

Shoptorque

NATAL



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

Chairman's Chatter

We are now into the second half of 2023.

Please keep in your thoughts our Members on the Sick list.

We also remember Theo Alberda, Clive Rossiter and Mike Treverthan who have all passed away recently.

Our Bike of the Month (Members choice) and Concourse (Judging) have had mixed or rather good and disappointing turnouts. Concours had only one Bike. Concours will be carried over to the next Month.

Speaking of which, the line up 'til the end of the year is:

August - Post Classic. 1997 to 2013.

September - European. Excluding BMW.

October - Racing & Off Road Classics.

November - The Americas & Modern 2013 to present.

Please support these. By bringing your Motorcycle, you create interest for the Members and visitors and it is a chance to show case your Motorcycle.

There has been a good turnout of Bikes on the last Breakfast Runs to the Cotswold Cafe` in 1000 Hills and to the Dog House Craft Cafe in Pennington. The next Breakfast Run will be up the North Coast.

Although not a planned Club Event, some Members made a day's outing to Baynesfield on the 2nd of July.

Looking ahead, September is going to be another busy Month with the Gymkhana & Family Day at the Club on the 16th and the Steam Train Run on the 30th (Heritage Day).

In October we have planned a visit to one of our Club Members "Shed".

More will be covered at the Main Meetings and in the Groups.

I have covered our two communication Groups, Workshop & Club, in both.

Please keep to what it is.

On two wheels and sometime three.

Derek Pirie

Chairman

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 Oldies (Dec 1936) & Golden Years (1937- 1945) Trophy
March:	Day of the Rising Sun
April:	BMW – Dave Turnbull Trophy
May:	Tiddlers & Scooters
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 & Classic Off Road
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 June 'Showbike' Trophy was
Mac McKenzie's 1969 BSA Rocket 3



2nd place went to Terry Chesterton with his 1953 Ariel Square Four Mk 2



3rd place went to Dale Maxwell with his 1971 Honda 750 Four K1



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.

GERMAN LIGHTWEIGHT TRIO: by Raymond Meyer

With my most recent acquisition, I now have three motorcycles which are an interesting cross-section of the immediate post-war German commuter market, when two and three wheeled vehicles were the accepted form of transport, before increased affluence caused a shift to cars and with that, the virtual annihilation of the German motorcycle industry.

The first in my stable was a 1963 BMW R27, acquired in pieces in 1991 and restored for me by John Lefevre, completed in 1992. It has given me reliable service since, including participation in several Natal Classics and one Fairest Cape rally. A contributing factor to its good track record was the replacement of virtually all of its electrical components with new items.



The motorcycle has a 247cc pushrod single cylinder engine displacing 18 horsepower which is housed in a duplex frame with rubber mountings which isolate engine vibrations and is suspended by Earles Forks in the front and a swingarm at the rear. Transmission is via four speed gearbox and shaft final drive. Dry weight is a substantial 162 kilograms. Wheels are alloy rims with 3.00x18 Michelin tyres currently fitted. Claimed top speed is an optimistic 80mph (128 kilometres per hour) and fuel consumption actually achieved is in the region of 75 miles per gallon (3.75 litres per 100 kilometres). The bike is surprisingly nippy on the flat but loses power on the hills unless you can keep the revs up.

Second in line is a 1956 DKW RT250S, acquired from Aldon Homes in about 2011, after it had been written off in an accident and partially restored by him. Roland Nancekivell completed the restoration and it has been used for several Natal Classics since and has also won me several awards due, no doubt, to its rarity and to the quality of the restoration.



Unlike the other two, it is a relatively scarce machine as it was only made in small numbers for less than one year before being replaced with the Earles Fork equipped RT250VS later in the year. It is, however, descended from the wartime RT125, the most copied motorcycle of all time, including by the BSA Bantam and the early Yamaha two strokes. Have a look at the example of the latter in Paul Ward's showroom at Startline.

The engine is a 244cc two stroke single using DKWs patented loop scavenge system, having an output of 15 horsepower in a tubular frame with telescopic forks and swingarm rear suspension. Dry weight is 155 kilograms and wheel rims and tyres are currently 3.50x18inches. Claimed top speed is 72mph (116 kilometres per hour) and fuel consumption is in the region of 55mpg (5.1L/100 kph). The suspension coupled with fatter tyres and a plush saddle gives a comfortable ride although the forks do bottom on harsh bumps. It has a four-speed gearbox and fully enclosed final drive chain. A feature is the streamlined shield enclosing the carburettor which provides fuel to mix in the crankcase. The specified pre-mix petrol ratio is 25:1, but a much leaner mixture can be used with modern synthetic oils. Although not fast, the bike will climb relatively steep hills in top gear and is an easy starter, at least when I remember to turn the horizontally operated fuel tap the correct way!

Latest in the fold is a 1957 NSU Supermax acquired this year from Roland Nancekivell, having at one stage been a parts bike to the similar machine owned by the late Brian Elam. The bike was restored in about 2008 and has completed both the Natal Classic and the Magnum Rally in Roland's hands.



It is powered by a 247cc overhead camshaft single cylinder engine employing the unique Ultramax system using eccentric rods to drive the cam, with a third rod to compensate for heat variation otherwise upsetting the timing, explained to me in simple terms as operating like the driven wheels of a steam engine. Output is 18 horsepower at 6900 rpm and claimed top speed 78mph (126 Kph) and fuel consumption 3.2 litres per 100 kilometres. Unladen weight is given as 174 kilograms. It has a pressed steel spine frame, with the engine mounted underneath. Suspension is by leading link forks and a swingarm with twin shocks at the rear. It has a four-speed gearbox and fully enclosed final drive chain. Steel wheel rims are 19 inches in diameter. I have not ridden the machine sufficiently to compare its performance with that of the other two and there is currently no speedometer drive fitted, but on paper it should out-perform both of them.

In summary, the three machines illustrate contrasting approaches to achieve the same end. Whichever is the most successful depends on your point of view. As Brian Elam once commented, his favourite bike is the one that he is riding at the time!

Thank you, Raymond, for sharing about your 3 'tiddlers'.

We are always looking for interesting articles or memoirs from members. Please submit to Jayson for consideration in a future publication.

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

Cell : 082 5689719

Landline : 031- 205 5891

E-mail : terrychesterton@yahoo.com

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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:

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:

Dave Muller, our Spares Manager, 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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