

KICKSTART

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*The Official Journal of
The Vintage Motorcycle Club.
Member of S.A.V.V.A.*



*Affiliated to
The Vintage Motorcycle Club
Of the United Kingdom*

VMC CALENDAR OF EVENTS 2018

AUGUST			
5	CMC Club Sunday	CMC	Germiston
5	Cars In The Park	POMC	Zwartkops
9 – 11	Magnum Rally	POMC	Mpumalanga
19	Piston Ring	PR	Modderfontein
27	VMC Club Night (AGM)	VMC	Oaklands
25	Ride to Chequered Flag	VMC	Benoni
26	VVC Club Sunday	VVC	Oaklands
SEPTEMBER			
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 (To be confirmed)
October			
7	CMC Club Night	CMC	Germiston
5-7	Velocette Run	VOC	Kestell OFS.
Proposed 14	D.J. Remembrance Run	VMC	Wemmer Pan / J.H. Museum
21	Historical Tour	VVC	Oaklands / TBA
21	Piston Ring	PR	Modderfontein
22	VMC Club Night	VMC	Oaklands
28	VVC Club Sunday	VVC	Oaklands
November / Diarize			
11	Armistice Run (WW1 com.)	VVC	Oaklands
11 – 13	33 rd Fairest Cape Tour 2018 & SAVVA Motorcycle National	CVMC	Goudini W. Cape

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

NOTICE : ANNUAL GENERAL MEETING.

Notice is hereby given that the Annual General meeting will be held on the 27th August 2018 at the VVC clubhouse at 20h00. Financial records will be available for scrutiny at the meeting. Minutes of the previous AGM follow and will be taken as read. Nominations for committee members may be forwarded to David Pitchford. (see back page for contact details)

MINUTES OF THE ANNUAL GENERAL MEETING OF MEMBERS OF THE VINTAGE MOTORCYCLE CLUB HELD AT THE VINTAGE AND VETERAN CLUB ON MONDAY, 28 AUGUST 2017, AT 20:00

1. **PRESENT :** 32 Members present
2. **NOTICE OF MEETING :** The required notice of the meeting having been circulated to all members, was taken as read, with the consent of the meeting.
3. **WELCOME**
 - 3.1 The Chairman took the chair and welcomed those present to the annual general meeting of VMC . The Chairman confirmed that a quorum was present.
 - 3.2 Apologies noted were Ian Holmes, George Shield, Dorian Radue, Adrian Hollis, Hamish Morrison, Ron Hickey
 - 3.3 The chairman thanked his fellow committee members for the contributions they had made to the running of the club, notably the Financial & 'Kickstart' editorial, and events departments.
4. **BUSINESS OF AGM**
 - 4.1 The Chairman presented and circulated his report which gave an overview of the Club's activities for the past year. However he has due to work restraints has resigned as chair and from the committee.
 - 4.2 The Treasurer circulated the financial Statements for the financial year ending 30 June 2017.
 - 4.3 The financial statement was queried for the expense of printing and postage, but when explained that this included expenses for the calendar @ + R22000 it was accepted and therefore the proposal was unanimously accepted & adopted.
 - 4.4 All the members of the committee resigned and as there were no new nominations coming forward the elected committee is now.

Chairman	Vacant
Vice Chairman (pending)	Ian Holmes
Treasurer (pending)*	Pieter Vlietstra
Secretary (remained)	Ian Storer
Event organiser	(remained) Rob Pattison-Emms
Committee Member	Brandon Jarvis
Calendar	Richard Hulsbos
Dating Officer (remained)	Kevin Walton
'Kickstart' editor	vacant*
Librarian	John Hassall
 - 4.5 New committee members are needed to bring new life in to the club, Peter will either be Treasurer or Editor* not both
5. **CLOSURE**

5.1 The proposed merge with VVC was once again mentioned and it was stated that VMC would probably carry on as is until such times that it does not become viable. But it was stressed that more contributions towards running the club are needed from members otherwise the club will die.

5.2 The meeting closed at 20:35, and Ken Wiggins continued with club night

CHAIRMAN'S CHAT

Ian Holmes (Acting Chairman)

Well since the last column we have had the 1000 bike show and some other events and the year rolls on apace. Bit chilly on a motorcycle in the mornings at the moment but spring is around the corner and so is our AGM in August. Remember while we have strengthened the committee substantially more help is always welcome.

