

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

October			
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	D.J. Preparation Workshop	VMC	TBA
22	VMC Club Night	VMC	Oaklands
28	VVC Club Sunday	VVC	Oaklands
November			
4	CMC Club Sunday	CMC	Germiston
11	Armistice Run (WW1 com.)	VVC	Oaklands
11 – 13	33 rd 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
December			
9	Ride in Memory	VMC	Cullinan
10	Chairman's Cocktail	VMC	Oaklands
TBA	Kenjara Run	VVC	Kromdraai
Forthcoming Events 2019			
TBA	Swart Brant Run	CMC	Germiston
TBA	Pre D.J. Rally	CMC	Germiston
14 – 16 March	D.J. Rally 2019	VVC	Hillcrest / JHB

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

CHAIRMAN'S CHAT

Ralph Pitchford

Now that the AGM has passed, there have been some small changes to the Committee and we hope to serve you well and take the club from strength to strength. In my appointed role as Chairman I would like to thank Ian Holmes for the great work he has done on behalf of the club over the years. Ian has agreed to remain on hand to offer continuity, guidance & advice.

Being Chairman offers many challenges, however I am confident that with this Committee we will be able to contribute to the activities and growth of the club & work hard to increase the membership. We welcome 4 new members to the club this month so far.

I invite all our members to offer suggestions and/or assistance in events where we all share the same interests & passion for old motorcycles.

Good luck to our members who will be taking part in the Cradle Rally.

Safe & fun riding

CHAIRMAN'S REPORT TO THE AGM 2018

Ian Holmes- Outgoing (Acting) Chairman

noticed from a past report that I had inherited the role of Chairman following the relocation of the then chair to another province and once again I am here under similar circumstances! I have been acting in this role for the past year and therefore it is my responsibility to present to you this Chairman's report.

The past year has been a very challenging one for our club and thanks to some new faces on the committee we have weathered the storm. Peter Vlietstra has done an amazing job of editor treasurer and membership despite being far away for a lot of the time and the club owes him a huge debt of gratitude. Rob Pattison Emms and I are the old timers and Brandon and more recently the Pitchford brothers and Mark Broady have brought much needed lifeblood to the Committee. To all of them I say a very sincere and personal Thank You for without this transfusion our club would have been in very serious circumstances.

While not serving full time on the committee it would be extremely amiss of me not to mention the outstanding contribution to the club's affairs made by both Kevin and Gavin Walton. Their organization of the DJ stand at the 1000 Bike Show and their dominating presence at every rally they attend brings great honour to the club. To all the other people who in the many ways do useful things to support the club I apologise for not mentioning you all by name but a big thank you to you all.

Our membership numbers continue to decline as the grim reaper and other circumstances take their toll so a drive to attract new members must become a serious focus point of the new

committee. With our numbers down to we really need to think of innovative ways to recruit more members and attract them into our fold. Currently our membership stats look like this:

- 11 honorary members
- 15 members over 80
- 83 paid up members
- 37 members to pay

Total 146 members

The arrangement whereby we meet here at the VVC premises is working well and the new committee will be looking at whether there is any need to change our meeting Day and time to improve attendance. The movie clips we have been enjoying have been a great success as well as the great presentations of discussion machinery on a Monday night. From the smiles and chats I see happening in the hall the people who do attend the meetings do enjoy them.

While support for our own events during the year has been a little lethargic big rallies such as the DJ Natal Classic Magnum and even the Fairest Cape have been sound. Thanks to all those of you who take the trouble to enter these events.

Our finances are on a sound footing thanks to our excellent treasurer and you who pay your dues on time and the treasurer's report will be tabled. No club such as our is unaffected by the prevailing economic conditions so a big vote of thanks to all who pay promptly and to those who in so many little ways support our activities through sponsorship or any other way.

In closing it is with confidence that I can and need to step back from overseeing the running of the club and hand over the mantle to new leadership. I remain available to advise and help where I can but it is not healthy for any individual to be in a leading role for too long. I thank you all for the support over the years.

Ladies and gentlemen that concludes this chairman's report.

Thank You.

