2ND ANNUAL VJMC FLORIDA STATE RALLY

WHAT’S INSIDE:

A Trip 30 Years in the Making

Honda CBX 1000 Mike Hailwood Replica

14th Annual VJMC Christmas Ride
Gear dirty?
Don’t wash, get new.

metroracing.com
toll free 877.746.3876
IN SEARCH OF NO SIGNAL

Where do YOU like to get lost? Kenda can help you get there.
Share your photos using #getlost at Facebook.com/KendaTiresUSA for your chance to win
a set of new Kenda RetroActives

KENDA TIRES
New Year, New Teams, and New Beginnings

We begin this new year with momentum, new talent, seasoned veterans, and ambitious plans. The long winter nights and regular snowfall that I experienced growing up in Buffalo made motorcycle magazines my lifeline to the spring thaw. Fortunately, Editor Mike Fitterling and Design Director Nadine Messier provide the elixir to remind members spring is coming. Winter restoration projects abound and maintenance duties provide some reminder that we are passionate vintage motorcyclists.

It is my pleasure to welcome Jack Stein, Sean Carrigan, and Bryan Bentley to our Board of Directors. Each stepped up to run for office and share their time, talent, and resources in service to this club. These are not honorary positions, all have already shown a willingness to work for this club in their home states and now take on greater responsibilities in the next two years. Jack will serve as Field Representative Coordinator, a post he held in the past with distinguished service. Bryan is recovering from a heart transplant, loves Hondas and Cushmans, and has worked on our membership retention project for the past year. Sean has been active in the VJMC CinKY group and has lots of ideas to help grow our club.

Some veteran BOD members are changing duties. Past Club Secretary Bob Leonard is assuming the Treasurer's duties. Bill Granade is coordinating VJMC insurance coverage, in addition to his Membership Director's responsibilities.

VJMC site coordinators for the International Motorcycle Shows have put much time and energy into showcasing our Japanese vintage iron displays. Rich Holman, Jon Booth, Mike Runnels, Todd Tagatz, Bob Leonard, and John McElfresh have mobilized local members to share their best bikes with thousands of show goers. Each coordinator assembles a team to staff the booth, secure display bikes, and recruit new members. Thank you all for your service.

It's not too early to begin planning for 2014 events, such as Riding into History, Mid-Ohio Vintage Days, the National VJMC Rally and regional rallies, Barber Vintage Festival, and the AIMExpo. It helps to make reservations early, since hotel rooms fill quickly. Pete Slatcoff expands our event lineup every year, and 2014 is no exception. Stay tuned for the biggest VJMC event calendar ever. Be sure to register online for events to secure a spot at our busy venues.

We are always looking for motivated VJMC volunteers to share the workload, and sometimes they approach us, wanting to make a difference for others. Our new Advertising Director, who apprenticed under former Director Gordon East is one such member. Guido Cardillo came up to me at an IMS in Atlanta and stated he wanted to contribute with a skill set in racing, sales, and marketing. Joe Schabel came forward to moderate our VJMC online forum as administrator.

I hope you enjoy this issue as much as I did. It documents many great events, rare bikes, international members, and repair tips.

Ride safe in the year ahead,

Tom Kolenko
VJMC President
A Trip
30 years
IN THE MAKING
by Trevor Franklin
This past summer my cousin and his wife from Ontario flew out here (Victoria, BC, Canada) to go on a motorcycle trip. Now, this wasn’t just any trip. My cousin, who is fifty-seven, had never even been on a plane before. We rode out to Banff and back, with our wives on the back and loaded with gear, on my two motorcycles—a total trip of 2,460 kilometers (1,529 miles). The bikes: a 1983 Suzuki GS1100E and a 1980 Suzuki GS750e. They never missed a beat!

My cousin, Danny, is ten years older than me, and my Dad is about twelve years older than him. I idolized Danny, and he would later say that my Dad was kind of a father figure to him. They’ve always been close, and I looked up to my cousin as the cool hippie that he was.

My cousin has been a subscriber to motorcycle magazines since the ’70s. He used to give the magazines to me when I was a kid, and I would cut out the pictures of bikes that I dreamed about owning someday and plaster my bedroom walls with them—right next to Jacklyn Smith.

Danny started riding motorcycles about 1970, at the age of fifteen; I was around five or six years old. I remember riding as a passenger on his old Honda 90 in a field by his house. He soon started riding on the street on a Honda 350, then a 750, and I would ride perched on the tank with a too-big helmet, holding onto the handle bars. My interest in bikes piqued, I got my first mini-bike when I turned ten—a Keystone frame with a Briggs & Stratton six horsepower engine. Several dirt bikes later, I turned sixteen and bought a gently used ’82 Katana 550.
When Danny needed a co-signer for a bike loan, my dad obliged, the only stipulation being that Danny would do the same for me, if the time arose. I soon wanted something a little faster than the Katana and purchased a brand new 1983 GS750e. My cousin returned the favor my dad had given him and co-signed my bank loan.

Danny was now riding a 1977 KZ1000 that he had bought new. I remember being about fourteen and he taking me out for a ride, like he had done many times before, but this time I was asked if I wanted to “take the bars.” He stood up on the pegs, and I, being small for my age (120lbs soaking wet), crawled under his legs and took over. We were out in the country, near Innerkip, Ontario, where I grew up. I took the bike up to 100 mph! My eyes were watering, streaming tears, and Danny was jabbing me in the ribs saying, “That’s enough.” I was excited to tell my friends, but I don’t think they believed me. It didn’t matter because if I wasn’t already hooked on motorcycles, I was after that ride.

I sold my GS750e a couple years later, when I was twenty, as I needed a reliable car for a new job. Of course, I said I would get another one soon. Well, twenty-five years passed, but I finally purchased a 1980 GS750e—a bike I had always wanted. I bought it in Chilliwack, BC, from the original owner, with only 28,000 kilometers (17,398 miles) on the odometer. I did the usual to it—fork seals; carb cleaning (rejet with the V&H pipe I put on, original pipes hanging in my garage); tires; battery; shocks, progressives up front; etc. I put 20,000 kms (12,427 miles) on it in the first year.

Since buying that bike, I have also owned a 1984 GS1150ef and a 1988 GSXR 750 Slingshot. "Funny how they breed," says my wife.

While Danny and I had lost touch over the years, we were reconnecting and had talked about an idea for a trip. He and his wife could come out to the coast, and we could tour around. Soon that idea sparked and we were fully engrossed in the planning, and it went from being an island tour to being a provincial tour. I had not seen my cousin in ten years. What a way to reconnect! Two weeks on two vintage Suzukis, riding on some of the most beautiful roads in Canada.

Needless to say, I needed to find another suitable touring Suzuki. I found a 1983 GS1100ed. This is a bike that I think does everything quite well—it’s fast, sporty, and tours comfortably. I put on a V&H exhaust and a jet kit. I had a rack made for it, copied from the factory original, with a removable backrest. This bike pulls like a train!

Our trip included stops in Princeton, Nelson, Radium Hot Springs, Banff, Revelstoke, and Whistler, but what made this trip even more special is who we met along the way. Some of Danny’s old riding buddies from Woodstock, Ontario, were now long time residents of BC, so I arranged to have them meet us along the route. Dave “Bucko” Tonner, Danny's long-time friend, met us at the ferry in Tsawwassen and rode with us to Princeton. Danny and Bucko had not seen each other in over twenty years. He has a beautiful 1983 CB1100f.

Then another Woodstock buddy, Chuck Taylor, went out for dinner with us in Banff.

Then Henry Mackay met us at a gas station in Revelstoke, BC, on his immaculate 1974 Z900. Henry and Danny had not seen each other in over thirty years! Henry also bought a 1977 KZ1000 in Woodstock, a week apart from Danny. Danny still has that bike, but Henry crashed his not long after buying it.

Henry then took us over to another long-time friend, Gary Deblock—another riding buddy who Danny had not seen in fifteen years. After sharing a drink and a bunch of laughs, Henry escorted us on some beautiful farm roads to his house in Falkland, where his wife fed us dinner and more stories were told of the “good ole days” and, finally, put the four of us up for the night.

What a trip! I still can’t believe this trip happened, and the grin on my face won’t fade for a while. We are planning on making this an annual tradition, but maybe next year we’ll stay a little closer to home, exploring Vancouver Island. I am forever grateful to my cousin for getting me into motorcycles in the first place.

Motorcycles—what an excuse to bring people back together.
My wife, Janice cooling off from 100+F weather

Me, Janice, Danny, and his wife Kathy above Kamloops Lake

My '83 GS1100E and my '80 GS750E all loaded up, ready for our 6am departure—Banff or Bust!

Bighorn Resort in Radium HotSprings

Gary De Block, with his Honda 750K

Taking in the view at Lake Louise

Reuniting with some old friends in Revelstoke: Janice, Kathy, Danny Gary, me, and Henry MacKay
by Mel Watkins, VJMC UK CBX specialist and retired Chairman CBX Riders Club, UK

Continuing on from my two previous articles on the Dresda and Excalibur CBX specials, I thought readers might like to hear about another interesting CBX1000 special built more recently. I have been asked on several occasions to give members a potted history of any Mike Hailwood tribute replicas that have been built in recent years, based around a Honda CBX1000 frame and engine, so here goes! By the way, before I continue, my offer to supply members with a copy of my CBX article archive still stands and thanks to those who have been in touch and for your kind comments about my previous articles. Email me at cbx6meluk@aol.com, and I will be happy to email you a copy, which runs to thirty pages. Many new items have been added since my previous list was published.

The machine featured in this article was originally built around 2001 by UK CBXer Graham Pearce, who, due to ill health, did not complete the project and ran the machine without a fairing for two years. Graham sold the bike to Bernard Thompson, VJMC UK member, and Bernard kept the machine until just under ten years ago when, in a moment of weakness, he sold it to a guy by the name of Richard Downham, who used to ride it over to the Isle of Man TT in June each year, and not much else. Bernard said that it always created a stir in the Isle, as he knew from when he took it over himself. He immediately regretted
GPZ 600 carbs—note bellmouths
selling the bike and kept trying to buy it back. Luckily, a few years ago, Richard decided to sell the bike, and Bernard was able to buy it back for the same amount he sold it for in the first place. Richard had given him first refusal if he sold it. Phew, what a relief!

The engine and frame come from a CBX1000Z, built in November, 1978. We had the CBX a while before the US had them in 1979. Although, I believe a very few were sold in the USA prior to 1979. There are extra gussets in places on the frame for added strength, similar to the original works Honda RC166 of 250cc, as ridden by Mike Hailwood and Jim Redman with so much success in the mid '60s. As no fairing was fitted, Bernard hand-built his own replica, although the hardest part was getting a screen, which he eventually located and which is similar to the works original.

The machine is fitted with a total loss ignition system, with a large capacity battery attached to the side of the frame, which allows several laps of the TT circuit on “Mad Sunday” before it runs out of juice. Front forks are Kawasaki, other Kawasaki parts are a set of GPZ600R carbs, taken from two machines, as builders of CBX specials find they give excellent performance compared to the standard items. Rear Koni shocks and racing alloy wheel rims are also fitted, as are 1972 Suzuki 750J eight inch double sided twin leading shoe front brakes and 1969 CB750 seven inch single leading shoe rear brake. The racing seat and front mudguard are similar to the Honda originals, and a special detachable side stand was made by Bernard. The
Bernard with the bike in the show paddock, and about to give display around the paddock. Top speed around 150 mph. Rear view which most other riders see! Good view of CBX engine and Suzuki brakes. Rear of unfaired Hailwood replica in 2002. Lotherton Hall VJMC show.

