

KICKSTART CLUB PORT ELIZABETH.



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6055.

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January 2013.

NEWSLETTER.

CAPTAIN'S LOG. (aka CAPTAIN'S MIXED METAPHOR !!)

Greetings fellow members,

Last week my gate motor refused to operate. While on my knees trying to find what went wrong, Mike Gover arrived on appointment to checkout the wiring on my BMW to ascertain how it compares with the BMW he is restoring. On seeing me in a prone position grovelling by the gate he enquired what the problem was and asked if he could help. Well, within a few minutes, with the assistance of my electrical tester, he determined that a diode in the circuit was faulty. Never having met a diode face to face before, I just nodded.

Mike then told me that my bikes have diodes in the electrical circuits. This long dissertation leads me on to the main point. We have lots of members like Mike, who have skills that would be of benefit to other members. However, after lots of requesting that we share our hobby, to date no response has been received. To start the ball rolling, I have been working on Mike to tell us about diodes, ohms and the like, how to test our bikes electrical circuits etc, etc and about the bits thereof. I am sure this would be of great benefit.

ANY VOLUNTEERS on any subject related to our hobby???? LET'S communicate..What about synchronisation of carbs, etc etc. While on the subject of non-participation of members, I did request some time ago, that we establish a list of good supplier contacts, good service contacts and good spares contacts, AGAIN no response. The majority of our members are on a fixed income and items such as spares, paint, tyres etc are becoming more and more expensive.

Come on, share your experience and knowledge. We are more than a Club that only rides Motorbikes, we need to care and share. Let our Clubs motto be "We Care and Share".

Roy asked me last week for my personal wishes for the Club in the new year. Well, here goes:

1. That our membership numbers increase.
2. That our members communicate with the Committee regarding their likes and dislikes.
3. That all of us, and our loved ones, enjoy good health and prosperity this year.

Yours in Safe Riding.....remember Speed kills !!

The British Government is thinking of adding Ethanol to fuel. This will adversely affect older bikes, i.e. pre 1980. Perhaps South Africa will follow ?? Any thoughts or comments ??

Brian.

Greetings from the East London Bunch.

We had planned a run for the 21st October but the rain God's decided differently, soooo the 28th was set aside for a run through to Cintsa East.

I had been monitoring the weather all week and all indications were that we should have had 0% rain on Sunday the 28th, well those good fellows in the weather bureau did us a bad turn once more, woke up to slightly overcast skies only for it to start raining as Glor and yours truly were having coffee.

Now understand I needed saddle time, had not been on the bike for over a month so come hell or high water mounted up and set off to the gathering point at the Sasol garage and surprise, surprise seven of us turned up for the run, (guess there were more people feeling as I did than I realized). Steve came on his latest acquisition being a 1983 Honda CB 650, this unit has only done some 26,000km since new, had been standing in a garage for over 14 years before Steve managed to lay his hands on it.



Part of the group discussing the merits of the unit, namely from left to right, Dave, Steve, Martin and Shaun.

Python Park was chosen over Cintsa East due to the fact that it was inland and the coastal drizzle appeared to give up the ghost the further inland one went.

All too soon we had once more mounted up and were heading back home to the soft drizzle that awaited us along the coast but at least we had had some saddle time and great company with a super group of people.

Cheers from the East London Bunch and remember:- keep the rubber on the road and ride safely.
Chow,
Vince

....3...

Editors Note.

It was good to see Steve van Rensburg and Dave Stone in PE last Saturday (19th), when they came to load a 1982 Honda CB650 recently bought by Dave. Steve drew my attention to the fact that all participants in their East London bunch regular outings either ride European (BM's and Ducati) or Japanese bikes. Not a Kickstart in sight !!!.....he says that they now call themselves "The Happy Button Club".....!!!!!!!!!!!!!!

EARLY BIKE ADVENTURES. Dennis Guscott recalls his first three week holiday after 1st year apprenticeship at Williams Hunt, circa 1955.

I decided to go to Cape Town on my 1947 Triumph 500, camping along the way. Grandad had left a British "GA Rose" Mail Order roll-up tent when he passed on in 1940 which I had kept and this was my sleeping kit. I made panniers from 25mm wide flatstock metal across the back of my bike. With a backpack each side and the little tent and sleeping bag on the top frame (plus a two piece fishing rod!), this saved me the long ride with a haversack on my back. Mattress ??..who needs one when you're young !!!