PAST EVENTS

CLUB RUN TO THE CHECKERED FLAG CLUB COLLECTION

Saturday 25th August saw 23 members of the VMC Club venture off to Benoni gathering outside the Bunny park, with only 9 on motorcycles arriving, for a ride to visit the most awesome & amazing array of classic cars and bikes belonging to The Checkered Flag Club.

A lot of TLC has been expended here as the presentation is immaculate. The miniature collection is out of this world with every single F1 car by manufacturer and year being displayed.

There is also South African racing history with many autographed photos, racing suits, helmets & trophies of all the racing stars from the old days.

One of the VMC members, Neville Smith, was wandering around and came across a photo of himself at the 1965 9-hour race held at the old Kyalami circuit where he finished 1st in Class B in his GSM Dart. A month later, Neville went on to winning the 6-hour in Pietermaritzburg.

We are happy to welcome 4 new members to our club who joined us on the outing – Stuart Thompson, Graham Vos, Craig Buchan & Keegan Ward.

A BIG THANKS goes out to The Checkered Flag Club for their invitation. All the members had a great morning out with food & refreshments served.



Curator Peter McKechnie & Neville Smith

8th Annual Parkhurst Heritage Car and Bike Day.

Mark Broady

On Sunday 9th September a number of VMC members braved the surprisingly cold weather to attend and support the 8th Annual Parkhurst Heritage Car and Bike Day.

The event is organised in conjunction with the “Reach for a Dream Foundation”. They help give hope to children fighting life threatening illnesses.



There was an optional informal ride organised by Mark Broady starting in Melrose Arch and ending at the Craft Restaurant venue in Parkhurst. Apparently, the original idea was to take the scenic route through some leafy Johannesburg suburbs. However, this idea was quickly exchanged for a more direct approach due to the near freezing temperatures. Some warm cups of coffee were required urgently. Brandon Jarvis made a real effort to liaise with the event organisers to secure a good parking for the Vintage motorcycles, bring some additional display bikes and set up the banner. The club is very appreciative of this.

In the end it was a great morning out for all. Everyone enjoyed a hearty breakfast while admiring the wonderful display of cars and bikes to the background tunes played by the Jeppe Boys Pipeband.

UPCOMING EVENTS

Velocette Reunion

This is an annual event organised by the Velocette Owners Group. You don't have to own a Velocette to join in as they are a friendly bunch who welcome other motorcyclists who appreciate fine machines. Contact Kevin Robertson (083 321 3234) for more details.

DJ Remembrance Ride

Rob Pattison-Emms

This ride leaves from the James Hall transport Museum. Riders can select a name from a list on arrival at the museum, or can elect to ride for someone they know. After the ride, a short service will be conducted by Eddie Germiquet. Tea, Coffee and biscuits will be provided by Friends of JHTM.

Plaques will be prepared for display on the Remembrance Wall after the ride.

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 21st of October 2018 and call me with comments and suggestions.

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

WELCOME TO NEW MEMBERS

We welcome the following new members to VMC.

- Manuel Longueira from Witbank (1923 Indian Scout)
- Craig Buchan from Sunninghill Gardens
- Stuart Thompson from Olivedale (1932 Sunbeam, 1959 Velocette, 1981 Guzzi)
- Graham Vos (Pilot Ancienne) from Parkview
- Keegan Ward from Fairlands (1936 Norton, 1966 BMW, 1957 AJS)

THINGS MY VELO HAS TAUGHT ME

Kevin Robertson (with thanks to my friend Martin Davis).

