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# JAPANESE MOTORCYCLE CLUB NEWS LETTER



**August 2013**  
**ISSUE 105**

## Featured on the front Page: Yamaha TX750

Years produced: 1973-1974. Claimed power: 63hp @ 7,500rpm. Top speed: 105mph

### Editors Message

Hi Everyone, Well here we are again the winter has been kind to us touch wood! not a lot of wind or rain and the temperatures have been pretty mild and lately we have had some lovely hot sunny days. The only down side was the couple of big shakes we have had over the past 5 weeks, not nice at all.

Workwise things have been pretty stressful over the past couple of Months with the factory closing last week, we were told it was coming but didn't know until Monday that Tuesday would be the last day. We just couldn't compete with China. There isn't a lot of work out there especially for machinists. I have just about shaken a dose of the flu off.

We are pushing ahead with house renovations so we can look at selling and moving somewhere cheaper so that we can come out with a little bit of money to help us in retirement. Hopefully Lotto will be kind to us and I can stay here and buy a holiday home, Dreams are free!

I am still waiting for some articles for the newsletter; maybe now that I am unemployed I can start ringing and nagging until I get results, so come on guys help us out please. An article on how you got interested in motorcycles, on a bike you have restored, photos of your bike and details on how you got it, a ride you have done, anything welcome.

I will be compiling and sending out rally entry forms in the near future so we can get all our plans into place to make this 25<sup>th</sup> Anniversary rally a really great event and one to remember, we want to fit as much into the weekend as we can. Remember the dates are Friday the 14th to Sunday 16th March 2014 we are also looking at extending it if anyone wants to come on either the Thursday or stay over on the Sunday to fit more activities in.

I will be sorting out who has to renew their membership etc. over the next week or so and letting those who are due know so we can get it sorted before the next newsletter comes out.

Safe riding stay upright & keep on the black stuff between the trees.

**Sayonara,**

**Judy**

# Members stuff

Just thought I would tell you about GL Joe, well that's what I've got him in my cell phone as.

His name is Joe Szabo of Japanese Motorcycles, 3C Glenlyon Ave, Tauranga.

I ran into him when I called in to see Merv Garrett of Bay Canvas. Merv was making a bag for my daughter. I was lucky enough to be riding the GL1000 when Joe came out of his workshop right next door to Merv's. Joe heard my bike, came out of his workshop and handed me his card. 'Specialist of classic and modern Japanese motorcycles'. Merv said he had worked on his bikes and had only recently got another lumpy Goldwing running 'sweet'.

As some of you may remember from last years rally at The Oak, my GL1000 was just not running well at all. I had spent the equivalent of several of my wife's dresses on it, doing the timing belts, clutch, water-pump, new shocks (yes expensive dresses) but I know jack about carburettors.

Only the week prior to meeting Joe, I had spent one dress plus make- up worth at a local motorcycle shop. The GL was still not running well. I had nothing to lose, so I left it with Joe.

Joe has got it running better than it ever has done for years, it is a pleasure to ride once again and I look forward to throwing a leg over as often as I can, and at the cost of a pair of my wife's shoes.

Joe comes from Hungary and his father was a motorcycle mechanic. He was practically raised in the workshop and loves motorcycles. He wanted a change from working on bikes for a while so worked for Red Baron, working his way through the ranks and spending a lot of time in Japan buying for the company, later returning to his spanners. Joe loves working on Japanese bikes and when he gets time, races sidecars.

Give GL Joe a call. 07 571 8173 or 027 710 8299.

Lance Potaka  
Tauranga

## **Whats in my garage. An ex Yamaha YDS2 Racer**

More years ago I wanted something different.

In the early 90's it was Kawasaki triples, which seemed to be the preferred Jap classic in Wellington. I already had an S2 350 triple. Yamaha YDS3 and lots of parts.

I was up for a challenge.

I remember this bike at a friends place in the back garden and in the garden shed.

It was a race bike with only the crankcases in the frame and many spokes missing from the front wheel. It was a 250cc with chrome chambers and a fibreglass tank

& seat unit. It had been a road bike and still had the original tank and exhausts.

It was a definite non runner. I never forgot about that bike.

Many years later I decided to see about buying it.

By now it had changed hands to someone I knew into bikes.

So after eventually making contact. (No cell phone back then)

I found that he to, had sold it on.

So the next owner was approached and after some negotiation I swapped a running DT175 monoshock for the YDS2. I cannot recall if I ever ended up with the racing tank & seat. But I certainly don't have it anymore. It did come with a pretty knackered road bike tank and bent seat. The engine parts were in a wooden box in rusty condition. It had no headlight, instruments, header pipes, carbs, ignition system or outer engine cases.