The gas tank holds six imperial gallons and is hand built in alloy. The bike has a detachable rear mirror—essential to keep an eye out for the local cops! It has a daytime MOT (authorized for daylight use only), so no nipping down to the pub on dark evenings as there is no light fitted. In the UK, all vehicles over three years old are subjected to an inspection for road worthiness to obtain a Ministry of Transport certificate. Machines built before 1973 are now exempt, so most early Hondas do not need to be inspected. Bernard says the bike never fails to attract attention, be it on the Isle of Man or down at the local pub when he pops in for a pint. Having seen and heard the bike running, I can confirm it makes a great sound and is indeed an excellent tribute to the skill of its owner and the greatness of Mike Hailwood.

Thanks, Bernard, for allowing me to pick your brains for the information for this article. I only wish the bike was mine!

PS. I have recently rewritten the chapter on the CBX in Bill Silvers reprint of his excellent book, Classic Honda Motorcycles 1958-90. Make sure you buy the August 2013 issue, not the 2012 issue, which needed some alteration and additions to the CBX chapter. Bill can be contacted at www.vintagehonda.com.
While we all have a love of vintage motorcycles, some of us don’t quite want to be known as “vintage” ourselves, but plenty of us are and here’s proof!

Send us photos of you, or someone you know, on or with a bike from back when the chrome was still shiny and you still had hair. We’ll publish one photo each issue as they come in.

Send us the photo (We can scan from your original and will return it when done.) and provide information on year, make and model of motorcycle, person(s) in photo, and location or event, and any other pertinent information.

Send your photos to: Mike Fitterling, Editor, Vintage Japanese Motorcycle Magazine, 411 North Wales Drive, Lake Wales, FL 33853. If you have a digital version of the photo, you may email me at editor@vjmc.org. Attach the file and include the information in the body of the email.

Let’s see YOU on YOUR BIKE, “Back in the Day!”

Kirk Swanick, author, astride his Honda Scrambler CL350, “Back in the Day” (Mid-’70s)
Board of Directors Election Results

by Bob Leonard

In accordance with the VJMC’s By-Laws, an election was scheduled for November and December of 2013 to elect the Board of Directors for the 2014-2015 term. Also per the By-Laws, the Board is to consist of up to 15 Directors, of whom three are non-elected Directors (the Magazine Editor, the Membership Chairman, and the Webmaster) and the remainder (up to 12) are elected Directors, with voting being done by the existing Directors and the Club’s Field Reps. However, the By-Laws further stipulate that if there are fewer than 12 nominees for the (up to) 12 open Director’s seats, then all the nominees are deemed elected and no election shall be held. That was the case this year, as we had nine nominees for the (up to) 12 seats. Therefore, these nine nominees join the three non-elected Directors to make up the Club’s new Board of Directors beginning January 1, 2014. Six of the nine nominees are existing Directors, and three are new or returning Directors.

Introducing the entire incoming Board:
Bryan Bentley; Waterloo, SC
Sean Carrigan; Alexandria, KY
Mike Fitterling; Lake Wales, FL
Bill Granade; Tampa, FL
John Herke; Mandeville, LA
Ellis Holman; Carmel, IN
Tom Kolenko; Kennesaw, GA
Bob Leonard; Phoenix, AZ
Rand Paulin; Los Angeles, CA
Jack Stein; Scottsdale, AZ
Jim Townsend; Warsaw, IN

Welcome new board members!
Factory OEM Parts for Honda, Kawasaki, Yamaha & Suzuki from 1959 - Today

VJMC Readers Take 10% Off
Use Coupon Code “VJMC” At Checkout
Limit One Per Customer. Offer is Exclusive.

Easy to Use Motorcycle Parts Microfiche

www.mrcycles.com
800.359.0567

Yamaha
Polaris
Honda
Suzuki
Kawasaki
Open House at Hap’s
by Michael Fitterling

Hap’s Cycle Sales, a Honda/BMW/Triumph/Hyosung/Zero dealership in Sarasota, Florida, is a landmark for motorcycling in the area. Hap’s is a family-owned and operated dealership, which has been in Sarasota since 1948, the original owner, “Hap” AC Poneleit, having just passed away in 2010.

On October 26th, Hap’s held an open house and invited the VJMC to participate. Norm Smith, our Florida Field Rep, has known the Poneleit’s for years and headed up arrangements for our club presence at the event. There was food, vendors, raffles, and plenty of fun-filled, slow-speed “races” and contests to test the skills of the attending riders.

Upstairs, in the shop’s offices, is a small “museum” of vintage bikes from the shop’s racing legacy, which is a treat to see for those, like us, that love old Japanese bikes. If anyone ever finds themselves in the Sarasota area, I encourage you to stop and take a look. You will meet some friendly and knowledgeable people and see some great examples from motorcycling’s racing past.

The Central Florida membership is a tight group and it was great to see all the familiar faces again and get to chat throughout the day with old friends. Thanks to Norm for arranging for the VJMC to be a part of this fun event and to all the members who participated.
Mike Lehman, in yellow jersey, center, on a 1975 Honda MR175
Mick North, in yellow jersey, right, on a 1973 Yamaha DT250
getting ready to start an Enduro race in October 1975 in Adelphi, Ohio
bought my first bike, a 1996 Yamaha 80cc, in 1968 at the age of fourteen. I sold that bike when I was sixteen and bought a 1966 Yamaha 305cc. The 305 was ridden everywhere, and, when I finished high school, I finally parted with it. My parents then bought me a 1973 Yamaha DT250 dirt bike that I rode in Enduros in Southern Ohio. I sold the DT250 in 1976 and bought a 175 Penton JackPiner.

In 1977, my wife, Jean, and I decided to buy a street bike. A good friend of mine, Mike Lehman, was a mechanic at a local Honda dealer, where all summer long I looked at a Honda CB550K motorcycle. I began talking to the dealer about putting a deposit down in October and picking the bike up the following spring of 1978. When the day came to sign the papers, the dealership had a CB550K and a CB750K sitting side by side. Before going into the dealership my choice was the 550K, but, upon seeing both bikes, my wife and I decided to go with the 750K instead. In April of 1978, we picked up our new motorcycle.

In 1979, we added a Windjammer fairing and Samenite bags so we could do some touring. On Christmas Day that year, our first daughter, Kellie, was born. Then in 1982, our second daughter, Kerrie, was born. A few years later, I gave up racing Enduros and sold the Penton. In 1986, I parked the 750 in a corner of the garage, where it remained until 1991.

While working on a construction site, I met an ironworker who wanted to buy the 750. I had mentioned that the bike was just sitting in my garage for the past five years. We discussed the bike, I showed pictures, and we agreed on an offer. Two days later, I told him that I had changed my mind and was going to keep the bike after all.

In 2000, my girls were older, and it was time to get the bike up and running again. I took it to my friend, Mike Lehman. He cleaned the carbs and gave it a tune-up, new tires, and new fork seals.

In 2005, my wife and I decided to buy a Honda Gold Wing. Since I no longer needed two bikes for touring, I took the 750 to the home of my friend, Kevin Mace. Kevin was a few years younger, and he and Jean had helped run gas for Mike and I on race days. I had Kevin remove the fairing and bags from the CB750 and put the original parts back on.

My grandson, Karson, is two years old, and I hope that someday he will continue my love for motorcycles by showing the 750 in different motorcycle shows.
2013 14th Annual Christmas RIDE by Michael Fitterling
The weather report looked dim the night before the VJMC Christmas Ride, which was to start with “kickstands up” at noon on December 10, leaving from Coney Island Grill in Brooksville, Florida. As I went to sleep, I wondered how many would show up when rain was called for the next day across Central Florida. In the morning, I woke to the sound of heavy rain on the roof. Being only 100 miles or so away from Brooksville and the forecast being for a wide area of rain, I prepared myself for a wet slog to the ride start where, hopefully, there would be at least a few riders braving the weather.

I headed out to the garage in the pale morning light with dark clouds overhead and a little drizzle falling. I pulled out my wet weather riding gear, suited up, and rolled out of the drive and north towards Brooksville. By the time I arrived a couple hours later, the rain had dissipated and I arrived dry, but not expecting too many riders to have shown up.

Pulling into the parking lot at Coney Island I was greeted by the pleasant surprise of around thirty bikes parked and the owners milling about, talking and eating footlongs. I climbed off the bike and greeted familiar faces all around. After a bit of a chat I headed to get a footlong myself and quickly gulped it down, because by then it was almost time for departure.

Norm Smith, the Florida Field Rep, gathered us around him and filled us in on what we would need to know to have a safe and fun ride. We then all mounted and the sweet sound of Japanese power could be heard throughout the parking lot as motorcycles warmed up and we got ready to roll.
JAPANESE LEGEND MOTORCYCLE WILL BE SUPPORTED BY THE ORIGIN COUNTRY.

We carry a complete line of Honda CB750K-series new parts/top quality restoration parts/our original reproduction parts/accessories for your CB750K vintage motorcycle.
You can find any parts you want!

http://www.yamiya750.com

Over 2,000 parts available!!
As the ride commenced, I lagged behind with the last three riders. I had a new GoPro camera mounted on my mirror stalk and was planning to experiment with it to get video and stills of the ride at the same time, so was planning to pass the group occasionally as I videoed. Not long after the ride started, we last three got caught behind a couple consecutive stop lights. As we proceeded, we turned where we thought we were supposed to, but found no sign of the group. Oh well, this is how rides go from time to time, so we settled in for a nice ride together, just the three of us, planning to catch up at the planned snack stop later.

The area around Brooksville is hilly and the little country roads make for great riding, with plenty of twisties to keep a rider occupied. The weather still held and we rode, dry, through the beautiful area, catching up with the rest of the group at River Ratz Café. We all laughed about the confusion, and we three promised to keep up for the rest of the ride. A cup of coffee and a slice of perfect key lime pie later and we were ready to finish the ride.

We continued on together through the rolling countryside. With a quick conference at a deserted country corner, we decided on the longer route back, stretching out our time to enjoy more great riding, with Norm as our leader.

This ride has been growing for the last few years, with more than seventy bikes last year. Although the turnout was slightly lower this year due to the possibility of rain, we had more than a respectable showing with over thirty bikes. Rain is an anomaly in December in Florida, so next year, under dry skies, I expect to see the number soar again for the unbelievable fifteenth year for the VJMC Christmas Ride. I'll be there and see you then!
The above image speaks volumes... We have been around....
In 1965 we were one of the first franchised Yamaha dealers in the country. Since then, we have amassed a large vintage Yamaha parts inventory, as a result of countless world-wide buyouts.

Our vintage Yamaha parts department stocks current and NOS parts for all Yamaha motor products. Andrew and Cindy, our parts department staff are knowledgeable in all areas of Yamaha parts and accessories and can help with whatever you are looking for.

We currently occupy five warehouses, some three stories high, filled with NOS Yamaha parts. We have over 65,000 customers in our database who have purchased from us over the last 12 years.