None of my pals could go along, so off I went on the first leg to Knysna, leaving early morning. Coney Glen on the sea side of the Heads looked lovely so I bought some boerewors and decided to go fishing on Day 2. At that time, getting to the bottom of the heads involved riding riding down a steep, winding dirt road. All went well until I put the Triumph in gear and the clutch cable pulled itself through the nipple!! It was a weekday with no-one else down there and I was parked on a steep slope with only about three metres of ride-able surface before the rocks! After warming the motor, I let it roll down fast enough to snick into 1st gear and turn up to tackle the hill without a clutch.

In Knysna I stumble across a Plumbers workshop and see a bike parked there. The young Afrikaans Plumber/Biker helps me to solder the clutch cable into place, at no charge, and saves the day for me. Four years later, I'm working at Haigh Motors, agents for DKW, Borgward, BSA and Ariel, where I see a customer taking delivery of the last Ariel SquareFour we had. He comes up to me and says, "Het jy nie 'n ou Triumph sonder clutch in Knysna gery?. Ek was die loodgieter wat jou gehelp het". He had done well for himself and now was the boss of the plumbing business.

On to Hermanus, where I met a PE guy, Paul van Antwerpen also riding a Triumph 500. He stayed over in my little two-man tent and left for Cape Town the next day. In 1995, I met his son who was a senior auditor in PE and a BMW rider. Caught a nice fish, went to the movies where the seats were like canvas hammocks and the next day rode to Cape Town alone, looking in at places of interest along the way.

Leaving Cape Town at 2AM one morning, I wondered why I had to go back to third gear on what looked like a level road. It was the long pull from the Strand to Sir Lowry's Pass in the dim 6volt headlight !! Near Sedgfield, the generator which sits against the timing gears on the engine, stripped it's thread and oil gushed out. I cut off a piece of fence and secured it in place and was home by 3-00PM, a total of 13 hours at 50 mph! Still rode out to my first girlfriend that evening, where we probably even held hands...very daring back then!!!!!!

**I HAVE CDO
IT'S LIKE OCD
BUT ALL THE LETTERS ARE IN ALPHABETICAL ORDER
AS THEY SHOULD BE**

Dennis Hibberd

From: "Justin Elliott" <Justin@rov.co.za>
To: <dhibberd@telkomsa.net>
Sent: 11 January 2013 12:47 PM
Attach: IMG00863-20121207-0948.jpg; IMG00864-20121207-1109.jpg; DSC03124.jpg; DSC03128.jpg; IMG00797-20121014-0921 (2).jpg; IMG00798-20121014-0921 (2).jpg; IMG00800-20121023-0751.jpg; IMG00807-20121101-2143.jpg; IMG00808-20121102-0708.jpg; IMG00818-20121108-2158.jpg; IMG00840-20121127-2304.jpg; IMG00850-20121130-2155.jpg; IMG00859-20121203-2248.jpg; IMG00860-20121203-2249.jpg; IMG00882-20121206-1840.jpg
Subject: Some pictures of the Horex restoration and final product
 Hi Dennis,

I attached a few pictures for you to pick and choose from. I hope this helps.

I used the following resources to restore the bike:

Klaus Forster, Horex.de - sent me the complete spares listing along with schematics so I could put the bike together properly.
Cable and Wire - Greg Paris - supplied the 1.5mm wire - 8 colours with heat shrink in various sizes, all terminals etc for wiring
W&A engineering - Wally Wallace - took the engine apart, remade bushings, and repaired a casing crack at the cam shaft. I imported a gasket set which he used to rebuild the motor.
Andreas Wolff - www. Horexhome.de - articles on timing gear setting, valve clearances, clutch setup etc etc - very helpful. He is also posting pictures on his website which he uses to track where in the world the Horex's are
Superfecta and Sand Storm - Mike van Rooyen - best sandblaster in town - very fine grit, also matched the correct RAL number powder coat and did a clear coat over.
Tony Gous - ROV Durrant - solved the rear sprocket problem with a lathe and gas heater! New Sprocket machined to fit, and heat shrunk onto cast steel hub
Chromeworks - Peter Rist - the bike has plenty of chrome, and it's not cheap, but worth it. Peter suggests no sand blast prep on chrome parts fyi
www.feked.com - specialist British vintage bike part supplier - I bought the rubbers for foot pedals, gear and rear brake and kick-start from them. Landed cost R300 - not a misprint!
Ebay.de and ebay.co.uk - a search of ebay.com does not bring up results from the German or UK site, fyi.
Dave Auld - son of late Alec Auld - Stripped my rims and when they came back from chroming he rebuilt them for me.
Davies Motors - 6 v bulbs and licence disc holder
Extreme Yamaha - Tubes with chrome stems, rim tape and fit and balance. They have a nifty way of balancing the rim in various angles which I liked.

