

Shoptorque

NATAL



Classic Motorcycle Club of Natal

Headquarters: 137 Tara Road, Bluff, Durban

Postal: P.O. Box 21759, Bluff, Durban, 4036

Web Site: www.ncmc.org.za



Affiliated to SAVVA

Affiliated to The Vintage Motor Cycle Club - UK

Your Committee:

Position	Name	Email address	Home	Cell
Patron	Alan Young	youngjay@telkomsa.net	031 467-7294	082 465-8273
Chairman	Wayne Bagley	waynebagley28@gmail.com	0	072 298 3653
Vice Chairman	Jayson Anderson	jayson@thesolutiongroup.co.za	031 266 4879	073 708 9989
Clubhouse Manager	Mike Mathews	lizmathews@telkomsa.net	031 467-8648	082 437-4131
Treasurer	Doug Watson	dugwatson@gmail.com		083 519-5326
Secretary	Marcia Hinks	marciabrodowicz@gmail.com		060 802 1034
Dating Officer	Rod Thomas	rodthomas@telkomsa.net	031 762-1509	073 365-6494
Spares Manager	Eugene Watson	hillbillyc@telkomsa.net	031 776-3648	074 471-3407
Regalia Officer	Vacant			
Rally Manager	Rod Thomas	rodthomas@telkomsa.net	031 762-1509	073 365-6494
Librarian & 100 Club	Dave Stone	dstonealex@gmail.com	031 303-3130	073 663-4094
SAVVA Club Rep	Derek Pirie	derekwendy@telkomsa.net		082 673-1335
Editor	Jayson Anderson	jayson@thesolutiongroup.co.za	031 266 4879	073 708-9989

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

Your Club Needs You!

This letter's message is short and to the point. We need members- their presence and their subscription monies.

We have 218 names on our membership list. So far this year approximately 100 have paid their subs. At R330 ea.

This represents R33 000. Our overheads are in the region of R6 000 per month. Ie. Subs income covers 5.5 months overheads. We do receive money from bar takings but since we have had to "stop selling" booze, this had decreased significantly.

The Vintage Motorcycle Club of the U.K. Is in a very similar position.

Every Member's presence at the Club contributes to the ambiance, the knowledge on hand and generally the feeling of associating with like-minded individuals.

We have sponsors who have come forward to pay the subs of people who are finding it difficult to pay subs. If you are or know of such members please let me know in confidence. Not even the sponsor will know the name of sponsored members. We cherish all those present at meetings and other activities.

Please encourage any non-paid-up members and interested individuals to join our ranks.

We have many Complimentary memberships most of which are for those over 80yrs of age. Some of these members chose to pay R180 per year which covers their SAVVA levy and the Ground Maintenance levy. This is much appreciated and at this stage, even encouraged.

Don't hide them- Ride them.

The Wild Half by Norman Burkitt

I'm a part-time motorcycle hero,
A weekend rebellious tearaway,
I'd like to think that I'm the Wild One,
But I am more like the Wild Half, as you might say.

In the week I work in the city.
An Office Clerk, boring nine to five.
When I take my bike out on a Friday night,
It's then I seem to come alive.

I'd like to live in California
Or some large place I haven't tried.
Or ride on the Trans-Canada highway
With a pack of desperados at my side.

You must be thankful for small mercies, though.
At least when we meetup, we have a laugh.
I'm a full-time, part-time biking hero.
The laid back king of coolness: The Wild Half

*From his book of Bad Motorcycle Poetry
Old King Cole Publishing.*

Wayne Bagley.

0722983653.

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.

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.

April's Winners – BMW & Continental:



Andy Paulsen – BMW winner with his 1977 R 76



Alan Barker – Continental Winner with his 1978 Bimota KB1

May's Tiddlers:





Some Pics of last month's Tiddler Entrants



Paul Ward won Tiddlers with his 1972 Yamaha HT1

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. 😊

CENTURY RUN – 11TH APRIL 2021

As a Club we held our annual Century Run on the 11th of April this year. Thankfully due to Level 1 lockdown restrictions, we could hold the event at the correct time of the year!

We had a terrific turn out. A very grateful thanks to our sponsor – Paul Ward of Startline for the generous contribution of Braai Packs and Petrol money. Thanks to Alan Young and Derek Pirie for planning and scheduling the route, which we ran in reverse this year!

Thanks too, to Mike and Liz for manning the Club House, lighting fires and enabling us all to have a terrific time afterwards. Marcia Hinks brought cake to celebrate our 40th Anniversary, and we had a visit from the local press to mark the occasion of our anniversary.



Bikes at the Club before departure



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.

DISTINGUISHED GENTLEMAN'S RIDE(S):

A number of Club members took part in the Durban based DGR on Sunday the 23rd of May, and a number of members who were away at Drakensville also marked the occasion in style.



The Crew at Drakensville commemorating the DGR



Doug, Gary and Mike enjoying some refreshment at the Durban DGR.

Terry Chesterton won a prize for riding the oldest bike – 'Monty' the 1935 BSA 250cc OHV



Monty, sporting a DGR moustache, accompanied by his owner, Terry.