Our NOS parts are shipped all over the world, some even back to Japan!
Let our sales staff help you find the parts you need to finish your Yamaha restoration!

Speed & Sport Inc. also has an in-house graphic arts department. We currently have the world's largest award winning reproduction decal inventory, spanning Yamaha, Honda, Suzuki, Kawasaki and more!

All our decals are accurately printed on only the finest 3M cast scotchcal vinyl films. Our graphics department also carries other vintage novelties such as vintage banners, shirts, mousepads, and more! You can find our huge selection of these items at www.nosyamahadecals.com

Whether it be a reproduction seat cover, impossible to find graphics, to something as simple as a service manual, Speed and Sport Inc. is your answer to quick reliable, friendly service.

Store Hours:
Monday-Friday 10:00 - 6:00 (EST)
Saturday 9:00-3:00 (EST)
Back in 2005 I made a terrible mistake in judgment, wrecked my 92,000 mile Suzuki sport tourer, and nearly lost my left arm. Over the next two years, a number of excellent craftsmen built a 1982 Suzuki GS1100E with a Vespa bodied sidecar. (See VJMC Magazine, Vol. 30, No. 5, October 2005.) Following its completion, the Suzuki “Rig” has and continues to evolve into a fun ride.

In June of 2010, Gary Anderson and I went to the vintage motorcycle meet at Road America, Elkhart Lake, Wisconsin. Gary is a vintage racer, and there were a number of races, bike shows, and a swap meet. What caught my eye was a display set up of custom frame trikes. They were locally built, and they all had SOHC Honda 750 four engines. They had differentials that looked they were from mid-’30s Fords. The builders called them “Drag Trikes.”

After completing the Suzuki Rig, my wife, Linda, kept telling me I should ride a trike instead, because she thought it would be safer. Of course, I envisioned a Gold Wing—way too big for anything I wanted to ride. The machines at Elkhart were low, sleek, light, and powered by that wonderful Honda four. I talked to the display team and found out the differential came from a company called DNA in California, and I could buy just the rear end to build my own trike. I took a number of pictures, names, and phone numbers.

When I got home, I kept checking out the pictures and trying to decide what type of machine to build. I talked to a number of motorcycle friends about available four-cylinder “old” bikes in our area. My friend, Rick Warner, had a 1975 Kawasaki Z1 that was two steps more complete than a roller. It was missing body work and the wiring harness was junk, but the engine turned over and the speedo showed 20,767 miles. Both wheels looked okay and there was a front fender. Rick also had a 1976 Z that was just wheels and a frame. I bought them both, because I needed that second back wheel. (Both wheels had drum type brakes. More on this later.)

Rick took both bikes to my friend Gary Coan’s shop. Gary is a great fabricator who had done the fab work on the sidecar rig. I had several goals in mind for the Kawasaki. I wanted to use the Kawasaki frame. The completed machine had to have the wire Kawasaki wheels. It needed to be low and narrow. My vision of the completed trike was, if you looked at it from the side and from a low field of vision, it would look like a stock Z1 with an extended swing arm.

I did purchase the rear end from DNA. It came powder coated gloss black with a fifty-one tooth sprocket, rotors, and calipers. The hubs were designed for five-bolt Chevy wheels.

I took measurements of the bike and rear end and made a lot of sketches. I explained to Gary Coan what I wanted to end up with and he agreed to do the fabrication. We took off the body work, rear wheel, and swingarm. (The DNA rear end comes mounted in an angle iron frame.) The DNA rear end was set where we envisioned the finished position to be. As noted earlier, the rear end comes with five-bolt hubs, intended to be used with car wheels. My plan was to use two Kawasaki rear wheels. We took a lot of measurements and carefully checked out those wheels. The brake drums have large bosses, or castings, for the bearings and axle. We decided to have the drums machined out clean. We determined with the drums empty they would set over the five-bolt hubs, and we’d end up with the narrow rear tread width I really wanted.

Again, many measurements were made, plus now dimensional drawings. Gary and I packed up the rear wheel, drawings, and sketches, then took them to McConnell
Accordingly, we moved the clutch to the right side. I didn’t want the clutch and front brake levers, plus the throttle, all on this side, so we determined to create a “linked” brake system, all operated by the rear brake lever. I purchased a Wilwood automotive master cylinder. To operate this system I purchased sets of Tarozzi rear sets and clip ons. I prefer a riding position that is complemented by these items. Gary mounted the master cylinder and created the eccentrics to connect the lever to it. I bought a replica stock seat then had the piping changed to match the body colors. I cut the “ear” off the top triple clamp and had the holes welded, then ground for a smooth finish.

At this point, the frame was coming together, body work was in paint, and the foot and hand controls were being completed. Gary fabbed a chain tensioner out of the front of the swingarm. He installed a spring to maintain constant tension and used an inline skate wheel to ride on the extended chain. A custom chain guard was bent up and mounted. The tank, tail piece, and side covers
were the only painted parts. Everything else was powder coated by Rich and Bob Wessel at Metal Prep Service in Rockford. The complete rim, hub, and spoke assemblies are gloss black. The frame, forks and all other brackets are black satin. We used the original front fender, but the chrome was badly pitted. Rob suggested black wrinkle coating for the fender instead. Gary found two old Harley-type deep valance front fenders on the Internet. They were shortened six inches and trimmed on the outside valance to increase tire exposure. These were also wrinkle coated to match the front. Gary had a 1959 Dodge taillight that he mounted in stock position. It was wrinkle coated, also.

I wanted dual front discs, as Kawasaki conveniently drills and taps both sides of the hub and has lugs on both fork legs. I found a drilled disc and caliper on eBay. The drilled pattern was transferred to the original disc, and I drilled it on my mill.

My friend Jeff Lessman owns Eastland Motorsports in Lanark. He has maintained my bikes for over twenty years. We had Metal Prep blast and powder coat the entire motor in silver, then topped with a clear coat. The finished result gives the appearance of a brand new motor. Jeff bored it out to 1005, as the number one cylinder was bad. He installed a set of cams to give it more mid-range and a set of flat-slide Mikunis. For an exhaust system I used the four original head pipes and had Gary weld straight pipes from Jegs onto them. Gary fabbed “shorty” small-diameter mufflers. I bought and installed Kawasaki H1 one-piece baffles. These just slide in and are fastened by one bolt. To complete the café theme, a Bikini fairing was installed plus bar end mirrors.

The trike was completed in May 2012. I’ve ridden it over 800 miles. It’s very low and handles great on back road blacktops. With the fifty-one tooth rear sprocket, it really runs at too many rpms for the highways. It’s not loud but really gets a lot of attention. The final thing is that, when you look at it from the side and from a very low field of vision, it looks like a 1975 Z1 with an extended swing arm, exactly as I had hoped for.
WELCOME TO THE FUTURE OF NAKED SPORTBIKES.

Introducing the all-new 2014 FZ-09, featuring a revolutionary 850cc triple cylinder engine with a "crossplane crankshaft concept" which provides awesome engine torque and feel along with a unique pulse and sound. Its slim design provides an overall lightweight and nimble ride unlike any other bike on the road.

A MEAN MACHINE CAN ALSO BE A CLEAN MACHINE.

Keep your ride looking fresh off the showroom floor with Yamalube’s full line of quality care products.

YAMALUBE
The Honda dealership in Winter Haven, Florida, recently changed hands, so the new owner, Nick Reuter, wanted to have an open house to celebrate the change. He invited the VJMC to participate by showing some of our vintage motorcycles and giving us an opportunity to get information out to people who may be interested in joining our club. Nick has offered to work cooperatively with the club and has said he would be glad to help us promote the love of vintage bikes to those in Central Florida.

The event was scheduled for November 23rd, between 10am and 4pm, and our group of VJMC member-participants came from as far away as Bradenton, to the south, and Clermont, to the north. We had a solid showing of pristine motorcycles and many of the attendees stopped to admire them and talk about “back in the day” when some of them had ridden just such bikes.

Nick provided great barbecue at a ridiculously low price (and as a benefit for a local Montessori school) and raffled away a new Honda Ruckus to one lucky attendee. Inside the shop, members had a chance to see the new Honda models and browse the accessories.

Any chance to get together with fellow members is worthwhile and this event was no exception. Hats off to Peter Slatcoff, our Event Coordinator, for his efforts to promote and attend these events, even though it meant a trip of close to four hundred miles to be at this one, and to all who showed up to help set up and brought bikes for the crowd to enjoy.
PARTS FOR VINTAGE JAPANESE CLASSICS

USE COUPON CODE: VJMC1019
FOR 10% OFF YOUR NEXT ORDER

DIMECITYCYCLES.COM
Unlike most VJMC members, I am not a mechanic. The only manual dexterity I have is writing checks for the many repairs and insurance bills for my collection of eight vintage bikes. About the only thing I can still do with my hands is something I learned as a kid—building models. And I’m not perfect at that, as some of these pictures will show. So, over the years as I built up my old motorcycle collection, I shopped around for models of them so I could at least mess with them in miniature. And it ain’t easy building these tiny scale motorcycles. My wife is an angel to put up with the cuss words I scream as I struggle to understand the Italian and Japanese instructions barely and poorly translated into English and slice my fingers with an errant Xacto knife! So here is my collection of nice old bikes in chronological order, with the model kits of each of them I managed to assemble, despite their instructions.

1969 Honda CB750

Yes, this is an early “Sandcast” bike, VIN #374, out of about a half-million that Honda produced over the ten year run of CB750s, so it got the finest model to boot. I’ve owned this full-size beauty for thirty years, and it’s a “driver”—ridden at least once a month to keep it running strong. It’s not restored, either. The few new parts on it I won’t confess so I can keep hiding them from the judges. It’s almost hard to tell the two apart in the picture, just like the old commercial “Which one is Memorex and which one is Ella?!” The model is huge: one-sixth scale, at over a foot long, with a lot of the early Sandcast attributes—black kill switch (rather than red on later years), recessed ignition switch, polished front disk caliper, etc. As the “motorcycle of the century,” according to a recent article in Motorcyclist magazine, there are many CB750 scale models available, so the actual bike is much more rare than the mini version.
**1972 Honda CB500**

This is another impossible to find scale model; they just don't make them anywhere! (If I'm wrong and some reader knows of one, let me know and I'll pay more than top dollar for it.) Here, again, I cheated and bought the closest thing I could find—a CB400F die-cast model—and tried to make it look like my stunning, perfectly restored full-scale bike. Unlike the CB750, almost everything on the full-size CB500 is new: exhaust pipes, seat, fenders, etc. The model is pretty crude in comparison, being pre-fab, but what the hey.

**1979 Honda CBX.**

Both of these are monsters. The full-size bike is a real screamer—103 HP weighing only 550 lbs., quite a rocket back in 1979. Actually a bit too much power for a tall engine and somewhat wobbly frame, but up to 100 mph it's an absolute rocket ship! I've customized mine a bit in the ten years I've owned it. Those are six-into-six after-market “Pipemaster” exhausts bought in Australia to make the CBX look as hot as the Benelli. I won't say how much they cost in case my wife reads this article some day. The model is pretty darned big too—a one-eighth scale, plastic labor of love. I just can't find anyone in Australia or anywhere else to make six one-eighth scale plastic exhausts for it.