Below is a copy of the history of the bike as I know it (probably 3rd hand info, so if anyone knows better, please let me know)

The motorcycle is a 1939 Horex SB35 brought to South Africa by a German priest who was stationed at a mission in the Transkei. The roads were very bad there, so the bike was later found in a barn. The next piece of info I have is that the bike belonged to a man in Queenstown who's brother sold the bike out of the garage for money without his brother knowing.

This man has contacted me in the past to try and buy the bike back to make up for his mistake to his brother! Anyway, the bike was sold then and although I am not sure if it then came to my grandfather or if it was again re-sold to him, but our family acquired the bike in the late 70's early 80's. The earliest photo I have of the bike is dated 1982, so the story has some missing dates.

It was used in 1982 for a vintage motorcycle rally, where the rider ran the bike without oil, and it seized. It stood in the 'museum' until 1994 when I asked my grandfather if I could try and get the bike running again. We worked on it for the next week before the piston came free, and I then took it home. I cleaned her up and got her started. When I rode her back to the museum, my grandfather gave me the bike because as he put it 'You have given it more attention than anyone has in years'

I did a bad restoration in 1994(I was only 17) and I used her for the Buffalo Rally each year it was in Port Elizabeth. But in 2002 I moved to America and the bike again stood, only getting started once every 2 years or so until I moved back in 2010.

When I decided to work on the bike, it was cosmetically very bad. All the chrome was in a bad shape and when I stripped the motor, I saw a crack in the casing which supports the cam shaft. So I decided to do the restoration again, this time properly.

I work in an engineering company and have access to cnc mills and lathes, and the technical know how to get the job done correctly. The motor had some worn bushes and required some gaskets, but otherwise, no issues. It was a lot of help to have the SB35 spares manual (thank you Klaus Forster), as when I put the bike back together, everything now fitted better and worked better!

I am especially happy about your website as the information on setting up the cam timing, the valve clearances etc etc all helped me get the motor to better than ever condition. It now starts on one kick, where before it would backfire and needed to be push started!

Also the wiring has been completely re-done by me, and everything is working correctly. I even found the correct dimensions for the battery, and was able to mount the right battery and remake the battery box as well.

