

# KICKSTART

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*The Official Journal of  
The Vintage Motorcycle Club.  
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*Affiliated to  
The Vintage Motorcycle Club  
Of the United Kingdom*

## VMC CALENDAR OF EVENTS 2018

<b>SEPTEMBER</b>			
2	CMC Club Sunday	CMC	Germiston
1 - 2	Wheels at the Vaal	VOWC	Vereeniging
9	Parkhurst Day	VVC	Parkhurst
16	Piston Ring Swop Meet (Big One)	PR	Modderfontein
23	Cradle Rally	VMC	Kenjara Lodge Kromdraai
24	VMC Club Night	VMC	Oaklands
30	VVC Club Sunday	VVC	Oaklands
30	Distinguished Gentleman's Ride	DGR	Oaklands (Register on-line)
<b>October</b>			
7	CMC Club Sunday	CMC	Germiston
5-7	Velocette Run	VOC	Kestell OFS.
14	D.J. Remembrance Run	VMC	Wemmer Pan / J.H. Museum
21	Historical Tour	VVC	Oaklands / TBA
21	Piston Ring	PR	Modderfontein
21 ???TBA	D.J. Preparation Workshop	VMC	TBA
22	VMC Club Night	VMC	Oaklands
28	VVC Club Sunday	VVC	Oaklands
<b>November</b>			
4	CMC Club Sunday	CMC	Germiston
11	Armistice Run (WW1 com.)	VVC	Oaklands
11 – 13	33 <sup>rd</sup> Fairest Cape Tour 2018 & SAVVA Motorcycle National	CVMC	Goudini W. Cape
18	Piston Ring	PR	Modderfontein
25	VVC Club Sunday	VVC	Oaklands
26	VMC Club Night	VMC	Oaklands

Dates, events and locations may change. If anyone has information on changes or additional events that they would like included, please contact Rob Pattison-Emms at 082-891 8399 or [avonrod@mweb.co.za](mailto:avonrod@mweb.co.za)

## **CHAIRMAN'S CHAT**

*Ian Holmes (Acting Chairman)*

Life is full of surprises and not all of them pleasant! Since the last edition of our newsletter mine was impacted severely by something that came as a complete bolt out of the blue. I had some discomfort at the bottom of my left shin and while having this examined by a neurosurgeon the upper tendon that enables one to lift the front of the foot just snapped! Suddenly I was immobile and had to undergo surgery to correct this problem. I was reminded of that well known saying that you only realise how important some things are when you lose them. Mobility is exactly one of those I have always taken for granted. Anyway the good news for me is that all is improving according to plan and soon I hope to be back to normal.

I was very fortunate that having entered the Magnum Rally I was able to take part with a great friend out from the UK who was happy to drive the MkII. I had proposed our entry to be on bikes but luckily he had the wisdom and foresight at the time to say that a car would give us more opportunity to chat. What a great event and to all of those who could have been there but were not I can only use that great South African expression "Sorry for you!"

The weather on day one was a little cool and drizzly in places but what an enjoyable event this is. The organization was excellent and the hotel which hosts this event was outstanding in its hospitality. It doesn't happen often in my life that I stay somewhere where I truly feel that they wanted to have me but the Hotel Numbi and Garden Suites in Hazyview where we were based truly pushed the boat out for us. The extra weight I collected is probably not great for my injury but hugely good for the psyche.

The VMC were well represented with all of the pre 1960 machines ridden by club members. The results may appear elsewhere in the newsletter but a good turnout from our club.

Speaking of surprises it is a sad truth that more and more of our infrastructure is falling victim to the total lack of maintenance by the responsible? authorities and one had to be vigilant on the run to avoid the newer and bigger potholes than ever before. What a tragedy that some of our most picturesque roads in the country which should be generating good tourist currency should be allowed to deteriorate so.

Any way our AGM is around the corner and I look forward to seeing as many of you there who can be.

Until next month be safe and ride well.

## PAST EVENTS – MAGNUM 2018

*Ian Holmes*

My Magnum this year nearly didn't happen owing to a foot injury but luckily I was able to take part as a navigator in my car with a friend from the UK doing the driving. I had intended to enter us both on bikes but luckily he suggested the car (before I knew about my foot!) so when the Thursday dawned cool misty and drizzly I was grateful for the roof windscreen and other comforts.