---

**1971 Honda CB350**

Now, this pair is the opposite from the 750. There are no scale models of a CB350 that I could find after many years of searching on the net, whereas there are dozens of full size CB350s for sale on Craigslist and eBay every week. So I cheated. I bought a model of a Super Hawk 305cc, which is rare in its own right, and “butchered” it to look like the CB350. My apologies to those Super Hawk owners who would have loved to build the original correct model. The full-scale bike is no award-winner, but it is largely original except for the mufflers, which I spent several months replacing last summer. I think I cursed more working on those mufflers than building the model.
1979 Honda CBX

Both of these are monsters. The full-size bike is a real screamer—103 HP weighing only 550 lbs., quite a rocket back in 1979. Actually a bit too much power for a tall engine and some wobbly frame, but up to 100 mph it’s an absolute rocket ship! I’ve customized mine a bit in the ten years I’ve owned it. Those are six-into-six after-market “Pipemaster” exhausts bought in Australia to make the CBX look as hot as the Benelli. I won’t say how much they cost in case my wife reads this article some day. The model is pretty darned big too—a one-eighth scale, plastic labor of love. I just can’t find anyone in Australia or anywhere else to make six one-eighth scale plastic exhausts for it.

1979 Kawasaki KZ-1300

These are two more giga-machines! The real Kawi weighs just over 700 lbs., which sounds heavy until you fire up the 120 hp, shaft-drive six. It is almost as fast as the CBX—a little slower in the quarter mile at ~12 seconds, whereas the CBX clocked 11.5 seconds back in 1979. The Kawi’s rock-solid chassis gives it an honest 130+ mph top end, whereas the CBX is just too wobbly to ever go much over 120 for me. The bike is a bit hard to find in decent shape (many 1980 and later baggers, but few naked ’79s) and there are actually a good number of the scale models available on the net. This plastic replica is one-sixth scale, like the CB750, and over a foot long, but it still is dwarfed by the real thing.

1974 Benelli 750 Sei

Both the bike and the model are rare items! The bike is a beauty that I paid far too much for in 2006, then put far too much into to make it look this good. It has six new “Silentium” exhaust pipes (The originals had rusted out.), electronic ignition (I couldn’t find replacement points.), etc. A real looker, it has won many trophies at various bike shows. I searched for a model of it for many years until, Bang!, one day there was this one hiding way down at the bottom of eBay’s “Toys & Hobbies” section for sale in Italy. The price was high, but so was I at finding it. When it was shipped over I was amazed at the excellent condition. It was a plastic Provini model that the owner had partially built, and only took me a little cursing to get it finished. Nice pair, huh?
Neither of these items are rare, but both are lovely specimens. The big bike is an absolute pleasure to ride because, by this year, Honda improved the CBX chassis with thicker front forks and air suspension front and rear (versus the '79's mechanical springs). The engine was de-tuned to “only” ninety-eight horses (fears were brewing of a Euro ban on bikes over 100 hp at the time), so it's no dragster, due to the extra weight of the fairing and bags. The scale model, too, is no big shakes either, just nice to see how well it matches the big one's color scheme and lines.

1982 Honda CBX

So, there you have it—one old man’s obsession with both his big and little toys. The best news about such a weird hobby as making scale models of your old bikes is the cost of the scale models is about as proportionally less as is their smaller size! And when anything breaks, I can fix the models in a jiffy while snifffing a little more of that glue.

1982 Honda CX500TC

I may be saving the best for last. Both of these babies are as rare as they are beautiful. The big bike is as pristine as you’ll find, outside of the 1983 CX650TC “school bikes” Honda ended up giving away when they didn’t sell very well. They cost over $5,000 in 1982, which is about $25,000 in today’s dollars. I bought this beauty for $3,500 from a retired Honda dealer in Philly who had it stored in his garage for twenty-five years. It is still totally original and runs like a banshee once you get the 500cc twin over 4,000 rpm. It has great air suspension front and rear, solid wind protection for the fairing, and is a dream to ride in the high mountains near Santa Fe. Unlike bikes with only carbs (the CBXs have six carbs each, the Sei & Kawi only three each), the turbo seems to run stronger the higher you climb! The model is a huge one-sixth scale, plastic replica that was just fascinating to put together, as it gave an in-depth view of the complexity of the plumbing required for Honda to turbo-charge a transverse V-twin.

1982 Honda CX500TC

So, there you have it—one old man’s obsession with both his big and little toys. The best news about such a weird hobby as making scale models of your old bikes is the cost of the scale models is about as proportionally less as is their smaller size! And when anything breaks, I can fix the models in a jiffy while sniffing a little more of that glue.
START HERE.

Johnny's
VINTAGE MC
EST. 1984

www.johnnysvintagemotorcycle.com

- Vintage Kawasaki parts – NOS, reproduction and used
- Kawasaki 2-stroke crank shaft rebuilds – Single/Twin/Triple
- Vintage Kawasaki engine rebuilds
- Wheel lacing
- Vintage tires
- Cylinder boring available
- Cylinder fin repair
- Other services available
- Always looking to buy vintage motorcycle inventories
- Full-tilt Colony shop – Dealer inquiries welcomed
- Always a good supply of vintage motorcycles in stock

Ph 330.335.7365

---

Making Custom Spokes...
It's what we do!

We swage, cut, head, bend and thread every spoke we make to suit each specific custom application, using only American drawn and certified wire. Take advantage of our expert wheelsmithing services when you ship us your hub.

phone: 626.969.4655
fax: 626.812.0243
buchananspokes.com
2nd ANNUAL VJMC Florida State RALLY

ABOVE
The view from Eaton’s Beach Sandbar & Grill

BELOW
A CB750 about to roll out on the group ride
With a fifty percent chance of rain on Saturday in the offing, I headed north on my CB350 on Friday, November 1, bound for Silver Springs and the second annual VJMC Florida State Rally. I was hoping the possibility of rain would not deter members from attending as I dodged the traffic on US 27.

I arrived early to help with setup and registration and looked forward to catching up with old friends and meeting new ones at the Friday evening meet-and-greet, which kicked off the rally that evening at the Silver Springs Holiday Inn Express, where a block of rooms were waiting for VJMC members. The rain threat did not seem to discourage anyone from coming to have another great time, and soon the room was full of members, talking motorcycles and getting to know each other, while tasting the delicious and wide variety of Italian foods from El Rocco II, who catered the evening meal.

The camaraderie continued well into the evening after dinner, with us all forecasting and making predictions of how much, when, and for how long the rain would hinder us the next day. Radar showed the rain headed our way, but most bet on its passing in the night, leaving behind clear skies for the next morning’s ride. We went to sleep with fingers crossed.

Morning dawned with the predicted rain still overhead, but radar showed it was moving quickly across the state, with dry air behind it. We all counted on it lifting well ahead of the bike show, while hoping it would abate before the ride departed at ten o’clock. In the meantime, we all enjoyed breakfast at the hotel and meeting more members as they arrived, checked in, and unloaded their motorcycles.

Everyone gathered for the morning ride at the appointed ten o’clock, but the rain persisted, although it showed signs of tapering off. While members waited, there was much vintage bike talk and tinkering underneath the hotel’s entryway overhang. About an hour after the scheduled departure time, the rain let up enough for decent riding, and the participants lined up and warmed their engines, waiting for their ride leaders to give the word to go. Soon, they were off, headed northwest toward some great area roads, to the west of Interstate 75 and north of US 27, in this surprisingly...
Meanwhile, the setup crew headed over to Silver Springs State Park, where the bike show would be held, to start the process of setting up. With the hope of clear skies, but under a still leaden sky, Event Coordinator Peter Slatcoff was able to convince the park officials to allow us to set up the bike show under cover of two large pavilions. This worked out well, as the main pavilion we had already reserved became the center for fellowship and lunch, situated at the apex of a triangle where paths formed the sides, connecting to each of the bike show pavilions.

Lee Mitzel once again brought some of his finely restored motorcycles, and many other members registered theirs. Throughout the morning, bikes and bike-filled trailers filtered into the staging area. Across both pavilions there were over two dozen motorcycles of many different Japanese makes and models. The Moped Army rode up on their little modified bikes from the Orlando area to join in the gathering and to memorialize their good friend and our fellow VJMC member Seth Zaiser, who passed away in a tragic accident this year, by showing their small and uniquely modified bikes. This bike show was the first to feature the annual “Z-Man” award for an entry under 200cc, in memory of Seth and his passion for these small bikes.

The voting began in mid-morning. By the noon hour, the members were feasting on mouth-watering barbecued chicken and ribs, potato salad, and beans, provided by the motorcycle club “Get Ghost Boyzz,” that does charity work for kids in the area. After everyone was full and the votes were counted, award winners were announced in the main pavilion. The Moped Nation guys took time to remember and talk about their friend and our fellow VJMC member, Seth, whose life was much too short.

After awards and announcements were made, we all started to trickle back to the hotel, many of us lingering under the entrance overhang. There we offered advice (solicited and otherwise) and tools to a few members who were attempting to fix electrical gremlins. What could be better than hanging out with other vintage motorcycle enthusiasts? The socializing and bike talk continued until a late hour when we finally trod off to our rooms to sleep.

Morning dawned cool and clear, and members were looking forward to a pleasant ride through the countryside near the Ocala National Forest. This time there was no need to wait for rain to clear, and we happily jumped on our bikes and rolled out from the hotel parking lot in a long staggered line, composed of around two dozen vintage Japanese motorcycles. The ride began with a slow cruise through the historic and beautiful, oak-lined neighborhoods in Ocala, with a stop for a photo op at the town square. From here, the tour continued into the countryside, culminating in a stop for lunch at the marvelous Eaton’s Beach Sandbar & Grill, located on the southern shore of Lake Weir, a spot to which I have promised myself to return one day.

The seafood was delicious and we all enjoyed the cuisine and atmosphere, while enjoying the view out the glass walls and beyond the deck across this pristine Florida lake. After the hardy lunch, some of us headed our separate ways, while others rode back to the hotel to pack up. My Honda was already packed for home, so I said my goodbyes after lunch and decided on the southerly route back home to Lake Wales, through the beautiful area of Ocala National Forest and away from the crowds jostling along US Highway 27, which was the most direct, but least pleasant, route home.

Rain had been an almost insignificant event of the weekend and no one had seemed to mind its little interruption. Most of the hardy and always ready Florida contingent showed up as well as members from as far away as New Orleans and Puerto Rico. We couldn't have asked for a better turnout, better food, or more compatible company. I expect to see all the attendees back next year, with additional members once the word gets out how much fun and enjoyable the rally had been.
A Dream of a Honda with period bags

Group photo op at Ocala’s town square on Sunday ride

Andre Behrens, Café Racer enthusiast from Miami Beach, Florida

Proud member with her 650 Special at the town square

Eaton’s Beach Café & Grill on Lake Weir

Peter Slatcoff with the Puerto Rico Delegation; Omar and Samuel Brea
330+ Motorcycles and Automobiles
Spanning Over 110 Years of Transportation History

Over the past 100 years, the evolution of the motorcycle has helped bring us to where we are today.
See how it all began @ Wheels Through Time — “The Museum That Runs”

Located off Highway 19 in Maggie Valley,
Near the end of the Blue Ridge Parkway & Great Smoky Mountain National Park
62 Vintage Lane, Maggie Valley, NC 28751

828.926.6266
Visit us online @ www.WheelsThroughTime.com
Japanese
Motorcycles
Need Japanese Tools!
(for Japanese Industrial Standard Screws)

There is a Difference

vesseltools.com

This 8pc “Starter Kit” (Model # A-16510) includes essential tools for repairing or restoring Japanese Motorcycles

Brown’s
Plating Service, Inc.
1010 Krebs Station Road • Paducah, KY 42003
Phone (270) 554-1146
Web: www.brownsplating.com • E-mail: ronnie.brown@brownsplating.com

Some say “no we can’t”, Brown’s says “we will try, if it can be done we will do it.”
Brothers Dan and Mike Hayes and their friend Mike “Murph” Murphy were experiencing some nagging problems with their motorcycling interests. Specifically, over the course of several motorcycle projects they had accumulated an excess of used parts they were eager to be rid of, but experiencing little by way of success.