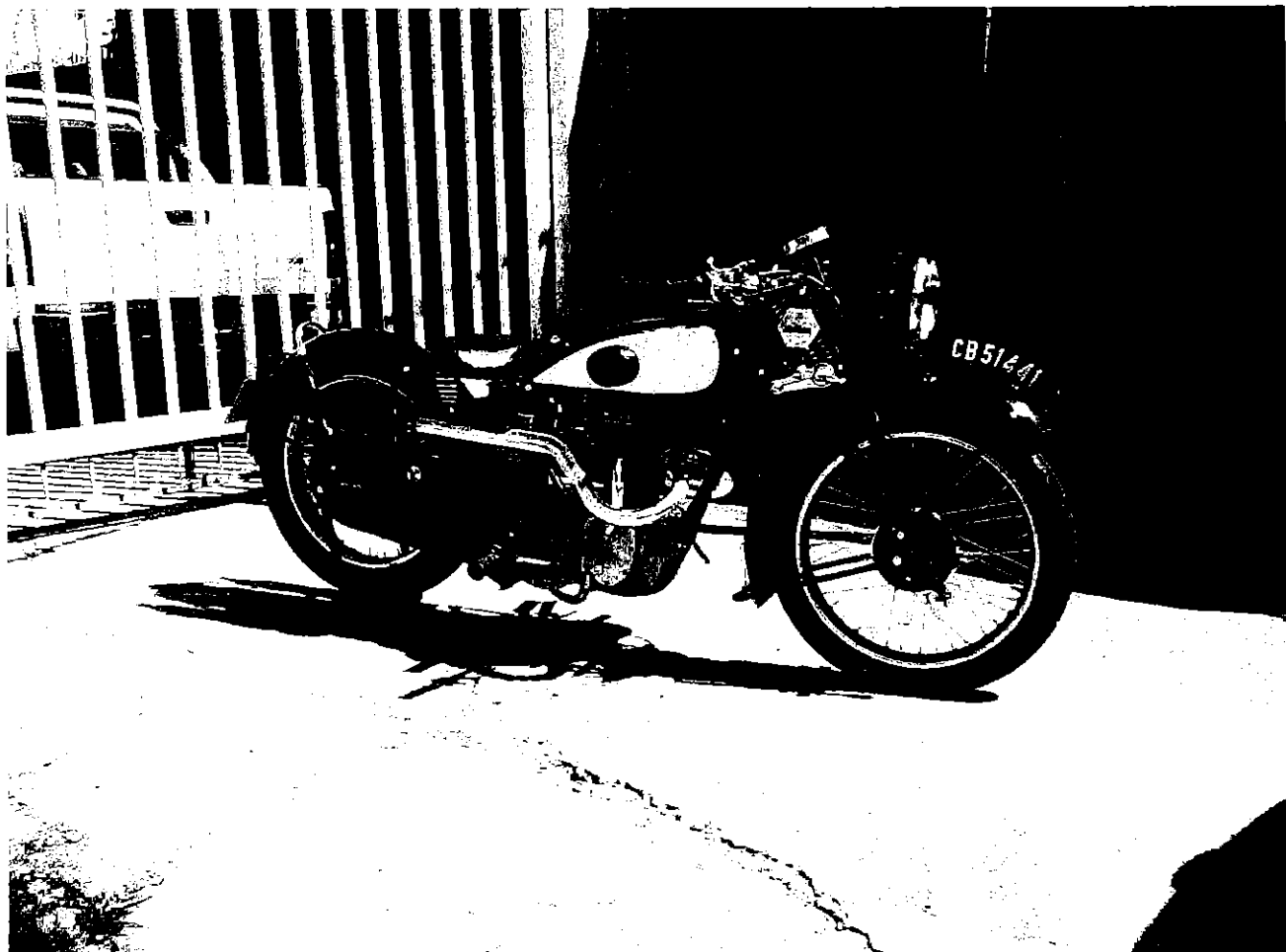
You will notice that the bike does have an external coil mounted to the frame. The original has long since been removed from the Noris dynamo... as has the regulator, which is now a Bosch 7v model which is mounted under the seat. I assume someone

did the upgrade as the original parts stopped working. I will source a new coil and regulator and return it to original.

Km is 18311km which my engine builder believes is accurate as he says the gearbox was like new inside. Who knows. I am just happy the bike is running again!

Regards
Justin Elliott

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WELCOME TO NEW MEMBER Justin Elliott. Please see his write-up on the restoration of his 1938 Horex elsewhere in this newsletter.

DIARISE THESE DATES.

ANNUAL BRITISH BIKE GATHERING. 8TH TO 10TH FEBRUARY.

CENTENARY DJ RUN (JOHANNESBURG TO DURBAN THIS YEAR) 8TH TO 10TH MARCH.

Of special interest is the inclusion of Stuart Fergusson, John Peart and John Galway from PE in the line-up. We wish them well.

YOUR CLUB'S WEBSITE.

This is up and running and is being visited by interested parties from all over South Africa and beyond. Have you browsed the site yet ???

We need bike pics and SHORT write-ups for inclusion in the "Our Bikes" section. I HAVE HAD A FEW PROMISES BUT STILL WAITING !!!!!!!!!!!!!!!



East London Bunch

Greetings from the East London Bunch 9 12 12)

Know that this was early to do a run but seeing that Christmas/ visitors etc would soon be invading us it was felt that the 9th would be the last run for 2012.

Cintsa West was chosen and a very good choice it turned out be, food was good, company even better with only one regret, that was the fact that Peter was unable to be with us... .. why not one may ask?..... .. Well he arrived at the Sasol garage on his beautiful MSS 500 Velocette only to have it sulk and refuse to start as we made ready to start the run.