Day one took us from Hazyview to Kaapsehoop on some really great roads and through stunning scenery which was sadly robbed by the mist! The run was nevertheless rather challenging for the motorcyclists as rain mist and poor visibility are not a great combination on two wheels.

The lunch stop was at a stunning private residence on top of a hill the home of Tina and David Hoft. They have a magnificent set up which is approached up a steep hill and the workshops home and garages are truly spectacular. We then returned via Sabie along the "22".

After lunch we returned to Hazyview and a good run was had by all. The Waltons were high on the leader board with Gavin in the post 1960 and Kevin in the pre 1960 class. Other VMC entrants were Bill Lance Adrian and Gerald Hollis Steve Helm Bevan Beckman Dave Watson Rikki and Diana Maizey Dick Maizey Mike and Glenda Ward Roy and Suzi Moore and Pierre and Cindy Rousseau in a car.

Day two took us back towards Nelspruit and to Barberton. Lunch was enjoyed at a very quaint pub with a rich mining history. After lunch there was a great section through a wild life conservancy which had not a single dotted line kilo stone or telegraph pole and the true abilities of those in the closed odo classes were tested. Apparently the turnoff to this section also challenged some competitors who found themselves on the N4 before realising their mistake.

The Saturday is traditionally a shorter run than the other two days and this time we went to Graskop via Kowyn's Pass Pilgrims Rest and up Robber's Pass before returning the same way. It finished up with lunch back in Hazyview and the afternoon at leisure before the Prize Giving and Dinner that night.

Two observations must be made here. The first is the sad state of the roads in this area. I believe it is an absolute travesty that the national assets which our roads are part of are allowed to fall into such a sad state of disrepair. The 22, Kowyn's and Robber's passes are an indictment of the authorities. Here we have jewels in our tourism crown which have become liabilities in effect. What a disgrace that these scenic drives are being allowed to deteriorate into the state that they are in.

On a positive note the Numbi Gardens Hotel could not have made us feel more welcome! What a pleasure it is to stay somewhere and feel that you are really wanted there. Hats off to Edna Willie and all of their staff who made the event so enjoyable. Anyone who didn't gain at least 5kg in weight during our stay was just not trying!!

This remains one of the great events on the annual calendar and it would be totally remiss of me not mention the excellent organisation we experienced from Leo, Tom, Sandra, Frik Leonie and everyone else who helped them. Putting on a great rally like this takes hours and kilometres of effort so well done to all of those who contributed. The combination with cars in the rally certainly helps to make it work and presents no problems at all.

It was recommended by the organisers that competitors each carry two loggers and as a result there wasn't a single case of logger failure over the three days. Thanks to POMC for making their loggers available for hire.

I'm sure readers are interested in the results which were as follows:

#### Motorcycles Pre 1960:

- |                             |                        |
|-----------------------------|------------------------|
| 1) Kevin Walton             | 1952 Aerial Red Hunter |
| 2) Gavin Hollis             | 1952 BSA Gold Flash    |
| 3) Adrian and Gerald Hollis | 1942 Harley Davidson   |
| 4) Bill Lance               | 1925 Indian            |

#### Motorcycles 1961 onwards:

- |                           |             |
|---------------------------|-------------|
| 1) Gavin Walton           | 1965 AJS    |
| 2) Rikki and Diana Maizey | 1975 BMW    |
| 3) Mike and Glenda Ward   | 1977 Suzuki |
| 4) Roy and Suzi Moore     | 1974 Suzuki |

This is one rally I would not like to miss so all things allowing I will be back in 2019.

## UPCOMING EVENTS

### Cradle Rally

DESCRIPTION OF EVENT : A Reliability and/or Regularity and/or Economy Trial over a total distance of approximately 120 .km starting at 09h00 on 23 Sept 2018 from. Kenjara Lodge. and finishing about 12h30 at Kenjara Lodge. Get the regulations and entry form from the VVC website or phone Ian Holmes for more information

### D.J. Preparation Workshop

*Rob Pattison-Emms*

Due to a phenomenon called procrastination that afflicts many of us.