“We had side covers we wanted to sell,” explains Dan, “but couldn’t get rid of them.” The three, in despair with the then abysmal selling options for (mostly) Japanese motorcycle parts, examined their dilemma from all perspectives. What they finally struck on was a plan to hold their own swap meet, with a primary focus on Japanese bikes. This, they felt, would attract buyers most interested in parts they wanted to move, and they also noted there were no known swap meets dedicated to the Japanese marques in the New England region.

Formulating their plans, they had to come up with a name, but, what to call this meet? More raucous discussions ensued and, at some point, Murph blurted, to the dismay and incredulity of Dan and Mike, “Rice-O-Rama!” Guffaws erupted! Seriously? But why not? Thus Rice-O-Rama was created seven years ago, in a modest, shoe string attempt to sell “a few side covers.” From this humble and unlikely beginning, the event has grown dramatically to its seventh iteration and fourth venue, as it continues to physically outgrow its previous locations.

The founders were very welcoming to the VJMC, largely due to the support the club provided them during the early years as the show was becoming established. They all spoke warmly of the enthusiastic assistance provided by the late VJMC President, Stuart Covington, and past regional Field Reps, and it was an honor to once again display the club banner at this singular event. Given Rice-O-Rama’s focus on Japanese motorcycles, there is a natural and symbiotic fit between the organizers, attendees, and the VJMC. We were quite thrilled to be a part of this very special meet.

Rice-O-Rama 2013 was held September 8th, 2013, in Oxford, Massachusetts, at the Singletary Rod & Gun Club. The threat of overnight showers did little to dissuade vendors or show-goers, and at 7:30 am, when I arrived, the field was already crowded with vendors who were busy preparing for the 10 am gate opening. More would be showing up, and there would ultimately be well over two hundred vendors in attendance.

The feel of this show has always been casual and laid back, but it was obvious from the start that this was a very well organized affair. Rice-O-Rama staff was uniformed in neon yellow shirts, and it
was clear that the division of duties was well understood by all, as the entire event unfolded very smoothly.

In addition to the swap meet, a show is a prominently featured attraction of the event.

Show categories included:
Classic, featuring: Vintage (50-90cc; 100-250cc; 260-380cc; 400-700cc; 750-1000cc; & Over 1000cc), Competition (Dirt & Road Race), and Custom (café; chopper; cruiser; touring; sport; rat).

There were also categories for the best street two-stroke, the oldest bike, and the highest mileage bike. Finally, there was an award for the best non-Japanese bike.

A table load of trophies awaited those favored by the judges, but theirs was no easy task, as the quality of the bikes entered was exceptional, and the variety was phenomenal.

At Rice-O-Rama events, bikes you haven't seen in decades, or might have forgotten about entirely, appear to surprise and delight you, as you make your way around the show and vendor fields.

There is a lot going on and much to see, so foot druggers be advised.

At this year's event, what was actually quite amazing to realize was that; although the bikes within the show area were all extraordinary in their own way and clearly reflected the craftsmanship, creativity, originality; attention to detail, and pride of accomplishment and ownership of their owners; this was also reflected in countless ways in the parking areas as well. Exceptionally crafted and lovingly cared for machinery of every sort and marque abounded among those who rode in to attend the event. This is a true testimony to the dedication so common among those who participate in the sport and who ride and admire these machines.

Casual observation hints that Rice-O-Rama has a substantial regional attraction. License plates from all six New England states, New York, New Jersey, Pennsylvania, and Quebec were in evidence. While it is clear that Rice-O-Rama is all about the bikes, it is also about the greater regional community as well.

A 50/50 raffle, conducted by the organizers, netted a generous contribution to the American Cancer Society.

Team VJMC was given a booth close to the entrance of the show, and we experienced a steady stream of visitors comprised of current and prospective members, as well as the simply curious. Very special thanks go to members Steve Bodnar, George Duley, Jeff Hall, and Bill Leeming for their assistance and wonderful camaraderie in the booth. I found manning the booth was a challenging juxtaposition; not unlike a story I once read of a young boy who was confronted by the dilemma of either watching his school burn down on one side of town, or seeing the train wreck that occurred on the other side of town. Do I stay in the booth and miss the show, or see the show and miss the interesting people and discussions at the booth? I believe economists call such things “opportunity costs.” A bit of each eventually ruled the day. It proved to be a fruitful event. By the end of the day, eight new members

Western Hills Honda

Vintage N.O.S. Honda Parts

Warehouse
Terry W.

3110 Harrison Avenue
Cincinnati, OH 45211 U.S.A.

Phone: 513-662-7759
Fax: 513-662-7912
E-Mail: vintageparts@westernhillshonda.net

Visit Our Active Parts Website @
www.westernhillshonda.net

80,000 Lines of Parts
Over $11 Million In Stock
We Ship Worldwide

5thGearParts.com

Quality Used Parts for your Vintage Metric Bike

5thGearParts@gmail.com

Lots of ‘80s Honda Parts
had signed up and numerous others took applications home with them, with others intending to visit the club web page when they got home. The table had been pretty much been picked clean of club literature by the end of the event.

By mid-afternoon, show judging was complete, and winners were announced. Shortly thereafter, the throngs began wrapping up the day, and the show officially closed on schedule at 5pm.

The seventh Rice-O-Rama, like those before, swept in like a whirlwind, thrilled those that came, and was gone from the scene, all within hours. This is an event extraordinarily rich in content that seems to delight every attendee in some way. But it leaves a few questions: How much bigger will it be next year? Will it, again, move to a larger and more accommodating site? Will it eventually expand to two days? Three? All are positive prospects to ponder as we await the announcement of Rice-O-Rama Number Eight, something to truly look forward to. Make an effort to attend; you won’t be disappointed.
Make the Barber Vintage Motorsports Museum a stop on your next club ride! With over 750 motorcycles on display there is sure to be a bike for everyone!

For group rates 205-699-7275 or bvmm@barbermuseum.org

We are located East of downtown Birmingham I-20 @ Exit 140 6030 Barber Motorsports Pkwy Birmingham, AL 35094 www.barbermuseum.org
Most vintage Honda enthusiasts aren’t familiar with the CB92. Until June of 2011, I was among that group. This is a story about a 1960 Honda CB92 that my Uncle Roger owned since new; but first, a bit of history about this model.

Officially, this model was known as the Honda CB92 Benly Super Sport. It was introduced in 1959 and produced through 1964. It has a 125cc parallel twin engine and was considered the world's fastest production motorcycle of its displacement when it was introduced. Over 24,000 CB92s were produced, but only about 1,000 of these bikes were imported to the United States between 1959 and 1962. The list price was $495.

For those who wanted to take their CB92 road racing, Honda also supplied a factory racing kit. It included a megaphone exhaust, racing seat, and several high performance engine parts. Some Honda brochures list a CB92R model, which would be a CB92 with the racing kit factory installed. There is some debate about whether this model was actually sold in the United States, and it is generally believed that these parts were dealer installed. In any event, there is no debate about the fact that the CB92 was a very sporty bike and a serious contender in 125cc road racing. In stock form, the engine was rated at 15 horsepower at a stratospheric 10,500 rpm, and had a top speed of 75 mph. With the race kit installed they were significantly faster. No wonder these bikes were so popular and successful with amateur road racers at the time. In the interest of weight savings, CB92s produced through 1960 also incorporated several lightweight components not found in later year models. The wheel hubs were made of magnesium. The gas tank, side panels, front fender, rear brake torque arm, and rear top shock covers were all aluminum alloy. From personal experience, I have found that this aluminum is very thin and very easy to dent.

For many years I’d been reminding my Uncle Roger that if he ever wanted to sell his 1960 CB92, to please call me first. Roger was the original owner of this bike and bought it from the first franchised United States Honda dealer in Los Angeles. Roger enjoyed riding the bike on weekends on the twisty roads around LA. A friend talked him into entering the bike in some local club races, which he competed in, as he puts it, “with moderate success.”

After about four years of weekend rides and an occasional club race, the bike was parked in his garage under a tarp. Sometime in June of 2011, I got a phone call from Uncle Roger. He asked if I was still interested in his old Honda. I guess at age 92 he figured his riding days were behind him. I have no idea how he came up with the price, but he said I could buy it for $700, and he would not take any less. I didn’t know a lot about CB92 values, but I knew that was a good deal for a totally original and complete bike. Also, I felt that the bike should remain in the family.

The motorcycle also came with the original registration, bill of sale, tool kit, and owner's manual. The owner’s manual, in particular, is rather interesting to read, and some of the English translations are amusing and difficult to understand. The manual also offers suggestions on setting up the motorcycle for drag racing, scrambles racing, and road racing. There is even a section...
on making a top speed run that includes a picture of the rider assuming a Rollie Free position, laying outstretched on the bike, that would never be accepted today due to liability concerns.

After having the bike shipped to my home, the next decision was what to do with it. My first inclination was to do a total restoration on the bike, but, after talking with a few vintage motorcycle experts, I was convinced to preserve its originality and not do a restoration. The fact that the bike was still totally original, right down to the tires, made it pretty special as it was. So I proceeded to disassemble and clean and polish every component of the bike. The only significant surprise was finding a nest inside the frame, where a family of rodents had been residing for some time. At times it was difficult to resist the desire to re-chrome or repaint some parts, but I stuck to the plan of leaving it completely original. Once I had the bike back together, with a rebuild of the carburetor and petcock, it was time to see if it would run. After a few seconds on the electric starter, it was running just like the day it was parked forty-nine years ago.

I don't plan to ride the bike in the future, partly because of those original tires I mentioned, but I do enjoy going down to the workshop and looking at the CB92 and picturing Uncle Roger competing in a race, even if it was only with “moderate success.” I think the bike will remain part of the family.
Girls Can Play Too!
by Mike Meutz

Mike and Judy Muetz live in Placerville, California. Mike is the Sacramento Foothills representative for VJMC. This story is about how Judy has supported his hobby.

My free motorcycle project started this mania. It was a 1970 Suzuki T250, which was on the cover of the VJMC Magazine, in the December 2004 issue. Judy said to go online to see if there were other guys this obsessed. We had joined VJMC earlier and were fortunate enough to have “Suzie” on the second color cover!