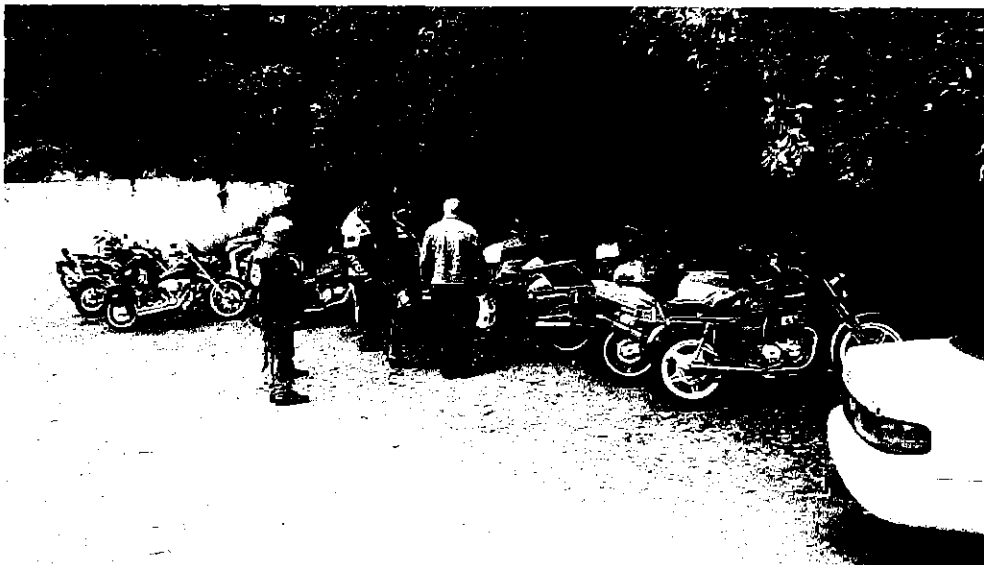
Here it is before it fell into disgrace on not wanting to start.

Peter arranged for a recovery unit and the rest of us prepared to start off on the run.



Dave arrived on his lovely BMW R 90 S, this unit has been on many runs with us and has never missed a beat.

N2 was taken and boy o boy we cannot wait for this road to be completed, 10 minute "Stop/Go" was encountered but that was not a problem, this road carries large volumes of traffic and even the new section is now breaking up, to quote Ray:- Know when there is a pot hole ahead, you sees daylight under the riders bum in front of you. All too soon the Cintsa turn off appeared and we were safely seated in the restaurant waiting for breakfast to be served.



Time to mount up but still made time to chat to a great bunch of Harley boys who had just arrived.

All that remains is to wish one and all a Blessed Christmas, a great New Year and remember if you are on the roads PLEASE drive carefully.

Cheers from the East London Bunch and remember:- keep the rubber on the road and ride safely.
Chow

Vince

121212 Run to Aliwal North.

This annual motorcycle run first took place on the 6th June 2006. It was called the 060606 run. It was also to Aliwal North and included a mid-winter swim at the hot springs.

The 121212 run had the same format. At 09:12, 11 of us met at the Kimber Bridge on the N6. We met Leon Wagenaar (the 12th rider) in Jamestown and travelled to the hot springs.

Unfortunately, swimming at the springs would have been a health hazard and so we gave that a miss and moved on to the Riverside Lodge for lunch at 12min past 12 noon exactly.

Lunch was a very relaxed and enjoyable affair with much rubbish being spoken.

The run home was very uneventful, but the day was enjoyed by all.

Next year.....not too sure at this stage, but we will think of some excuse to go on a bike trip.

Melville Price.

A black rectangular box containing white text that reads: "I have sexdaily. I mean, dyslexia!"

Subject: September 20/12 Monthly Ride report

- > Sunday 14th saw an excellent turnout of 16 participants, compared to the
- > 5 to 8 of the previous months.
- > We have been unable to resolve the friction between the slow and fast.
- > motorcycles - not to mention riders. So this time we introduced a new
- > approach - make your way to the venue at your own speed, this proved fairly
- > successful as the two groups were a mere 5 minutes apart.
- > We proceeded along the N2, van Stadens Pass, Gamtoos River road, Loerie
- > to the Thornhill Hotel where we had an attendance of 15 of the 16
- > starters.
- > As monthly Ride Captain, I felt it my responsibility, to carry back up
- > instruments i.e. spanners, spare tube, puncture repair kit, inflater, nuts
- > and bolts., Little did I expect to be the victim of bike failure (I
- > won't mention the make). At Loerie, it developed a carby problem. Not
- > wishing to embarrass myself by investigating, I blanked off the fuel line
- > to the carby and rode a 300 cc single home. Thanks to Willem and Terry
- > for escorting me.
- > November the 17th is the economy ride to J Bay, Hopefully, despite the
- > cost of petrol, we will make this the success it has been in the past.
- > Please make an effort to attend this event.