- -The only good view of a thunderstorm is in the rear view mirror
- -People ask why we ride Velos. For those who have experienced the joy, no explanation is necessary; for those who have not, no explanation is possible
- -Four wheels move the body, two wheels move the soul
- -Most Velo problems are caused by the nut that connects the handlebars to the seat
- -You start the game of life with a full pot of luck and an empty pot of experience; the object is to fill the pot of experience before you empty the pot of luck
- -If you wait for the chance to own a Velo, all that happens is that you get older
- -Saddlebags can never hold everything you want, but they can hold everything you need
- -Don't ride so late into the night that you sleep through the sunrise
- -Sometimes it takes a whole tank of fuel before you can think straight
- -Never hesitate to ride past the last street light at the edge of town
- -Never do less than 60kms before breakfast
- -A Velo on the road is worth two BSA's in the shed
- -Respect the person who has seen the dark side of motorcycling and lived to ride again
- -Young riders pick a destination and go, old riders pick a direction and go
- -A good mechanic will let you watch without charging you for it
- -Sometimes the quickest way to get there is to stop for the night
- -There are drunk riders and old riders, but very few old, drunk riders
- -Keep your Velo in good repair, motorcycle boots are not all that comfortable for walking
- -People are like motorcycles, each is customized a bit differently
- -Sometimes, the best communication happens when you are on separate bikes
- -A friend is someone who'll get out of bed at 2am and drive to the middle of nowhere to help when you're broken down
- -Catching a bee in your shirt at 80kmh can double your vocabulary
- -Catching a bee in your helmet at 80 km/h will triple that vocabulary
- -There's something ugly about a NEW bike on a trailer
- -Everyone crashes. Some get back on. Some don't. Some can't.
- -If you ride like there is no tomorrow, today could be your last

- -You can forget what you do for a living when your knees are in the breeze and the fishtail is burbling
- -Only a biker knows why a dog sticks his head out of a car window
- -Keep the painted side up and the rubber side down

IGNITION TIMING

Ralph Pitchford

Ignition timing has to do with when the spark occurs relative to the travel of the crankshaft and piston. Theoretically, the engine can make its biggest “bang” when the air-fuel mixture is squeezed into the smallest space, which occurs at the piston’s top dead centre (TDC). In practice, that doesn’t work, because the air-fuel mixture doesn’t ignite instantaneously; it needs some time to burn. Because of this, most engines will specify that the spark occur a certain number of degrees before top dead centre (BTDC). That bit of time between the spark plug igniting and TDC, expressed in degrees of crank angle, is known as advance.

Ideally, after the mixture begins to burn, the maximum pressure in the cylinder will occur shortly after TDC, when this expansion can move the piston with the most force. (Anywhere from 10 to 40 degrees of advance is common for a conventional engine design) Advance helps the engine burn the air-fuel mixture completely. Proper ignition timing helps your engine make the most power throughout its rpm range, and eliminates knocking and misfiring, which helps not only performance, but also engine longevity.

Now here's the complicating factor. The time the air-fuel mixture takes to burn is relatively constant. However, the time it takes the engine to cover 36 degrees of crankshaft rotation is going to vary based on the engine speed. What this means is that the amount of ignition advance — how many degrees the spark needs to occur before TDC — should vary, depending on engine speed, to make the maximum power. Generally, as engine speed picks up, advance needs to increase because the piston is moving faster but the time the fuel takes to burn is still relatively constant.

On vintage bikes the ignition advance lever on the handlebars is connected to a cable which in turn rotates a cam disc or drum in the magneto to advance/retard the timing. As the rider operates the throttle to raise the engine speed he must simultaneously advance the ignition lever manually.

Setup

First the points gap must be set to the correct clearance. Most bikes use between 12 & 16 thousandths of an inch (0.3 – 0.4mm)

Release the magneto pinion gear and turn crankshaft to TDC on the compression stroke (both valve rockers free)

Next consult your manual for the distance the piston must be positioned before top dead centre (TDC) This can be anything between ¼” & 5/8” (6 - 16mm) depending on the size of engine &

design. (Sometimes your manual will give an angular position of the crankshaft before top dead center, for which you may require a timing disk. In this event, see note below)

Rotate the engine backwards from TDC and measure this distance that the piston descends from the top of its stroke (as per your manual) using a small ruler or vernier through the spark plug hole.

Set the ignition advance lever on handlebars to FULL ADVANCE.

Rotate magneto so that the points just start to open. You can use a very thin piece of paper between the contacts, gently pulling on the paper & as it frees itself - Stop. Lock the pinion gear in place being very careful not to allow the shaft to turn. Once tight, the ignition timing can be checked by positioning the piston a few centimeters before TDC, placing the thin paper in the points gap & then rotating the crank until the paper becomes free. At this point check the distance of the piston BTDC. It should be what the manual says.

If you do not have the ignition timing specs at hand, you can always set the ignition timing by moving the handlebar lever to the fully RETARDED position. Place the piston at TDC and the points should just start to open (paper in the points gap should become free) This will allow you to advance the timing more than the factory specs so be careful not to advance too much.