Judy was asked to judge at a Model A Ford rally in Washington State, plus there was a West Coast Conference of the Blue Knights the following week. How to do them both? She talked me into building a single bike trailer and installing a Class Three tow hitch on my 1930 Tudor Model A. Her 1931 Model A pickup was not up to the job. We did both events in style. There were lots of looks at a vintage car towing a vintage bike.

Soon after, Judy took her 1931 truck on a yard sale adventure and bought a 1970 Honda 350 engine for forty-five dollars. Now, I did not have a bike to go with the engine, so I started looking for parts to build a bike. Creating a bike in this manner was looking expensive. In response, she said to look for a whole broken bike on eBay. I did. The result was a cross-country trip—A crazy trip! The story “Dorothy Goes to California” was relayed in the Nov/Dec 2006 issue of the club magazine.

Then, Judy, a high school math and science teacher, announced that she wanted to learn to ride. She signed up for a motorcycle safety class, but could not finish it because, before taking the class she had never had her feet up on the pegs and, it turns out, she has Dystonia tremors in her hands, arms, and feet.

Plan B—We borrowed a Honda 90 and started at an off-road park. She took an all-day dirt bike class with kids and did not crash. Then she went to the DMV and got a motorcycle permit for herself. Judy read a for sale ad for a motorcycle rack for the back of her modern truck and went to buy it. There she found a 1966 Honda 160 being restored. She bought that, too!—for herself! She rode the 160 in the Chrome Divas parade to open the county fair and won Best of
show, competing against all the ladies on their Harleys. In the spirit of family fun, Judy got our grand-daughters started riding on their own at ages five and seven.

She then talked me into selling the 250 Suzuki to buy a 1981 Gold Wing so she could tag along. Our daughter accused her mother of doing this for the clothes.

She then went to swap meets and yard sales with her pickup and, with my OK, brought home a barrage of vintage bikes for restoration. In my retirement, I have restored dozens, and we are now down to two projects.

You might have seen Judy at Barber in the rain at the swap meet a couple years back with her favorite find—a mislabeled 1964 Honda 250 front fender she got for $50. Or you may have seen her at Frazier Park, asking me for ten dollars for the NOS 175 throttle cable she was hugging. Or, you might have spied the shopping basket on wheels from which she gives away our leftovers. Attached to the basket is a sign that says “Wish List,” with a list of items for which she is hunting. She drives the “hospital trailer” for tiddler rides. She has three times flown home from trips with rusty vintage parts as luggage or in her suitcase. Once, during a Model A tour, she yelled, “Stop the car!” and ran out into a neighborhood junkyard, finding a 1972 Honda 175 and five vintage Suzukis. Our Model A passengers were cracking up.

Since Judy is such a good parts finder, I give her a list before every swap meet. Last fall our Sac Foothills group went on a Big Pick and Judy bought a 1965 CL72 for the parts, named it “ugly,” and has started cleaning the parts. We have a 1964 CL72 project with the opposite parts so she knew we could re-sort these two bikes enabling us to have the correct wheels on the correct bikes.

She loves to teach others her chrome polishing and upholstery restoration tricks.

In 2013 she owned six vintage Hondas, including a 1968 175cc with a side car. She is the treasurer and a charter member of American Legion Riders Chapter 119. 2013 was also the year she was Golden Rose for El Dorado County, dressing in Victorian clothes at the County and State Fairs, and at Chamber functions, driving a Model A in a hoop skirt. The Roses all get rides in Judy’s sidecar at their annual picnic.

Finally, this year she passed the California DMV motorcycle driving skill test at age sixty-four.

Since we needed a place to work on projects, Judy paid two of her high school students to build my shop. She gave the two guys school class credits in math. She has three sheds on the property for storing little bikes and, after buying a boat trailer frame, I made it into a suitable motorcycle trailer for all sizes of bikes.

She often meets people who ask her about her bikes. Her purse is full of “baby pictures” of her half-dozen little old Hondas with her riding on them. She is a genuine fan of the hobby and a supporter of my journey with vintage Japanese bikes.
CLASSIC MECHANICS - this British magazine has been around since the mid 1980s, and covers riding & repairing 80s & 90s bikes. Heavy on Japanese bikes and full of detailed maintenance & tuning info.
Subscribe: $60/year (12 issues)

CLASSIC BIKE - Britain’s biggest selling classic publication - covers a wide range of bikes from pre-war to “emerging classics” of the 60s & 90s, along with news, interviews & event coverage.
Subscribe: $59/year (12 issues)

PRACTICAL SPORTSBIKES - the newest of the British magazines, started in 2010 as an occasional magazine, but became an instant hit. Specializing in buying, fixing and riding sportbikes of the 70s through 90s.
Subscribe: $62/year (12 issues)

We bring the best U.K.-based bike magazines to your doorstep affordably!
Motorsport Publications LLC * 7164 Cty Rd N #441 * Bancroft WI 54921
www.MotorsportX.com * 715-572-4595 * Chris@ClassicBikeBooks.com

Classic Electrics

*One Year Replacement Warranty
*69-78 CB750 solid state rec/reg
*Honda OKI spark boxes
*Honda CB650/750/900 Alternator Rotors
*Kawasaki Z1 Starter Motor
ricksmotorsportelectrics.com
1-800-521-0277
1. Automotive connectors and crimper
   I don’t recommend these except in an emergency.

2. Connectors and crimping tool that are used by manufacturers
   These are the best type to use. They aren’t cheap, but work quite well.

3. A tool to hold wires so you have your hands free to use a soldering gun and solder
   Used often in radio work. I got this one many years ago. You might have to substitute a pair of pliers with a rubber band holding the handles.

4. Wire stripper that easily strips wires of different sizes
   A companion tool for the crimping tools. Using one of these is far easier than using a knife, and it will not nick the wires accidentally.

5. Notice the pigtail wires twisted together
   The corroded wires were covered with tape and were not making good connections.

6. A digital VOM, analog VOM
   Both are very useful. Notice the alligator clip on the negative probe.

7. Heat shrink tubing, circuit tester with a battery and lighted barrel, and a twelve volt bulb with wires soldered on and alligator clips
   Very useful for timing bikes with points ignition.

References & Sources:

- From Motorbooks Workshop, *Motorcycle Electrical Systems, Troubleshooting and Repair*
  A book I highly recommend—simply written for the average restorer

- Radio Shack stores
  Source for all kinds of soldering tools and wire strippers, solder and other wiring supplies

- Vintage Connections
  http://www.vintageconnections.com
  A full line of really good crimp on connectors at very reasonable prices, and they carry kits, too.

- Google
  Search, “motorcycle wiring connectors”
Curing Electrical Problems

by Jim Townsend

In the last issue I was faced with some electrical problems. I hope this article will help you cure some of the problems you have come up against. Of all the things that can go wrong with your motorcycle, electrical problems are the most misunderstood. Mechanical problems are relatively easy.

As with any problem that occurs, you will need some tools. Your first tool has to be a service manual for your motorcycle. It should contain a wiring diagram for your bike. If your manual's diagram is small, copy it and enlarge it. If it is only in black and white, use some colored pencils to color the lines so it is easy to see where the different colored wires go. If you are lucky, your wiring diagram has the lines in color.

There are some other tools for which you will find a need. Besides the normal tools found in your tool box, you will also need a soldering gun, 60/40 rosin core solder 1/16” in diameter, a wire stripper, a pocket knife, and possibly an assortment of crimp-on connectors and a crimper. A wire stripping tool is great and well worth having. Never, under any circumstances, use acid core solder. It will corrode your wires. The other indispensable tool is a VOM (Volt, Ohm, Milliamp meter). It is used for checking voltages, resistance, open circuits, and shorts in your wiring. I have a digital and analog VOM. The analog meter can be used to check electrolytic capacitors (condensers). The digital meters are too slow for this use.

There are a couple of easy to make checking devices that are really handy and, in some cases, indispensable. One is simply a twelve volt bulb with about a foot of wire soldered on the bulb outer shell and another wire soldered to the bottom terminal of the bulb. These wires should have an alligator clip soldered to the end of each wire.

The second tool is very similar and has an AA flashlight battery in series with the bulb. With this you can check the continuity of a dead circuit or check to see if a fuse is blown. It can also be used to set the timing on a two-cycle engine. I bought one of these at a Big Lots store for just a couple of bucks, and it is a handy tool. You may want a longer wire on this tool in order to check a wire from the switch to the taillight, for instance.

Rewiring Your Motorcycle

There is really only one reason to entirely rewire a motorcycle and that is that it caught fire and burned off the wiring insulation. Beside that one reason, I highly recommend not trying to rewire your motorcycle. The worst mistake you can make is to try to rewire a bike with a single color wire. There is nothing more fun that trying to figure out which wire in a bundle of same color wires does what. Just don't do it.

If you must do a wiring job, get wires that are the same color as the original wires. This will be difficult, since many are a solid color with a contrasting color tracer stripe. For instance, it may be a black wire with a white stripe or light green with a red stripe. In the same wire harness you may have solid dark green wires, dark green wires with a red tracer, and dark green wires with a bright yellow tracer. Your local auto parts store won't have anything but solid color wires. You may have to search the internet for what you will need.

I sometimes buy old junk bikes just to strip things like wiring and other universal parts off of them. I end up with stuff laying around like a big plastic pan with various odd pieces of wire. Sometimes they may have a bullet connector on the end and be all different colors and lengths, but they are really handy on occasion.

If your bike has suffered a fire and really needs rewired, try to buy a new complete wiring harness or a used one from a salvage yard for your specific motorcycle. Be specific when you get one and make sure it is for your model, as they vary, even within the same make. Also, a harness will have the necessary connectors.

Connectors

There are two types of connectors. The easiest to find are the ones your local auto parts stores or about any place that
HONDA VINTAGE PARTS

We are the South’s leading NOS parts supplier. Our inventory consists of HONDA “Original NOS Parts” — no after market.
Orazio Cycles has over 25,000 different part numbers, service manuals, owners’ manuals, brochures, memorabilia and much more!
We also have over 50 collectable motorcycles for sale.
sales@oraziocycles.com  •  WE SHIP WORLDWIDE  •  www.oraziocycles.com

UPCOMING EVENTS
Orazio Cycles International Vintage Motorcycle Swap Meet 2014
In conjunction with AHRMA Vintage Motorcycle Racing.
Held at NOLA Motorsports in Avondale, LA / March 27-30
swapmeet@oraziocycles.com
sells car stuff carries. These are identified by the little red, blue, or yellow plastic insulators where you crimp it on the wires. The crimper looks like a cheap wire cutter and is more like pliers than a crimper. Do yourself a favor; buy an assortment, but only use them in a dire emergency. They are almost impossible to crimp on so they never come loose on a motorcycle. They are bad news, unless you take off the insulator, crimp them on, and then solder them on with good solder.

The connectors you really need are like those that manufacturers use. These crimp on the wire two ways. The crimp on the wire is about 5mm and the crimper also crimps the connector on the insulation. The assortments come with a ratcheting crimper and insulating sleeves that cover the crimp and insulate the bullet or the female connector. They also come with single, double, and triple connectors, so you can connect up to three wires to a single hot wire. I recently used one in a headlight shell to connect the main headlight switch wire, taillight wire, and speedometer light wire to the hot wire from the ignition switch. Even though these connectors are very good, you may want to solder these as well, just for safety. When crimped on correctly, the connectors really bite into the copper wire and cannot be removed. I think I paid around $60 for my crimper and assortment of connectors.