KICKSTART CLUB ECONOMY RUN 2012

Actual Speed	Base MPG
60	100
80	80
100	60
Distance	72

- 1) The base MPG is an estimate of an average motorcycle fuel consumption at the chosen speed
- 2) Motorcycle with passenger gets a 5% additional fuel allowance

Name	Bike	Year	Spd	Fuel 2012	KM/LT	MPG	Base MPG	Pass. 5% allowance	% imp. on base	club eligible	2011 result
1 Willem Pelleboer	Triumph 650	1963	80	2.6	27.69	78.23	80	1	97.78%	yes	
2 Tony Barlow	Norton 99	1958	80	2.53	28.46	80.39	80	1	100.49%	yes	
3 Rob Main	BMW R80/7	1978	100	2.87	25.09	70.87	60	1	118.11%	yes	120.63%
4 Dennis Guscott	Honda 650	1978	80	2.5	28.80	81.35	80	1	101.69%	yes	
5 Roy Cartmel	BMW R60/6	1976	100	2.92	24.66	69.65	60	1	116.09%	yes	105.27%
6 Dennis Hibbert	BMW R80RT	1983	80	4.08	17.65	49.85	80	1	62.31%	yes	
7 Terry Blake	Kawasaki 650	2005	100	2.23	32.29	91.20	60	1	152.01%	no	
8 Chris Coetzee	BMW R100	1983	100	4.1	17.56	49.61	60	1.05	86.81%	yes	
9 Brian Smith	BMW R100T	1979	100	3.09	23.30	65.82	60	1	109.70%	yes	

2012 RESULTS

- 1 Rob Main 118.11% improvement over base consumption
- 2 Roy Cartmel 116.09% improvement over base consumption
- 3 Brian Smith 109.7% improvement over base consumption

We had an encouraging turnout of 14 riders at Sunridge Park, Eleven completed the ride to J Bay, nine of which took part in the economy game. We were blessed with pleasant riding conditions, a following wind favoured good consumptions. The ride proceeded along the N2, Van Stadens' Pass, J Bay West to the Shell garage for refueling. Thereafter to the Wimpy.

Consumptions were phoned to Stuart Feguson, who applied an equalising capacity formula with speeds of 80 kph and 100 kph. Stuart Ferguson then returned the results,

Roy Cartmel

CLUB ACTIVITIES.

RIDE REPORTS.

Thanks to Roy Cartmel, Vince Cook and Melville Price for the Ride Reports featured in this Newsletter.

BOXING DAY RUN.

It was a good day and nine of us took a leisurely ride along our much used "Coastal Route" and stopped at the Three Legged Pig for a whistle-wetter. It was good to have a Capetonian guest in the person of Dominic Gomes, brother of Raoul astride his 1982 Guzzi Le Mans Mark 1. Who should we bump into at the watering hole but Ken Simpson, ex-member, and it was nice to have a good chinwag with him.

JANUARY 13TH MONTHLY RIDE.

Fourteen starters from Sunridge and thirteen enjoyed tea or a noggin at Apron Strings. The route took us Kragga Kamma, Butterfield, the N2, Draaifontein, Cows Corner, Seaview Road, Sardinia Bay Road and on to Apron Strings. A perfect day for riding.

MONTHLY MEETINGS AT THE CLUBHOUSE.

Disappointing turnouts on Wednesday evenings of late. The hardcore twelve to fifteen members always there for a social chat and a few brown lemonades. Your Committee is planning speakers on various subjects of interest in the hope that this will stimulate some interest in the social side of our club. After all, we are NOT only a bike riding club, the social activities are just as important.

INVITATION FROM ROB WICKS.

Most of our members are familiar with the names Don and Rob Wicks and their collection of very interesting motorcycles. Rob now lives at the Hogsback and we have been invited to visit and spend most of one day viewing the bikes and doing anything else of a biking nature. It has been suggested that middle February would suit most and we need to know how many members are interested. It would be a ride up, overnight stay (prices are roughly R200 pp for Self-Catering or R100 Camping, and a ride back the next day. If you are a keen starter please phone, e-mail me or Darryl Moresby-White on 041-581-5680 RIGHT AWAY..!

MEMBERS NOT WELL. Members will be concerned to hear that Rob Main is in Greenacres Hospital following a major operation. As we write, he is still in ICU.