We have all seen riders desperately administering last-minute repairs and maintenance to bikes at the start of the DJ. I propose a workshop day of fellow procrastinators, well in advance of the event. This will afford us time to discover and repair major faults or to order that essential part from overseas in case Gavin Walton does not have it in his store. It would be great if we could have a few of our esteemed experts present to administer sage advice to us "the mechanically

challenged.” Very often all we need is someone with an experienced mind and ear to tell us that our timing is totally out etc. We must be careful not to abuse our experts, all we need is advice and instruction. We must promise not to put them to work. If we could make it a social event I am sure it would motivate many to get the job done? A second opinion or a well-meant criticism is often valued. We may even require a second workshop day? However this may enable the procrastinators to wait for the next one?

We could bring our own beer and a braai or perhaps we could collect a pizza or similar if we do not have time to braai. I am sure a lot could be achieved and learned? To start the ball rolling I can offer my workshop and facilities in Chartwell (Fourways area) as a venue. If anyone has any suggestions or an alternative venue I would be happy to consider. If anyone is able to collect and bring an expert that would be great. Bikes can be trailered to the venue. I have plenty of space for cars and trailers.

Please diarise Sunday the 21<sup>st</sup> of October 2018 and call me with comments and suggestions.

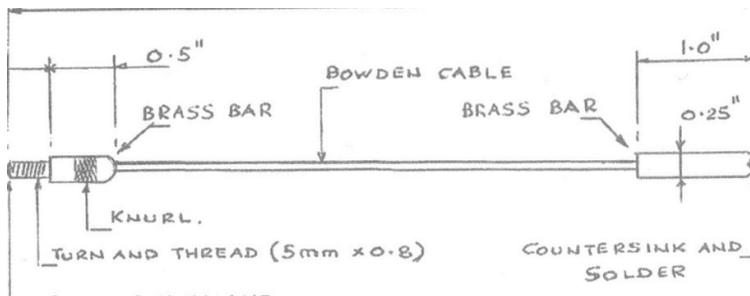
The Artful Dodger (Rob Pattison-Emms) 082 891 8399 avonrod@ mweb.co.za



## TECHNICAL TIP

*Compiled by Kevin Robertson*

How often have you battled to get the Schrader valve through the hole in the rim when fitting a tyre and tube? I had been thinking about this exercise and the sore fingers when planning the fitting a new tyre and tube to my Valiant, until I remembered a tip from Keith Foster appearing in 'Fishtail' some years ago. The sketch below is self-explanatory, a puller to guide and pull the valve body through the hole in the rim. I used a standard 5mmx0,8 bolt, turned down the head to clear the rim hole and bored a suitable hole for soldering a 350mm length of Bowden cable into the head of the bolt. Then I just crimped a lug to the other end of the cable.



To get the valve body through the hole in the rim, first thread the 5mm bolt and Bowden cable through the valve hole in the rim from the outside, lift the tyre to free the bolt and cable and screw the 5mm bolt into the valve body after removing the actual valve unit. Now guide the valve and tube up inside the tyre while gently pulling the free end of the cable to guide the valve body through the hole in the rim. End of story, 5 minutes and no sore fingers or damaged valve body threads.

## MORE ON OIL

*Kevin Robertson*

The following is an extract from SAVVA technical tip no 44: 'As you are no doubt aware, Total Oil has always been very supportive of our hobby over the years so I went to them for an opinion. This is their reply: The older vehicles require a higher level of Zinc and Phosphorous to protect the valve train. With the newer oils the ZDDP (zinc dithio phosphate) levels are kept to a minimum as these components damage the catalyst in modern engines. I would recommend a product called Quartz Diesel 15w40. A data sheet is available. This is a very heavy duty diesel oil that is also used in passenger car engines (both diesel and petrol). The Quartz diesel oil will give optimum protection for the older vehicle engines.'

I am sure all of us have our own favourite oils, based on personal research and experiences. How about sharing our knowledge in the newsletter by dropping me a line?