**Looking for problems**

Loose connections caused by loose screws or bullet connectors not pushed completely in and similar problems can be cured easily. If you have connectors that look like they are slightly corroded, you can usually correct them by pulling them apart and pushing them together a couple of times. You may even want to spray them with contact cleaner, which you can buy in a small spray can at Radio Shack.

I recently had a problem with a bike and, on looking at the wires, discovered connections that had been taped with electrical tape. This usually means one thing—trouble!

Every time I see a ball of tape on a wire, I assume the previous owner has had a problem. I was needing to replace a stator on a bike the other day and checked the one on the parts bike. Sure enough, three of the five wires had balls of tape. I removed the tape and found where the owner had stripped the wires back, twisted them together, and then taped them up. Upon looking further to find a better part, I found a second one. What? More balls of tape! The second part had suffered the same fate.

Of course, over the period of thirty or forty years the copper wires had corroded and were not making good contact.

The repair in both cases consisted of cutting the wires back a bit behind the bare wires on both parts of the wire, stripping back the insulation to get good clean wire, cleaning the bare wire with a pocket knife, and soldering the wires together. In these cases, I use “heat shrink” tubing to cover the splice. Heat shrink tubing comes in various sizes. I used a small size that would easily cover the splice and about a half inch on either side. I slid it over the wire and, after the splice was soldered, pushed it over the splice and left it over the insulation on both sides. You heat it up with a match or heat gun and it shrinks tight, making a waterproof and insulated covering. You can also get this at Radio Shack.
On behalf of the Vintage Motorcycle Alliance, **VJMC will host the 2014 Vintage Motorcycle Show.** The show will take place on March 8th at the Lake County Fairgrounds in Eustis, Florida. The bike show will include all motorcycle manufacturers. The bike classes will be grouped according to manufacturer and further subdivided into logical sub-classes.

The show will take place inside the fairground's 15,000 SF main exhibit hall, just inside the main gate. The exhibit hall has the ability to pull trailers into the facility to load and unload motorcycles in the event of inclement weather.

The judging will be a people's choice as opposed to a predetermined point based system. The idea is to have a fun show with increased spectator involvement with the event.

Pre-registration is required for this show. Registration is now open at:  

Any questions or comments – please direct them to events@vjmc.org
Events Corner

by Peter Slatcoff, VJMC Events Coordinator, events@vjmc.org

With the holidays behind us, many of you, like myself, are beginning to plan which events you will participate in during 2014. This year plans are to take our event program to the next level, and, based on 2013 post event feedback, we expect attendance will be larger than ever. Here’s a sample of the events that are already on our schedule for 2014.

First are our legacy events: Riding into History, May 17th to 19th—World Golf Village, St Augustine, Florida; Mid-West Rally, May (TBD)—Kansas City, Kansas; National Rally, June 26th to 28th—Spring Mill State Park, Mitchell, Indiana; AMA Vintage Motorcycle Days, July 11th to 13th—Mid-Ohio Sports Car Course, Lexington, Ohio; VJMC West Coast Rally, Sep (TBD)—Location in Arizona; Barber Vintage Festival, Oct 10th to 13th—Barber Motorsports Park, Leeds, Alabama; AIMExpo, Oct 15th to 19th, Orange County Convention Center, Orlando, Florida; VJMC Florida State Rally, Nov 1st & 2nd—Silver Springs State Park, Silver Springs, Florida; IMS Shows, various dates at various locations (yet TBD), and finally the Fifteenth Annual Florida VJMC Christmas Ride, Dec 14th–Coney Island Grille, Brooksville, Florida.

Also in 2014 we will introduce the VJMC hosted Eustis Vintage Bike Show to be held at the Lake County Fairgrounds in Eustis, Florida. The Vintage Motorcycle Alliance has invited the VJMC to host what is destined to become the largest vintage motorcycle show in southeastern North America. The times they are a changing—this vintage show will be open to all manufacturers whose motorcycle entry is twenty years or older. The show will be an indoor event, providing for a quality show regardless of the weather. The online registration went live on January 1, 2014, and already early registrations are exceeding our initial expectations. (See the event flyer on the next page.)

Another unique event under evaluation is a VJMC Progressive Coast to Coast Ride—“Ride to the Rising Sun.” Early last year discussions began with co-coordinator Mark Bayer (VJMC Kansas City Chapter) for VJMC to do a coast to coast ride, in conjunction with the VJMC’s fortieth anniversary. As a precursor to this major undertaking, we are further discussing testing our event strategy with a subset of the course running from Kansas City and arriving at Spring Mill State Park, in Mitchell, Indiana, to coincide with the kick-off of the 2014 VJMC National Rally (June 26th-28th). This ride would cover approximately 500 miles and employ the same strategy as the main event. If this event is to truly become a reality it must be tested this year, and it will require tremendous member support in the form of committed riders and volunteers to support the myriad of logistics. Keep in mind that we are defining the progressive ride to mean that riders may only be riding some segment of the course—there will be only a very few members who may meet the ultimate challenge of the ride from start to finish. Watch for the email and follow us on Facebook for more details of the event as they begin to develop. Who’s up to the challenge to make VJMC history?

20th Annual Death Valley Campout

Don’t miss this opportunity for an outdoor adventure and camaraderie with fellow vintage Japanese motorcycle enthusiasts, in an out of this world location. This event begins at Crazy Otto’s Diner (1228 Wets Ave. 1, Lancaster, CA) with a ride to Furnace Creek Campground in Death Valley. This event will be held on Saturday and Sunday, March 29 and 30. The weekend event is sponsored by VJLA. For more information, contact Brendan Durrett at 626-755-6825.
A vintage Japanese motorcycle for the VJMC is 20 years old or older and, of course, Japanese.

Please be aware of publication deadlines. For an upcoming issue, ads are due by the 20th of the month of the preceding issue’s release. For example, ads for the May/June issue are due by April 20.

If you have business related ads, please consider taking out a commercial display ad. Contact Display Ad Director Guido Cardillo at 404-587-0190 or jcaanew@gmail.com for details and rate information.

We can now offer color photos to accompany your ads. Cost is a minimal $10 per photo per issue. Payment via Paypal is available on the VJMC website. For payment by personal check, please address payment to “VJMC” and send to the address below. Photo ads will appear in the magazine issue following payment.

GARY GADD • 3721 HOLLAND ST. • FORT WORTH, TX • 76180 / 817.284.8195

---

**FOR SALE**

---

**BRIDGESTONE**

1970 Bridgestone 175. Almost 100% complete. Missing front and rear blinkers. Gold gas tank. I believe it is a 175cc engine size. Open to reasonable offers. Tony, Maryland Heights, Missouri sharedeals@gmail.com

---

**HONDA**

Honda Manuals. Over 100 original Honda service manuals for many various models, CBX, MB5, CB750, etc. Email for specific needs. Prices on request. Bob Brandner, 561-776-6212, North Palm Beach, Florida, suncycle@msn.com

---

1964 Honda 305 Dream Touring. Professionally restored. TD Bash black seat with overall black stock color. Needs nothing, has repro www tires. $6095. Email for pics. Lee Stewart, 903-797-3465 (leave message), Gilmer, Texas, lstewart@etex.net

---

1964/67 Honda Super Hawk. 64 has title, needs work and a seat, $1000. 67 has no title, is a mint condition show bike, $5000. Also 1975 CB400F Super Sports. 3 bikes. 2 have titles, need work, 3500 for all 3. Gary Osterlund, 602-390-3040, Harrisburg, Pennsylvania

---


---

1968 Honda Z50. Factory correct red and white, restored using all NOS Honda parts. Nut and bolt restoration using the correct hardware and the hard to find original to 1968 K0 parts. Engine completely rebuilt with original parts. Runs perfectly. Sold with bill of sale only as off road bikes were not titled in Louisiana at the time. Buyer to handle shipping. Email me with questions. Conrad Ledig, 225-610-2233, Baton Rouge, Louisiana, flatheads@bellshouth.net

For 1966/69 Honda CA/CB/

---


---

1971 Honda CB100. Completely restored recently. All black is powder coated, wheels by Buchanan’s with stainless spokes and nipples. Paint is House of Kolor candy apple to match the correct hardware and the hard to find original to 1968 K0 parts. Engine completely rebuilt with original parts. Runs perfectly. Sold with bill of sale only as off road bikes were not titled in Louisiana at the time. Buyer to handle shipping. Email me with questions. Conrad Ledig, 225-610-2233, Baton Rouge, Louisiana, flatheads@bellshouth.net

---

1974 Honda CB500T. New rings, head gasket, valves ground and lapped, valve stem seals, battery tires, seat, chain and sprockets, and on and on. Registered, titled, one kick bike. $2600 obo. Rickman, 928-379-9555, Prescott, Arizona, rickmanq@yahoo.com

---

1978 Honda CX500. Less than 1000 original miles. As new except for new style tires and replacement instrument cluster; original cluster included. Cosmetically and mechanically 100%. Carb professionally rebuilt in Nov 2013. Owners manual, service manual. If interested email with name and phone and I will follow up with all details. Jon Coltune, Jcoltune@aol.com

---

1979 Honda CB750K. Really nice 35 year old CB750. I’m the only owner. Would like for it to have a good home where it will be used. Michael Carver, 727-418-5432, Clearwater, Florida, ccarver1@tampabay.rr.com

---

1978 Honda CB750 Four SS. 20000 original miles, good condition runs and is rideable. Glenn Thomasson, 252-714-3306, gptmiller@yahoo.com

---

1982 Honda CM450A automatic. I am the second owner. Garaged always. 8700
KAWASAKI

1985 Honda Sabre V65. 1100cc sport tourer, liquid cooled 6 speed, triple disc, shaft drive, V4 with DOHC and 16 valves. This puts 106 RWHP down and makes for an exciting mode of transportation. Averages 40 mpg. Great condition, runs well, 28000 miles. Radiator cleaned, Accel coils, Hondaline fairing upgraded with clear view windscreen. Contact me for additional information. $2800 obo. Curtis Hintze, 301-529-9223, Olney, Maryland, riverrooster44@aol.com

1986 Honda VF500F. Vintage sportbike with extensive list of upgrades. Great shape, runs perfectly. Dynos at 59 rear wheel horse power. Handles superbly, 31000 miles. Yoshimura full performance exhaust system, Barnett Kevalr clutch kit, Lockhart/Phillips windscreen, custom Corbin saddle. 50 mpg, show bike, daily rider. Includes spare engine. Contact me for more discussion on upgrades. Curtis Hintze, 301-529-9223, Olney, Maryland, riverrooster44@aol.com


1974 Kawasaki Z1. Numbers all match. Body is from Z1 Ent. A lot of chrome. 16” wheel. 15000 miles. Call for details. Billy Bryant, 540-905-0676/540-788-9599, Virginia, sportsguidesvc@gmail.com


1975 Kawasaki H2. 750 triple, purple, restored 100% working condition. Professionally painted, engine restored, FBG transmission, Leitner&Bush crankshaft with all new seals and re-sleeved cylinders back to stock with LA sleeves and Wiesco pistons. Stock pipes, headlight ears re-chromed. Contact me for the details. Clear title, registered in Alaska. Missing center stand, scratch on rear bar behind seat, seat pan could be refinished, otherwise it is immaculate. 10150 miles. $11000 obo. Will help with shipping if necessary.