Entries for the Magnum have closed but I am sure that if you act swiftly they will still accept your entry. It is extremely disappointing that when I last heard only 6 motorcyclists had entered this wonderful rally which was designed more for bikes than cars. If you have never done a Magnum before get in while you can. You will not regret the experience. Organisers go to a lot of trouble to organise these events and we have to support them otherwise they will die off completely.

The VVC Cradle Rally is also open for entries now and details are on our websites. It will be limited to the first fifty entries so don't wait. As the title suggests this is the ideal first rally for those who have never done so before and the cut-off date is 1997 so you have no excuse to miss it. In view of the petrol prices it will only be 85km so please enter soon.

I must pay special tribute to Ralph Pitchford who has made our Monday night meetings so much better by bringing his movies as well as all of you who have brought bikes cars and prizes. As a suggestion for future meetings you don't have to bring a complete bike along either. To see a rebuild in progress or even perhaps a special tool you have made or any other object of interest would be great. I think of any other object too such as old kit tools clocks juke boxes signs in fact anything with history. I have seen some really fascinating purpose made special tools and I am sure that some of you have these in your workshops somewhere. Get them out and share them.

There has been a drop off in other events like boot sales and technical days. Let's have some suggestions as to what you would like. We have the great VVC facilities so finding a venue for an event is very easy. The committee are more than happy to organise things but it would be great to have some good ideas as to what you would like to see.

That's all for this month so keep up the activities and try to find new members!

Keep the old wheels turning and ride safely.

PAST EVENTS

1000 Bike Show

Roger Houghton

The attraction of a very varied mix of classic and modern motorcycles in a convivial atmosphere once again proved a successful recipe for the Classic Motorcycle Club's annual 1000 Bike Show. It was staged at the Germiston Sports Club on June 30 and July 1 and this year the weather played along too, with a mild weekend just before the icy cold snap hit Gauteng.

"We were very satisfied with the good support the show received from thousands of visitors and we once again had a high standard of motorcycles on display as well as a wide range of trade stands," commented Rusty Thorns, chairman of the Classic Motorcycle Club (CMC), which is celebrating its 50th anniversary this year.

As is usual at this show, there were a number of unusual machines on display.

One that attracted plenty of attention was Alan Heynes' 1916 Autoped, which was made in New York and is claimed to be the world's first scooter, with the rider standing upright as the powered front wheel hauled this unusual two-wheeler along the road. It certainly turned heads as it was ridden up and down the display tent during demonstration rides.

Another unusual bike on display was a bicycle powered by 50cc Zundapp engine - an original moped dating back to 1956. The machine is owned by Maynard Marshall and requires some work to get it running.

The judges had a tough time deciding on the various category winners and runners-up as the standard of presentation and workmanship were, as usual, very high.

In the end Neville Nicolau's 1976 BMW 90S was adjudged Best Motorcycle on Show among the classics. Neville says he bought the motorcycle three years ago and then rebuilt it completely. He also won the class for Japanese motorcycles over 250cc with his immaculate Suzuki GT750, a water-cooled three-cylinder two stroke dating back to the 1970's.

Brett Allan's Yamaha XS650 Chopper took the Best on Show honours in the Custom motorcycle category.

RESULTS

Results of the two Concours d'Elegance contests at the 1000 Bike Show were:

Classics

Best on Show: Neville Nicolau (1976 BMW 90S); **Best Classic:** Roland Nancekeville (Velocette MSS 500); **Best Post-War British:** Ralph Pitchford (1954 AJS); **Best Pre-War British:** Roland Nancekeville (Velocette MSS 500); **Best American:** Bill Lance (Indian Scout); **Best European:** Umbretto de

Stefanis (Moto Guzzi Falconi); **Best Japanese over 250cc:** Neville Nicolau (Suzuki GT750); **Best Japanese under 250cc:** Bikecraft (Yamaha YZ1); **Best Off-Road:** Bruce Thomas (1978 KTM 250 MC); **Best VMX Race Bike:** Evan Pretorius (1973 CZ 380); **Best Street Scrambler:** Bikecraft (1984 Honda XR500RE); **Ladies Choice:** Isaac Rubins (Royal Enfield).

