120/70 x 17"
- Rear tyre: Dunlop Sportmax GPR 300, 180/55 x 17"
- Optional black rims available with Matrix Black colourway

ELECTRONICS

- Lighting: Polished stainless-steel single headlamp
- Instruments: Norton analogue speedometer and tachometer
- Electronics: 300W high-output charging system

COLOUR OPTIONS

961 SP

- Matrix Black with polished rims
- Matrix Black with black rims
- Manx Platinum with polished rims

961 CR

- Matrix Black with polished rims
- Manx Platinum with polished rims

Ends

Notes to editors

*The products presented are subject to regional applicability and the final specification can change.

About Norton Motorcycles

Norton Motorcycles was founded in 1898 as a manufacturer of fittings and parts to the two-wheel trade.

Norton Motorcycles went on to become one of the most iconic British motorcycle brands, manufacturing famous models such as the 650SS, Atlas, Commando, Dominator, Manx, Navigator and more – constantly innovating in motorcycle technology, with features advantageous for lightness and strength in motorcycle racing. Norton Motorcycles has an unrivalled history in motorsport and the brand name is synonymous with Isle of Man TT racing.

In April 2020, Norton Motorcycles was acquired by TVS Motor Company, India's third-largest motorcycle manufacturer. Under the leadership of TVS, Norton is based out of a new manufacturing facility in Solihull, West Midlands, building British motorcycles in England using traditional hand-crafted techniques with modern day machinery for consistently high quality.

For media enquiries:

For any enquiries, please contact Performance Communications at norton@performancecomms.com

Website:

www.nortonmotorcycles.com

Facebook:

www.facebook.com/NortonMotorcycles

Twitter:

www.twitter.com/norton_moto

Instagram:

www.instagram.com/norton.motorcycles

LinkedIn:

www.linkedin.com/in/norton-motorcycles

FOOD for THOUGHT ????

Just wondering - Hurricane season with Electric Vehicles Something to think about

Imagine Florida with a hurricane coming toward Miami. The governor orders an evacuation. All cars head north. They all need to be charged in Jacksonville.

How does that work? Has anyone thought about this?

If all cars were electric and were caught up in a three-hour traffic jam with dead batteries, then what.

Not to mention that there's virtually no heating or air conditioning in an electric vehicle because of high battery consumption.

If you get stuck on the road all night, no battery, no heating, no windshield wipers, no radio, no GPS (all these drain the batteries), all you can do is try calling 911 to take women and children to safety.

But they cannot come to help you because all roads are blocked, and they will probably require all police cars will be electric also.

When the roads become unblocked no one can move! Their batteries are dead.

How do you charge the thousands of cars in the traffic Jam? Same problem during summer vacation departures with miles of traffic jams.

Yes, AAA is starting to prepare tow trucks to charge electric vehicles.

How many can they charge before returning to home base to recharge the trucks ?

There would be virtually no air conditioning in an electric vehicle.

It would drain the batteries quickly. Where is this electricity going to come from?

Today's grid barely handles users' needs.

Can't use nuclear, natural gas is quickly running out. Oil fired is out of the question, then where?

What will be done with billions of dead batteries, can't bury them in the soil, can't go to landfills.

The cart is way ahead of the horse.

No thought whatsoever to handle any of the problems that batteries can cause.

The press doesn't want to talk or report on any of this.

RESISTANCE IS NOT FUTILE - Send this to every one

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.

Other stuff: Adverts, Technical, News etc.



SAVVA Technical Tip 163 -Inspection Lights

Many of us have permanent scars on our hands from lead lights using incandescent bulbs that become red hot. Apart from personal disfigurement they can become electrically dangerous. Many a worker has had a serious electric shock because of frayed or damaged cables. Most of us have converted from bulbs to mini fluorescent tubes or diodes but most still need 220/250 volts to operate. It is recommended any portable device like lead lights etc should be backed-up by an appropriate earth leakage unit. Most houses are fitted with earth leakage units on the main board, however, be warned, they are only set to safe one from electrocution and trip at about 15/20 milliamp which before tripping will cure your constipation. To overcome these hazards a new product has entered the market, new to me that is, and that is a cordless portable light with rechargeable batteries. I was reluctant to buy one as I already have so many lead lights however a friend feeling sorry for me bought one for me. It has turned out to be the star in the tool box and I doubt if I'll ever use the old lights again. Incidentally it's ideal for keeping at hand for power outages. The battery lasts approximately eight hours between recharging. The light is extremely bright (too bright in fact) but has a dimming adjustment. There is a magnet in the base to attach it so the light can be directed on where you are working.

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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<p>Website: www.maizey.co.za National Number: 086 1100 420 International Number: +27 (0) 11 210 5300</p>	
<p>Our product range consists of:</p> <ul style="list-style-type: none"> • Engineering Plastics • Signage Materials & Substrates • Large Format Digital Print Media • Engraving Laminates • POP Solutions – Banner Stands • Aluminium Sign Systems • LED Components 	
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SMALLS (will only appear in two issues but may be resubmitted)

For Sale:

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.

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).