The rest of the bike had never changed from what I remembered seeing way back.

So I got a real challenge.

It is easily the hardest bike I have ever done up.

There were never many in the country. The quality was poor.

That being based on what I found and reading up on these bikes.

It appears that they were good for about the first 3-4 years and then the crankshaft broke where the clutch mounted onto it, or the gearbox died due to poor hardening on the gears. And after they were put out in the back garden for a few years, where the chrome fell off the guards and exhaust pipes.

So it came home. After a quick inspection, I realised I had bought a real heap.

I pulled off the badly bogged up petrol tank and found the seat was badly bent and it was from a YDS3 which is totally different to a YDS2.

To make matters worse it then became clear that the frame was badly bent to match the seat. Oh joy. One of the barrels was bugged. So it was pushed up under the house in the space I had dug out for storage and there it sat. It was hopeless.

For years. Just as it had when I saw it way back in the beginning.

I did manage to buy another frame in that time from one of the previous owners. Quite a price of \$50. Who else would have ever bought a YDS2 frame.

Many years went by and very little happened until I somehow got to know about a guy near Christchurch. He had two of these YDS2's.

He sent me a copy of a parts book and after he found I had the race barrels heads and some bits for other bikes he had. A deal was done for a set of original barrels and heads and the very special LH engine outer case. I could at least start to rebuild the engine using YDS3 pistons and conrods. I was lucky the crankshaft was not broken and the gearbox was OK. I still had a problem with the kickstart gear. The early YDS3 were the same. It was starting to become a possibility to run.

Very little is interchangeable with a YDS3 despite the bikes looking the same.

So eventually I got an engine together, but did not have any carbureters or ignition system. I managed to get a spare YDS3 one to fit.

The VJMC newsletter came out and a guy was selling his deceased dads old race bikes, including a rolling chassis for a YDS3. It was a premix model. I knew that all YDS2 were premix and YDS3 was famous for being almost the first autolube motorcycle in the world. (The 125 Yamaha was the first, but was much slower.) After phone calls to Taranaki I found it was a YDS2 rolling chassis. But it had been sold.

A chap in New Plymouth had bought it and never did anymore with it. After many more years this New Plymouth guy finally let me buy it. This solved the seat and tank problem. It had the bonus of a bent up main stand. 4 hours of welding & bending it was straight and usable.

The rolling chassis had the proper seat and tank which I desperately needed after throwing out the original bogged up tank in a house shift. That disaster happened when I read the tanks were the same.

Again the two tanks look the same but are very different and cannot be interchanged.

I had to make the brackets which held the tank and seat onto the frame and each other.

Many hours of work. 12 hours! So now I could put together a bitza using YDS3 headlight and instruments.

Over the years I managed to obtain a proper RH engine outer casing and one header pipe. The other header was a modified DS6 one.

I tried to fit 180 twin Yamaha carbs to make the YDS2 run but that was another fail.

I was in a stale mate. The carbs are total different to a YDS3 and mount totally differently.

By now the internet was up and running and in Australia a guy had parts and race bikes. So my first international transaction happened. I swapped the very rare chrome water blown chambers for the real deal YDS2 carbs. I concealed the K&N air filters inside a pair of shortened golden syrup can to look like the original setup.

At last it was a runner and sounded great.

The first test ride was not to be as the clutch was seized. I had overlooked this in the engine rebuild. I had picked up spare clutch plates and that and fitting a missing thrust washer had me on the way. After the initial fuel starvation problem, from the petrol tank balance pipe blockage was sorted it was all good.

So after 13 years she is a runner.

I have had the YDS2 another 8 years and in that time I have picked up another bike at mega expense just for the air filters and instruments and header pipes and tank mounting brackets.

So now I can say I have a proper complete YDS2 Yamaha.

As of 2012 I still need to get one better exhaust pipe which I can rechrome.

I have replaced the forks with modified YDS3 items machined to be the same as the YDS2 type. She has been painted and has attended a rally at Hamner springs.

She ran like a charm but used a lot of 2 stroke oil & petrol.

I am now starting to rebuild another YDS2 from all the parts I have accumulated.

Including one with engine and frame number Y14-12345. Over the years and thanks to ebay I have got a really nice seat with the proper holding down brackets, reproduced seat covers footpeg rubbers, and exhaust joint rubbers.

And now for the big news. I have dug around and it appears that back in the day. Whites Yamaha bought into New Zealand YDS2's and 6 race kits. 2 bikes were fitted with the race kits. One went to Taranaki and never ran properly. The other went around the North island and held the NZ 250cc land speed record. That is the bike I believe I originally bought. But now it is back together as it left the factory in 1962/63.

So she sits in my garage and comes out for a run every now and again.