Custom

Best on Show: Brett Allan (Yamaha XS650 Chopper); **Best Standard:** Vernon of KCR Motorcycles (Honda 750); **Best Street Modified:** Eric Repsold (1997 BMW); **Best Street Fighter:** Juan-Paul Loots (1982 Suzuki Katana); **Best Cruiser:** Leonard Myburgh (Harley Davidson de Luxe); **Best Classic:** Paul Kotze of Dyno by Quint (Kawasaki Z900); **Best Custom:** Traditional Motorcycle Co. (Triumph Scrambler); **Best Harley Davidson:** Rory Hearn (2015 Harley Davidson); **Best Chopper:** Brett Allan (Yamaha XS650 Chopper); **Best Trike:** Fred Hardy (Viper Trike); **Best Paintwork:** Leonard Myburgh (Harley Davidson de Luxe); **Best Engineering:** (Fred Hardy (Viper Trike).

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

Chequered Flag Visit

Ralph Pitchford

The guys in Benoni have confirmed Saturday 25th August for our visit to The Chequered Flag club. We will do boerewors rolls and drinks. I will confirm numbers at the next VMC meeting in July. For further information please give me ring on 082 872 9363

THE IMPORTANCE OF PISTON RING END GAP

Compiled by Ralph Pitchford

Many time customers are alarmed when they are supplied with rings that have greater gaps than specified by the engine or piston makers. Experience shows, with conventional type rings, if supplied correctly for the bore size, ring gap is only an issue when there is none, as rings will crack if fitted with insufficient clearance but extra clearance on new rings creates no issues. Always fit new rings, and use the maker's gap specs as a minimum, not a maximum.

Below is one maker's opinion on this issue:

This article will help put in perspective what ring end gap really means to an engine's performance.

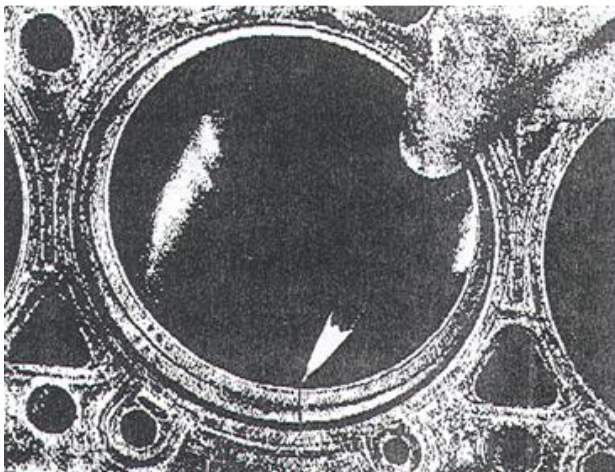


Fig 1

First, what is ring end gap? It is the distance between the ends of a piston ring when it is compressed to cylinder size as in Fig. 1. The gap permits installation and allows for expansion and contracting with changes in temperature and cylinder diameter.

Effect of Increased End Clearance on Oil Control

Maximum end clearance can be several times the recommended minimum with no measurable difference in oil control or ring life. The results shown in Fig. 2 are typical of the numerous fleet laboratory tests conducted to determine the effect of increased gap on engine performance. The rings used during the first test in the engine had .015" gap. Then the ends of identical rings were filed until the gaps were .085" and these rings were installed in the engine.

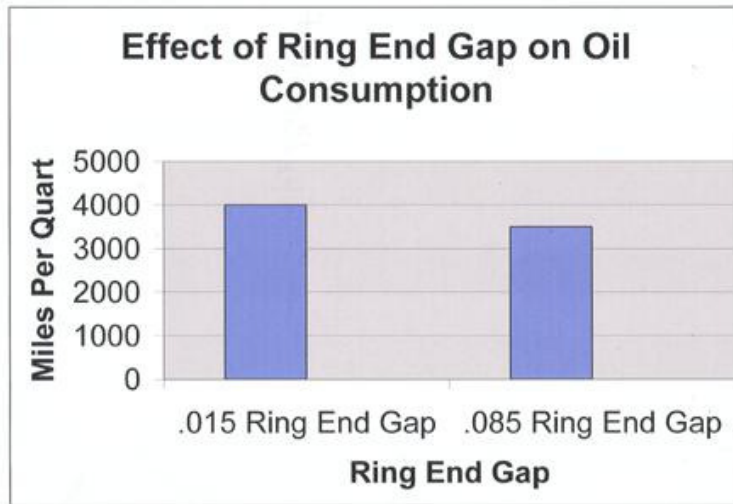


Fig 2

As you can see, oil economy remained almost constant even when the gap was increased by .070". When rings are installed in cylinders 0.010" larger than ring size, gap is increased by only 0.081".