Doug Watson, on his machine



Wayne, our Chairman, in his DGR finery

Other stuff: Adverts, Technical, News etc.

SAVVA Tip 167 – Welsh Plugs.

Some months ago, we discussed overheating problems - the curse of older cars which was invariably caused by loose or broken fan belt, blocked radiator, or hose problems and the subsequent loss of water. Recently whilst assembling an old engine, I was reminded of another problem.

One of the most overlooked parts of water-cooled engines is the core or welch plugs. They must be the cheapest part of an engine to replace and the most overlooked but if they pack up unexpectedly, as they usually do, the result can be catastrophic to the engine.

When last did you check the plugs on your engines? Unfortunately, some are situated under the carburettors and difficult to get to or in the bell housing which means removing the gearbox, clutch and fly wheel to get to it.

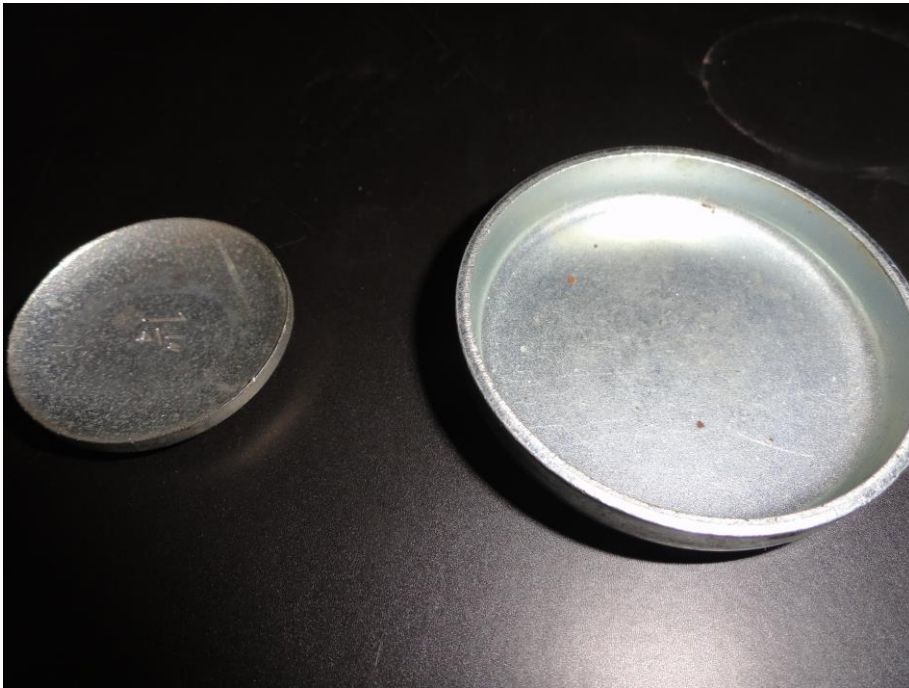
Modern cars have all kinds of goo in the water system which protects the alloy and aluminium components and also the core plugs to a certain degree. Over the years however, with the older cast iron engines, anything that resembled water went into the radiators resulting in the water pumps, hoses and core plugs having a terrible time trying to survive.

There are two types of plug, a cup and a saucer. The saucers, which were used on early engines, are becoming increasingly hard to find and if necessary, one has to revert to using the modern cup ones. In the past, in desperation, I've had to use cup plugs instead of saucer ones and ground most of the lip off until they were a tight fit and swathed them with good old Indian Head shellac and tapping them in. Once fitted they did the job.

Ideally, if you can, making or finding brass plugs is the answer. One wonders why vehicle manufacturers didn't fit brass as standard. Perhaps because it would add a few Rand to the cost of the vehicle which would be a tragedy for them. Incidentally, I recall seeing a mining tender for rebuilding engines and they stipulated brass core plugs – I wonder why????

The following pictures show the different plugs. The smaller being an old saucer and the larger a modern cup.

-An example is shown on the photograph below:



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- 2055891

E-mail : terrychesterton@yahoo.com

Website: www.maizey.co.za
National Number: 086 1100 420
International Number: +27 (0) 11 210 5300



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

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

For Sale:

Selling the following spares:

BSA A65 engine

BSA A10 engine

XT500 rolling chassis

What offers?

Phone Alan Norrie 078 482 8291 / 084 549 7280

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.met

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.

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).



STOCK AVAILABLE FROM LEADING HARDWARE RETAILERS

Dear Abby,

I've never written to you before, but I really need your advice on what could be a crucial decision. I've suspected for some time now that my wife has been cheating on me.

The usual signs... phone rings but if I answer, the caller hangs up. My wife has been going out with the girls a lot recently although when I ask their names she always says, "Just some friends from work, you don't know them." I always stay awake to look out for her taxi coming home, but she always walks down the drive. Anyway, I have never approached the subject with my wife. I think deep down I just didn't want to know the truth, but last night she went out again and I decided to really check on her. I decided I was going to park my BMW R1150 GS motor cycle next to the garage and then hide behind it so I could get a good view of the whole street when she came home. It was at that moment, crouching behind my bike, that I noticed that the valve covers on my engine seemed to be leaking a little oil. Is this something I can fix myself or should I take it back to the dealer?