## FINE TUNING DRUM BRAKES

*Ralph Pitchford (with acknowledgement to Lyn Bennet's article "Bad Brakes")*

Generally, all British bikes have poor brakes. One solution is to use a mill or lathe to true up the drum and to arc the linings. Most of us don't have a lathe big enough to handle an assembled wheel. You can true the drums of disassembled wheels, making special adapters to take the hub only in a lathe. I have yet to find an easy way to arc the loose brake shoes to the diameter of the drum (called arcing them), until recently. You should true the drum with the wheel laced up as the spoke tension can distort the hub from a pure cylindrical form. If you true the wheel using different tensions on the spokes around the wheel to pull the wheel into true then you have done it wrong. A finished wheel's spokes should all have the same tension.

The concept is to use sandpaper temporarily glued to the brake drum working surface to shape the brake lining material to the drum. First remove the wheel from the bike and remove the brake backing plate from the wheel. Next, using about 80 grit paper, remove all the glaze and rust from the brake drum working surface. Carefully blow out all the brake dust. Next cut strips of about 80 or 100 grit sand paper the width of the drum. They should be cut so that multiple ones will completely cover the inner circumference of the drum without overlapping anywhere. Next, using contact adhesive, glue the strip(s) of sandpaper onto the drums inner working surface, sand paper grit surface facing the linings. Drop the backing plate into the hub and install the axle. The axle helps to center the backing plate and assure a uniform and correct arcing to the linings. A good approach is to clamp the exposed end of the axle into a vice allowing you to spin the wheel while holding the brake lever to the applied position. Gently holding the brake lever on, rotate the wheel to make the sand paper work on the brake lining. After a while remove the backing plate and check the progress on the linings. It will be most obvious where the sand paper has done its' job. You can stop when about 90% of the linings' surface shows that it has been sanded. You may have to renew the sand paper if you find it no longer cutting aggressively or you may have to clean the sand paper grit of lining material to keep it cutting. Finally clean out the sanding dust, remove the sand paper & use lacquer thinners to remove the glue.

For those bikes with a double leading-edge brake backing plate, you should first adjust the linkage between the two actuating levers before arcing the brake shoe lining. This can be done on the bike. To do the adjustment, first remove the link between the two actuating levers. Using 2 wrenches, apply both levers fairly hard. Make sure you operate the levers in the correct direction: that is, the direction that they would move with the link installed and the lever pulled by the cable. Now measure the distance between the link holes on the two arms when fully applied. You may require some assistance. With this dimension in mind adjust the separated link length between the holes to that dimension. Reinstall the link and do the arcing as described above.

With this all done you will be surprised how well your bike stops.

## **CLUB NIGHT – 25 JUNE 2018**

*Dave Pitchford*

Ralph Pitchford chaired the club meeting in the absence of Ian Holmes who unfortunately tore some tendons in his leg and had to be hospitalized. We wish Ian a painless and speedy recovery.

The meeting was attended by 25 members with 14 apologies received.

Rob Pattison-Emms presented the up and coming Cradle Rally to be held on the 23<sup>rd</sup> September 2018 which starts and finishes at Kenjara Lodge. Entry forms are available on the websites. The rally will be limited to 50 entries, so get yours in now.

Kevin Robertson received a donation of 20 x bound volumes of Motorcycle Sport magazines dating from 1965 to 1985. These magazines will be kept in the library under John Hassels' supervision.

The bike 'show + talk' was presented by Mark Broady on his reliable BMW R65 GS motor cycle of which only 1700 were produced between 1987 and 1992. Many of these models were used by the German military. Mark's bike was purchased from BMW SA and is likely to be the only one in the country. The 650cc has a boxer twin cylinder horizontally opposed 4 stroke water cooled engine with a 5 speed gearbox.

A very interesting presentation – thank you Mark.



**Mark with his one and only BMW R65 GS in the Country**

Ralph showed two short videos, one on "The Invincible Vincent" which was about the Vincent Black Lightning motorcycle of which only 33 were produced in 1951. This bike was sold on an auction in the USA for \$929,000-00.

The second video was called "Bloodhound" which is about the Supersonic car they are building to break the land speed record. This car is powered by both a jet and a rocket powered engines which has an auxiliary 600 horsepower engine just to drive the fuel pumps. In the second quarter of 2019 this supersonic car will run for the first time on its specially created 19km race track at Hakskeen pan in the Kalahari, South Africa. The team will be targeting 500 miles per hour in the hope of setting a new land speed record by eventually achieving 1,000 miles per hour.