Why Increased Gap Has Little Effect on Oil Control

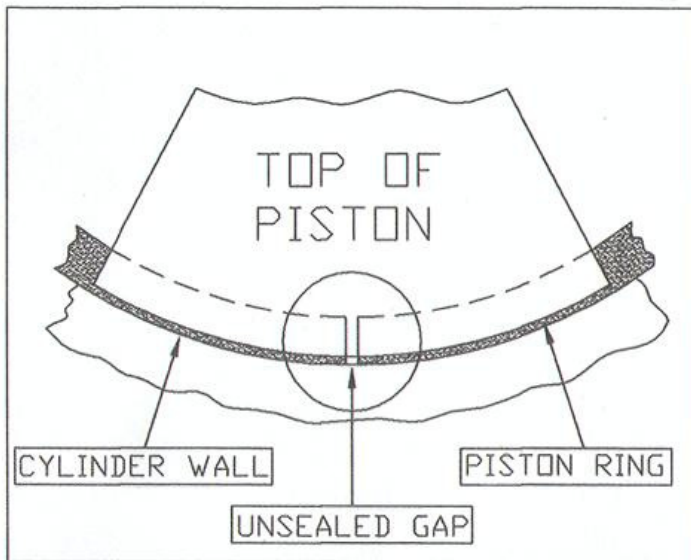


Fig 3

The reason increased gap has little effect on oil control is because the portion of the gap where leakage can occur is so small. The portion of the ring gap that is not sealed is that which projects beyond the piston land. This unsealed area of the gap is circled in Fig. 3. The rest of the gap is sealed within the groove. Only about 1/10 of the total ring gap is not sealed within the ring groove.

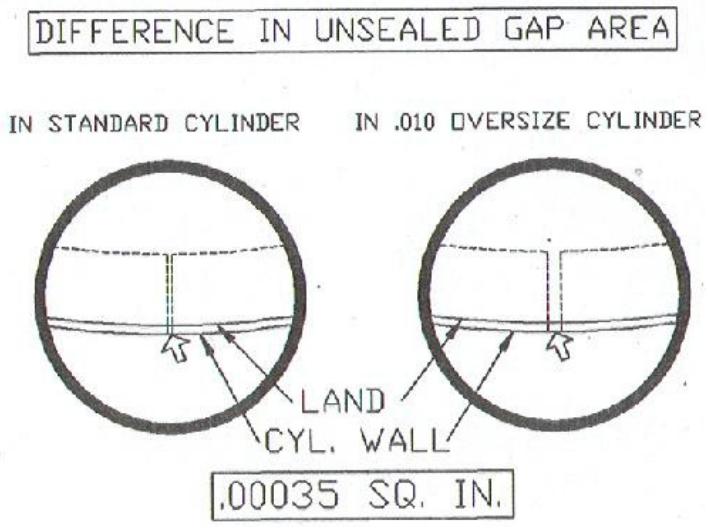


Fig 4

Fig. 4 compares the unsealed gap area of a standard ring in a standard cylinder on the left to that of a standard ring in a .010" oversize cylinder on the right. The arrow points to the unsealed gap. The difference in unsealed gap is very small. Depending upon the amount of ring land setback, the difference is approximately .00035" of a square inch or approximately one-tenth the area of a common pin head. In terms of oil control, this difference in unsealed gap area is insignificant.