Maybe for Tatum park.

Barry D

# Just for a laugh

## *SLEEPING WITH MICK: (or Sleeping with Vic?)*

The guys were on a bike tour. No one wanted to room with Mick, because he snored so badly. They decided it wasn't fair to make one of them stay with him the whole time, so they voted to take turns.

The first guy slept with Mick and comes to breakfast the next morning with his hair a mess and his eyes all bloodshot.

They said, "Man, what happened to you? He said, "Mick snored so loudly, I just sat up and watched him all night."

The next night it was a different guy's turn. In the morning, same thing, hair all standing up, eyes all bloodshot.

They said, "Man, what happened to you? You look awful! He said, 'Man, that Mick shakes the roof with his snoring. I just watched him all night.'"

The third night was Bill's turn. He was a tanned, older biker, a man's man...

The next morning he came to breakfast bright-eyed and bushy-tailed. "Good morning!" he said. They couldn't believe it.

They said, "Man, what happened?"

He said, "Well, we got ready for bed.

I went and tucked Mick into bed, patted him on the arse and kissed him good night on the lips. Mick sat up and watched me all night."

With age comes wisdom.



## *A Bike or a Horse?*

I was feeding out the other day in the pouring rain and decided that I would write an article about the differences between owning a motor bike and owning a horse. At the time I was thinking how much simpler things would have been had I been obsessed with motor bikes and not horses.

If I had a motor bike I would walk out to the garage, open the door, wheel it out, turn on the key and ride off. But I have horses. So I trudge off through the muddy paddock lead rope in hand. The horse takes one look and decides that I want to play so gallops off and proceeds to hoon around the paddock. Finally after 30 minutes of chasing and playing catch me if you can I have a horse. I drag off the heavy cover only to discover that the beast is caked in mud from head to toe. I spend the next half hour brushing it off. I get my saddle out of the shed and put it on the horse, who promptly puffs up so my girth remains loose. Finally I am ready to climb on. I use the garden edge to give me a slight height advantage. The horse lets his breath out and my saddle slips to one side. Off I get and tighten it up. I get back on and finally we are off on a ride.

If I had a motorbike I would be off down the road on my way to my destination. My horse however has decided that the other horses are not following so lets me know that he does not want to go alone. I negotiate calmly so I don't end up backing into the electric fence. We all know how that one ends. We get to the gateway and there are imaginary monsters in the bushes. The horse has gone from 17hh to 20hh and his nostrils are flared and his eyes all buggy. After a few leaps and spooks we clear the gate and are now heading down the road.

On my motorbike I zoom past bushes, trees and all manner of scary things without batting an eyelid. On my horse a pukeko has jumped out of the drain as we were going past and the horse has leapt 10 feet up and 20 feet forward. Lucky I was not asleep or I would have been sitting in the middle of the road all by myself Watching my horse running home. I get to where I want to go so I turn and head for home. I am certain a motorbike would not be getting excited and trying to go faster towards home.

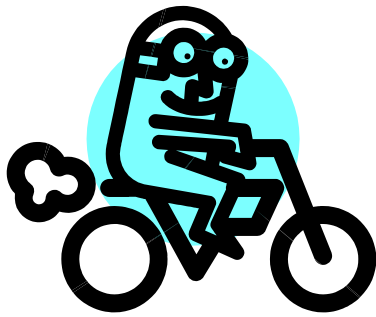
On the way home on my motorbike I would stop for gas at the service station. Once home I would park it back in the garage and go inside. On the horse I have arrived home and now I have to take all that gear off. He is impatient to get his food so he fidgets and nearly stands on my foot. I put his rug back on and take him back to the paddock. He runs up and down and ploughs up the soft ground. He wants his dinner and he wants it now. I mix his feed, grab some hay and lug it back to the paddock.



If I had a motor bike I would only go to the shed when I wanted to ride it or wanted to clean it. My horse on the other hand demands that I feed him, move his fence, brush him, take his rug off when it's warm and get it back on before it gets cold. Everyday rain, hail or snow. I make the rounds. While the motor-bike sits in the shed patiently waiting.

A motor bike does not kick people or other motorbikes; it does not bite out of spite or fun. It does not destroy it's paddock just for the hell of it. It does not rip giant holes in its cover by rubbing on trees or fences. It does not chase the dog, unless of course I want it too. It does not drag me down the road and stand on me when it sees new things. It does not bolt off at high speed in sheer panic or freak out at pukos. It's on cold raining winter nights when my muscles ache and I have to carry feed that I wonder why I was born obsessed with horses? I am wet from head to toe and covered in mud and horse boggers . I smell like a horse and look like a homeless person. Wouldn't a motorbike have been easier?