MARUHO


SUZUKI


1967 Suzuki T20/X6 Hustler 250cc. Restored, show quality and runs well. Includes hard to find air pump, tool kit and owner’s manual. Texas title. Buyer to handle shipping. Email with questions. Travis King, 817-658-6061, Fort Worth, Texas, tkingjr@gmail.com


1974 Kawasaki Z1. Numbers all match. Body is from Z1 Ent. A lot of chrome. 16” wheel. 15000 miles. Call for details. Billy Bryant, 540-905-0676/540-788-9599, Virginia, sportsguidesvc@gmail.com


1975 Kawasaki H2. 750 triple, purple, restored 100% working condition. Professionally painted, engine restored, FBG transmission, Leitner&Bush crankshaft with all new seals and re-sleeved cylinders back to stock with LA sleeves and Wiesco pistons. Stock pipes, headlight ears re-chromed. Contact me for the details. Clear title, registered in Alaska. Missing center stand, scratch on rear bar behind seat, seat pan could be refinished, otherwise it is immaculate. 10150 miles. $11000 obo. Will help with shipping if necessary.
1972 Suzuki GT750. First year kettle. Not original paint, complete original otherwise. Offers over $4500. Don Rosenkranz, 204-572-8282, Dauphin, Manitoba, Canada, newrose@mts.net


1967 Yamaha YR 350 Two Stroke. Great condition with a few rider friendly upgrades - recovered seat, electronic ignition. Runs perfectly. Chrome cloudy in places but presentable overall. Bike comes with spare bottom end and a variety of extra parts. Asking $4000. Zach Hull, Portland, Oregon, Zach.hull@gmail.com

1970 Yamaha XS1 650. Complete and 100% original. In storage. Some storage dents on tank. Only consider offers over $6500 on this rare green granddaddy. Don Rosenkranz, 204-572-8282, Dauphin, Manitoba, Canada, newrose@mts.net

1971 Yamaha XS-18. Runs great, clean title. Perfect candidate for restoration project. Bike has all original Yamaha parts. $2800. Norton Muzzzone, 321-720-6949, legacycycles11c@gmail.com

1974 Yamaha TX750. 100% original condition including maroon paint. Stock exhaust, 18000 miles. Motor turns over, left cylinder has compression, right has stuck rings. Has title. $1800. Pictures on request. Chick, 803-360-4169, Port Charlotte, Florida, MOTODOCS2@yahoo.com

For 1977/81 Yamaha XS750/850, Yamaha 900cc big bore kit. Perfect kit includes 3-pistons, 3-ring sets, 3-piston pins, 6-circlips, 1-custom Cometic head gasket, 1-cylinder base gasket. $355 plus shipping and handling. Paypal or US Postal Money Order. Also will need an address with zip code for shipping quote. Steve, 814-899-3935, Wesleville, Pennsylvania, juwal@aol.com

1979 Yamaha SR500. Custom frame up build. Bored oversize with Wiseco piston. Professional red paint. Real leather seat. Looks and runs great. Also original black tank, tail piece, complete motor with title, 2 wheels, extra engine cases, head, cylinder and 2 crates of parts. $2800. Larry Larson, 239-283-6198, St James City, Florida

1979 Yamaha XT350. Excellent. Runs great, no leaks._seating Ok. $1450. Steve Grubbs, 251-769-3256, Pensacola, Florida, plumamuk@centurytel.net


1968/81 Hondas. Parting out 50 Japanese bikes, mostly Honda $75 each or will part out. Includes Yamaha and Honda Mopeds, lots of seats and side covers. 4 CB750 4 cyl gas tanks, $60 and up. Bridge-stone 100/150 seat, very nice, $100. Located near Rhinebeck, NY, AMC super meet site. Ken Krauer, 845-266-3363, Salt Point, New York, joankrauer@yahoo.com

1959/79 Honda collection. 49-1047 cc. Selling 50 year collection. From junkyard to museum pieces. Paul Crippes, 707-894-3174, Cloverdale, California, pjcrippes@comcast.net

Japanese bike parts supply. 10’s of thousands of parts, new and used. Reasonable price in order to make a speedy deal. Gene Crump, 662-369-4542, Aberdeen, Mississippi, crumpcycles@bellsouth.net

WANTED

HONDA

For 1960 Honda CS92 Super Sport, looking for a complete new or used exhaust system for my 125cc two cylinder Dream. The bike has up-swept pipe and muffler on each side of the motorcycle. James Friddle, 479-462-6555, Fort Smith, Arkansas, plumamuk@centurytel.net

For 1961 Honda C111 50cc. Need parts information for this model. Looking for early handlebar holder, tail light bracket with lens, muffler. Also looking for C110 parts for this model: inlet pipe, complete winker switch/throttle assembly with brake lever, headlight, etc. Graham Sandell, 0130286083, South Australia, graham101060@hotmail.com

For 1961 Honda C110, need forks, tail light bracket and lens, complete throttle/switch/brake assy plus more. Australian VMJC member. Graham Sandell, 0130286083, South Australia, graham101060@hotmail.com

For 1965 Honda S90, looking for engine. Wanting to buy engine with carburetor for cash. Must be in running condition. Denis Gagner, 626-376-5524, Pasadena, California, gagnierdenis@gmail.com

1971/73 Honda CB/CL350. Mint or near mint condition.
Honda CBX 1000cc 6 cyl memorabilia for museum and the ’CBX Book’ I am presently writing. Any brochures, adverts, posters, owner’s manual, workshop manual, setup manual, toys/models, old photos, etc. related to the 1979-1972 CBX. Also period aftermarket fairings/bodywork. Let me know what you have and how much you need! Ian, (626) 444-9358, California, ian@netvigator.com

Suzuki

For 1976 Suzuki GT500, need ignition coil. Any help would be appreciated. Daniel, 425-681-2947, Kirkland, Washington, desinstall@aol.com

For 1981 Suzuki GS550T, need airbox lid/cover. Don’t know what other years or models will fit. It would ship to zip code 45309. Larry Farrell, 937-687-3298, Brookville, Ohio, super_six@frontier.com

Yamaha

For 1975 Yamaha DT250, need 6 volt, 5 inch headlight. Michael Frost, 916-747-9531, Sacramento, California, mcfrost1@sbcglobal.net

Misc. Wanted

License plate. Looking for a 1967 or 1968 South Carolina motorcycle license plate. Must be in usable condition. Have them or know of some, contact me, please. Ted Horne, 843-687-0998, Florence, South Carolina, tdhorne@hotmail.com

Japanese NOS mopeds and motorcycles from the 60ties and 70ties for our showroom. If you have anything to offer please contact me. Mike Buttinger, mike.buttinger@cmsnl.com

Dealer Memorabilia. Collector seeks 1950’s-1980’s Japanese dealership items including banners, signs, ashtrays, lighters, hats, clocks, promos, etc. Rare, weird and old is good. Tom Kolenko (770)427-4820Atlanta, Georgia, tkolenko@kennesaw.edu

Hey members!
Tell us YOUR story!

The best way this magazine can accurately reflect what our members are up to is if YOU TELL US what you’re doing!

The VJMC magazine is only possible through member interaction, and we’ll pay you for it!

We pay $100 for feature stories (typically at least 2 full pages with 4 or more photos).

If your story is selected for publication, you will receive extra copies of the issue in which it appears.

Send your stories and high res photos to: editor@vjmc.org
# VJMC REGALIA ORDER FORM

**SHORT SLEEVE T SHIRTS:**
- White 100% cotton, printed front & back, Available in sizes: S, M, L, XL, 2XL, 3XL... $15
- Gray 100% cotton, 35th Anniversary shirts, Available in sizes: S, M, L, XL, 2XL, 3XL... $20

**POLO SHIRTS:**
- Black, red, or white embroidered with club name & logo on left chest in 100% cotton.
- Available in M, L, XL, 2XL... $25

**HATS**
- Black or Gray, cotton, baseball style with embroidered club name & logo... $15
- Red cotton “TEAM VJMC” embroidered baseball style... $15

**CLUB MEDALLIONS:**
- White/black or Black/Gold metal with 1/4” top tab mounting hole... $10

**COFFEE MUGS:**
- Black ceramic, 12 oz. with club name & logo... $6

**DRINK KOZEE:**
- Red foam with white club name & logo screenprinted... $1.50

**KEYCHAIN:**
- White soft vinyl with club name & logo screenprinted fastened to chrome ring... $1

**VJMC PIN**
- $7

**VJMC PATCH**
- $10

<table>
<thead>
<tr>
<th>Quantity</th>
<th>Item</th>
<th>Description</th>
<th>Size</th>
<th>Price</th>
<th>Total</th>
</tr>
</thead>
</table>

Shipping Charges $_________

Enclosed is my check or money order made out to “VJMC” for the total of $_________

Ship to:
Name: _______________________
Address: _____________________
City, State, Zip Code: _________

SEND YOUR ORDER TO: Tom Kolenko • 2445 Elmhurst Blvd. • Kennesaw, GA 30152
Regalia Questions?: Email regalia@vjmc.org
SPECIALISTS IN
PARTS FOR HONDA
ALL AT DISCOUNTED PRICES

- WE KEEP IN STOCK MOST OF THE PARTS REQUIRED FOR BOTH ENGINE REBUILDS AND COMPLETE RESTORATION PROJECTS

- AFTERMARKET MUFFLERS:
  - CB750 K2, 341 TYPE, SET OF 4 EXHAUSTS (EXACT REPLICA)
  - CB350 F, 333 TYPE SET OF 4 EXHAUSTS (EXACT REPLICA)
  - CBX1000, 422, TYPE SET OF 6-2 EXHAUST (EXACT REPLICA)
  - GL1000, GL1100, GL1200, GL1500 STAINLESS STEEL EXHAUST
  - CB400, CB550, CB750 4-1 EXHAUSTS ALSO AVAILABLE

- ORDER ONLINE:
  VAST COMPREHENSIVE AND EASY TO USE, SECURE ONLINE STORE – THOUSANDS OF GENUINE HONDA AND AFTERMARKET SPARE PARTS LISTED FOR HUNDREDS OF MODELS

- WE STOCK MANY LARGE COMPONENTS:
  CYLINDERS, BARRELS, CRANKCASES, WHEELS, TANKS, EXHAUSTS, FAIRING PANELS, SEATS, FRAMES, etc.

- PARTS SUPPLIERS FOR ALL HONDA MOTORCYCLES:
  FROM THE EARLY 60’S AND 70’S CLASSICS TO THE LATEST MODELS

We receive huge deliveries of old and obsolete Honda parts throughout the year. Check out our website for your model.

DAVID SILVER SPARES US
549 W Elm Avenue, Hanover, PA 17331
Web: www.davidsilverspares.com
Email: sales@davidsilverspares.com
Phone: (717) 458-0852 Fax: 0114 172 8832197
Sales office phone line is open until 12:30pm EST Mon- Sat
Some things in life are not so hard to get.

MORE THAN 2,900,000 PARTS AVAILABLE FOR YOUR FAVORITE SPARE TIME!
CONVENIENT, RELIABLE & PROFESSIONAL

WWW.CMSNL.COM

PARTS FOR A BETTER RIDE