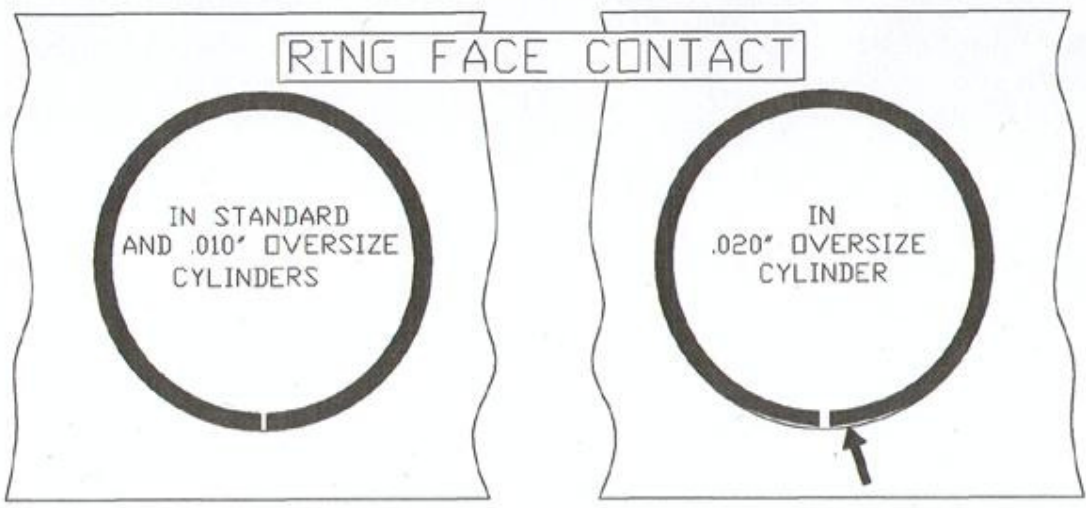


Fig 5

When a standard ring is installed in a standard of .010" oversize cylinder as illustrated at left in Fig. 5, the ring face contacts the cylinder wall around its entire circumference. However, when a standard ring is installed in a .020" oversize cylinder, contact between the ring face and cylinder wall is broken near the gap as illustrated at right in Fig 5. This would allow excessive oil consumption and blow-by. Therefore, rings cannot be used successfully in cylinders .020" larger than ring diameter. We would suggest using the proper ring size whenever possible (.030" piston with .030" rings). In some cases, however, you may be up against a deadline and this gives you a guideline to follow when you cannot attain the exact ring set.

SPECIALISED MOTOR OILS FOR HISTORIC VEHICLES

Kevin Robertson

Many of you will have noted the Motul oil decals on Yamaha racers and I have it on good authority that Yamalube is a specially formulated oil for motorcycles, manufactured by Motul.

I was therefore very interested in a booklet produced by Motul titled "Care line for Historical Vehicles". Apart from the normal advertising blurb regarding know how and world champion titles by racing cars and bikes using their oils, the following caught my eye:

"The vintage engine particularities require specialized lubricants. In fact, if the performance of modern lubricants were considerably improved, their composition and particularly their formulation additives don't fit some of the classic engines which conception (metallurgy, technologies and particularly the choice of materials chosen for seals of higher performance) and functioning constraints are very different from modern engines. The special features of old engines require adapted lubricants. The Motul range for historical vehicles was designed respecting those features by using, if necessary, new techniques that provide real advantage (for example, the detergent of the 20W50). The Motul range provides optimal protection and brings solutions to all purposes from vehicles that don't run often with longer downtimes to those used in competition requiring full performance from the machine." (English as written by the French). The booklet goes on to list a wide range of oils specially formulated for vintage and classic engines as follows:

SAE 30 and SAE 50 for engines and gearboxes built between 1900 and 1950. The SAE 50 is specifically listed for motorcycle engines. Both grades have low detergent levels for compatibility with paper, felt and fabric gaskets and brass, bronze and copper bearings.

20W50 for engines built between 1950 and 1970. This is a mineral multigrade lubricant with middle detergent level, compatible with elastomer gaskets and the narrowed (*improved?*) running clearances of the engine, due to significant progress at the time as regards metallurgy, casting and machining.

2100 15W50 for naturally aspirated and turbocharged original engines built after 1970. This is a semi-synthetic lubricant with modern technology detergent level offering better cold viscosity while the synthetic base provides oxidation stability which in turn allows stay-in-grade viscosity.

There is also a list of FAQ's (*frequently asked questions*) regarding lubrication of vintage and classic engines which relate to the constraints that some of these engines have and recommendations regarding the best Motul oil to use. There is a specific comment that the range of products meets all the motorcycle manufacturers standards of the time, in particular, high viscosity grades and low detergency levels.

So there you have it. Is this booklet a lot of sales blurb or should we be thinking more about the oil we put in our vintage and classic bikes? I would like to hear from our members and any other

sources on their experiences and advice. In particular, has anyone tried the Castrol high mileage product which I believe is also formulated for 'older' vehicles.

For more on Motul products, go to www.motul.com or e-mail info@motul.com.

CLUB NIGHT – 25 JUNE 2018

Dave Pitchford



Roly Tilman with his 1938 'Squarial'

The club meeting was chaired by our vice chairman Ian Holmes with a warm welcome to all. 33 Members attended, and 3 apologies were received.

Leon Lombard was welcomed as a new visitor to the Club meeting. He has a selection of BMW motorcycles.

We also wish Dougie McLaren a speedy recover.

We were informed of the sad passing of Barney Barnes – our thoughts are with his family at this time.

Gavin Walton was awarded Motorcyclist of the month for his win on the Mampoer Rally.