The August bike show will be done by Hamish Morrison, with Kevin Robertson in September and Allan Bester in October on BMW Airhead Tools. Many prizes were won in the raffle draw and the meeting was closed at 21:15.

Hope to see you all at the next club meeting on the 27<sup>th</sup> August 2018 which will host the Annual General Meeting (AGM).

## **HUMOR**

Two guys were roaring down the road on a motorcycle when the driver slowed up and pulled over. His leather jacket had a broken zipper, and he told his friend, "I can't drive anymore with the air hitting me in the chest like that." "Just put the jacket on backwards." His friend advised. They continued down the road but around the next bend, they lost control and wiped out. A nearby farmer came upon the accident and ran to call the police. They asked him, "Are they showing any signs of life?" "Well," the farmer explained, "the driver was until I turned his head around the right way!"

A mechanic was removing a cylinder-head from the motor of a Harley motorcycle when he spotted a well-known cardiologist in his shop.

The cardiologist was there waiting for the service manager to come take a look at his bike when the mechanic shouted across the garage "Hey Doc, want to take a look at this?"

The cardiologist, a bit surprised, walked over to where the mechanic was working on the motorcycle. The mechanic straightened up, wiped his hands on a rag and said, "So Doc, look at this engine. I open its heart, take the valves out, repair any damage, and then put them back in, and when I finish, it works just like new.

So how come I make \$39,675 a year, a pretty small salary and you get the really big bucks (\$1,695,759) when you and I are doing basically the same work?"

The cardiologist paused, smiled and said to the mechanic....

"Try doing it with the engine running."

## CLASSIFIEDS

*For Sale and Wanted advertisements will be placed in Kickstart for ONE edition only. These may be renewed on request each month. Services advertisements will be placed for a maximum of SIX editions and must be renewed every January and July. Email your advertisements to [editor@vintagemotorcycleclub.co.za](mailto:editor@vintagemotorcycleclub.co.za). The cut-off for any month is the close of business, third Monday of the month.*

### FOR SALE:

1963 Triumph TR6SS  
Full frame restoration  
Asking R95,000 Contact [iboderrick@albany.net.co.za](mailto:iboderrick@albany.net.co.za)

### WANTED:

Contact the editor to place your "wanted" requirements

### SERVICES:

#### **British Bike Spares, Restorations and other Services**

Specialising in classic British bike spares supplying parts from Wassell, the biggest new classic bike part wholesalers in the UK. Contact Gavin Walton  
Home 011 818 4055, or Mobile 083 408 4296, Email [britishbikespares@gmail.com](mailto:britishbikespares@gmail.com)

#### **Full restorations. Wheel Lacing and Building.**

Contact Pierre Cronje. On Mobile 072 513 9432.

**Ultrasonic cleaning** call Henry Watermeyer on 084 800 8862.

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**Restoration and other services.** Gravel Man Services offers full service of all BMW boxer twins (old and new). Accident damage repairs and restorations. Please contact Markus Watson on 083 602 3503.

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We clean aluminium, brass, and copper parts using VAPOUR BLASTING method. It's a gentle, water based, non-destructive process for smooth satin finish. Suitable for aluminium cylinder heads, engine blocks, gearbox casings, carburetors, etc. Call Janus Gruska from Classic Restorer on 081 065 8275 (Benoni) or email [classic.restorer1@gmail.com](mailto:classic.restorer1@gmail.com)

**Magneto Rewinding.** Also coils for stationery motors and BMW m/cycles on exchange basis. Contact Rod Thomas for further info and courier details. 031-762-1509, 073-365-6494 or email [rodthomas@telkomsa.net](mailto:rodthomas@telkomsa.net)

## CLUB and CONTACT DETAILS

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Librarian	John Hassall	<a href="mailto:Jh29@mweb.co.za">Jh29@mweb.co.za</a>	082 886 7133

### CLUB ACCOUNT DETAILS

Account Number Nedbank 1970259841

Sandton Branch 197-005

Please use your name and surname as your reference when making a payment

### CLUB MEETINGS

Meetings are held every 4<sup>th</sup> Monday of the month (except December) at The Vintage and Veteran Club (VVC), 3 Athol Oaklands Road, Oaklands Johannesburg, at 20:00.

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