Timing Disk

A timing disk needs to be fixed to the crankshaft and referenced to TDC. When finding TDC through the sparkplug hole, piston movement a few degrees either side of TDC is small so accuracy is may be compromised without the use of a small tool that you can fabricate quite easily. Remove the insulator from an old spark plug and fix a 6 – 8mm round bar, protruding through the electrode end by about 30 – 40mm. Allow an extension of about 100mm with a tee-bar at the other end to aid fitting. When placed hand tight in the spark plug hole, rotate the engine slowly clockwise until the piston is stopped by the bar end. Note the angle on the timing disk. Then rotate anticlockwise until the piston is again stopped. Note the angle again and bisect the included angle to get TDC.

CLUB NIGHT – 27 AUGUST 2018

Dave Pitchford

The club meeting and AGM was chaired by vice chairman Ian Holmes who welcomed all members.

29 x members were present with 5 x apologies received.

The evening proceeded with the AGM.

The 'Motor Cyclist of the Year' award was presented to brothers, Gavin and Kevin Walton for their fine achievements throughout the year. This award was presented to the club in memory of the late Ric Lewis.



Walton brothers receiving their deserved trophy from Ian Holmes

The bike talk and show was presented by Hamish Morrison on his 1968 Triumph Trophy which was probably renamed as "The Tiger". This 650cc twin cylinder motor fitted with a single carburetor is still totally original except for the exhaust pipes as the previous ones rusted away. This 'green tiger' does a 100 miles per hour on the open road. The bike was started by Hamish to the cheers of the members.



A proud Hamish on his original Triumph

Once again Ralph showed us 3 very interesting video presentations. The first one was about bicycles being converted to motorcycles.

The second video was about the unique 'Wilkinton Motorcycle' with a sidecar built in 1912 of which only 200 were made. It had a 4 cylinder engine with a total loss oil system which was pumped by a hand pump. The motor was water cooled and fitted with a radiator and fan. The braking on the rear wheel was by a hand brake lever. A very advanced motorcycle in its day.

The September bike display will be presented by Kevin Robertson with Allan Bester in October on BMW Airhead Tools.

The next club meeting will be held at the VVC Clubhouse on Monday the 24th September 2018 at 20:00.

HUMOR

A Highway Patrolman waited outside a popular biker bar, hoping for a bust. At closing time everyone come out and he spotted his potential quarry. The man was so obviously drunk that he could barely walk. He stumbled around the parking lot for a few minutes, looking for his motorcycle. After trying his keys on five other bikes, he finally found his own bike. He sat on his motorcycle in a good ten minutes, as the other patrons left. He turned his lights on, then off, and again on and off. He started his engine and pull forward into the grass, then stopped. Finally, he pulled out onto the road and started to drive away. The patrolman, waiting for this, turned on his lights and pulled the man over. He administered the breathalyser test, and to his great surprise, the man blew a 0.00. The patrolman was dumbfounded. "This equipment must be broken!" he exclaimed. "I doubt it," said the man, "You see, tonight I am the designated decoy... I haven't had a drink all day!"

Paddy, Niall and Liam are riding home from the pub on Paddy's motorbike when they're stopped by a traffic cop.

"This motorcycle is only licensed to carry two people," says the cop. "There's three of you, so someone 'll have to get off and walk."

"Three of us?" says Paddy, turning to Liam. "What the hell happened to Mick and Rory?"

LETTERS TO THE EDITOR



I am hoping you or one of your club members will be able to help me with some info on Yamaha U5 motorcycles. I purchase one a few months ago that apparently belonged to Jannie Stander in Johannesburg and I am trying to find any history on the bike, apparently it's a 66 model. There really isn't much info on these bikes on the web. I can't see that they were ever mass imported into SA so I wonder if it was a once off import? I'm really struggling to find service manuals or any manuals for that matter. Any info would be greatly appreciated.

Neil Commerford
neilovitch@email.com

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:

Contact the editor to place your "wanted" requirements

WANTED:

Looking for a **Hydraulic Motorcycle workbench.**

Condition not critical but hydraulic jack reliable with no leaks.

Reasonably priced.

Ian Mckenzie @ 082 882 5895

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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.