*Angela*



# General interest

## The Cold Kiwi

This article was from the Manawatu Standard

Three weeks out from the annual Cold Kiwi motorcycle rally, issues with the venue's landowner have resulted in the event's cancellation. It would have been the 39th time the Ruapehu Motorcycle Club had hosted the event, which attracts hundreds of motorcyclists to a site just south of Waiouru every year. Last week, the club posted messages on its website and Facebook page to say the rally, due to be held the first weekend in September, had been cancelled.

"We are sorry to say that due to unforeseen circumstances beyond our control the Cold Kiwi will not be held this year," the message says. "All prepaid entries will receive a full refund via mail. The Cold Kiwi will definitely be run next year, at a new location. Information with regard to this will come out at a later date. Thank you for your support and we look forward to seeing you at the next Kiwi."

Ruapehu Motorcycle Club president Mike Maru told the Manawatu Standard it was not the first time the event had been postponed. In 1995, the rally was rescheduled when Mt Ruapehu erupted but this year's cancellation was because of issues with the landowner, Mr Maru said. "There have been ongoing issues between the Mere Kuao Ahu Whenua Trust and the club, and that could not be resolved [this year] and we chose to withdraw from the site. It was like this last year but [this year] we couldn't get consent from the landowner to apply for a liquor licence and fireworks permit, and without consent we couldn't run the event."

The Manawatu Standard was unable to contact anyone from the Mere Kuao Ahu Whenua Trust for comment. Alistair McGillivray, of Feilding, has been to about half of the Cold Kiwi events and had been planning to attend next month's rally. "That's life. We'll go and sun ourselves in Napier instead," he said. "It's a shame it happened at the last minute. I'm not one to complain too much but possibly leaving it to the last minute is unsatisfactory for people. I can't believe they [the club] didn't know this was going to happen," Mr McGillivray said.

The cancellation of the Cold Kiwi came as motorcyclists were struck by another blow when it was announced the Cold Duck Rally had ended after 21 years. The Waipawa Motorcycle Club, which ran the rally, pulled the plug earlier this year, citing increasing difficulties regarding organisation, legal and sponsorship issues. Mr Maru said the Cold Kiwi would be back next year on a new site and there were plans to celebrate the 40th anniversary in 2015. He hoped the new site would attract some of the 2000 or so people who had attended the rally in the past.

# club business

Hi All

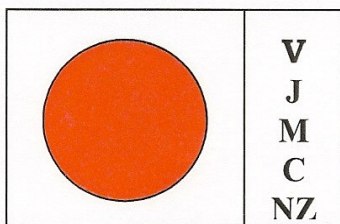
Just a reminder for those that have forgotten that your subs are due. We are trying to get them all in at the same time so renewal is easier and you can plan for it. Also it is not at a time when we are asking for money for a rally or you have Christmas to worry about. Help us out so we can get everything up to date.

The new Website is about to go live very soon. We will email you all the web address once it's up and running.

Plans for the next rally are coming on well and it looks like it's going to be loads of fun. Tatum park is a great venue. Start saving your pennies now J

Last but not least. Thank you to those that have supplied material for the newsletter. To those of you that promised to do something and did not, you know who you are, please send me articles, jokes, pictures. This is your newsletter. If we are not careful all the articles will be written by one person (LOL). Also I will be reduced to writing about what I know about and that is not that much about your beloved bikes. So send things to [russ.ang@xtra.co.nz](mailto:russ.ang@xtra.co.nz).

# Application for Membership



## Vintage Japanese Motorcycle Club (New Zealand Register)

☐ New Application

☐ Renewal

Name: Title Mr/Mrs/Miss/Ms

Surname -----

First Name/s -----

Postal Address -----

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Phone Number -----

Email -----

Please make all cheques payable to VJMC (NZ)

Direct Deposits can be made to

Please use your name as the reference.

☐ Send completed form with cheque to Ross & Judy Charlton, 2 Te Miti St,  
Paekakariki 5034

### Schedule of Fees

Single/Double/Family \$30

Overseas Membership \$40 NZ

- \* Membership is renewable on 01 August yearly.
- \* Members are entitled to free advertisements in the VJMC (NZ) News letter, which is issued Bimonthly.

**News Letter:** Ross & Judy Charlton – 2 Te Miti St Paekakariki 5034  
Phone 04 9058-179 [Email \*\*ross.judy@xtra.co.nz\*\*](mailto:ross.judy@xtra.co.nz)

**Office Use Only:**

Membership No: \_\_\_\_\_

Amount Received: \$ \_\_\_\_\_

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

Renewal Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

Reply Sent: \_\_\_\_/\_\_\_\_/\_\_\_\_



# Photo Gallery