The bike "show & talk" was done by Roly Tilman on a 1938 Ariel square four with spring-frame rear which he obtained in pieces from Rhodesia. This restoration in Roly's words was "An act of madness" which turned out to be a huge and worthwhile challenge.

It took 4 years of hard & complicated work as many pieces had to be manufactured. The motor itself is very complicated in its workings and assembly. Once assembled, Roly ran the motor on the bench for 2 days with the aid of an electric motor to ensure that everything was working before he fired her up. Well done Roly!

The July bike chat will be done by Mark Broady with Hamish Morrison in August and Kevin Robertson in September.

We are always looking for prizes for the club meeting raffle draw ,so if you have something at home you no longer use, please bring it along.

Richard Hulbos is still looking for sponsors and pictures of bikes for next year's calendar at a cost of R2,500-00 per page. Each sponsor will receive 20 copies of the 2019 calendar to distribute as they wish.

Ralph Pitchford showed a short video on the Evolution of Motorcycle racing riding styles which was very interesting.

MY LAST RIDE

While riding my Harley, I swerved to avoid hitting a deer, lost control and landed in a ditch, severely banging my head.

Dazed and confused I crawled out of the ditch to the edge of the road when a shiny new convertible pulled up with a very beautiful women who asked, "Are you okay?"

As I looked up, I noticed she was wearing a low-cut blouse with cleavage to die for...

"I'm okay I think," I replied as I pulled myself up to the side of the car to get a closer look.

She said, "Get in and I'll take you home, so I can clean and bandage that nasty scrape on your head."

"That's nice of you," I answered, but I don't think my wife will like me doing that!

"Oh, come now, I'm a nurse," she insisted. "I need to see if you have any more scrapes and then treat them properly."

Well, she was really pretty and very persuasive. Being sort of shaken and weak, I agreed, but repeated, "I'm sure my wife won't like this."

We arrived at her place which was just few miles away and, after a couple of cold beers and the bandaging, I thanked her and said, "I feel a lot better, but I know my wife is going to be really upset so I'd better go now."

"Don't be silly!" she said with a smile, while unbuttoning her blouse exposing the most beautiful set of boobs I've ever seen. "Stay for a while. She won't know anything. By the way, where is she?"

"Still in the ditch with my bike I guess."

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. The cut-off for any month is the close of business, third Monday of the month.

FOR SALE:

1934 Velocette 250GTP. One owner since new!! Was my dad's bike. Hasn't run for about 30 years, is 90% complete and still has a spark! Would consider selling if the offers are reasonable.
Contact Alan 082 574 7781

WANTED:

For R26 BMW

Battery Cover
Front engine cover
Frame
Trans Gearbox cover
Auto Advance mechanism
Contact Roley Tilman 082 377 4303

For 1949 250cc BSA

Single seat
Distributor cover
Gear lever
Switch on head light
Craig Neville - 072 508 8763

Hydraulic Motorcycle workbench.

Condition not critical but hydraulic jack reliable with no leaks. Reasonably priced.
Ian Mckenzie @ 082 882 5895

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

Full restorations. Wheel Lacing and Building.

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Petrol taps Enots flat-slide type, made in brass to your order. Sizes 1/8", 1/4" and 3/8" BSP

Rally boxes made to your order with handlebar mounting brackets plus mountings for the rally plate and three watches. Trevor Fraser on 013 656 3063 or 076 591 5560.

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.

Vapour Blasting Services.

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

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



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Contact Gavin Walton
on

011-818-4055 or 083-408-4296

or email

britishbikespares@gmail.com

CLUB and CONTACT DETAILS

THE VINTAGE MOTORCYCLE CLUB

P O Box 782835

SANDTON

2146

South Africa

www.vintagemotorcycleclub.co.za

Committee Members

Chairman	Vacant		
Vice Chairman	Ian Holmes	ianhol@iafrica.com	083 646 3089
Treasurer /Acting Editor	Peter Vlietstra	pvlietstra@gmail.com	082 650 9880
Secretary	Dave Pitchford	david@sftsafety.co.za	082 413 7586
Club Dating Officer	Kevin Walton	kevin.walton@norcrossa.com	082 891 2869
Committee Member / Events	Rob Pattison Emms	avonrod@mweb.co.za	082 891 8399
Committee Member	Brandon Jarvis	brandon@ascotmews.co.za	082 410 8828
Committee Member	Ralph Pitchford	ralph@connix.co.za	082 872 9363
Librarian	John Hassall	Jh29@mweb.co.za	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 4th 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.