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# JAPANESE MOTORCYCLE CLUB NEWS LETTER



**February 2015**

**ISSUE 113**



## \Featured on the front page:

Is a Japanese Motorcycle from 1955, who knows what it is? I know but do any of you? If you do send an Email and tell me what you think. The answer will be in the next newsletter.

## Editors Message

Hi Everyone,

I hope that you all had a great Christmas and New Year. It is hard to believe that we are already into the second week of February and the rally is approaching at great speed!. To those of you who are planning on attending you had better make it fast as we have to get badges made and let the camp know how many there will be for dinner on Saturday night plus how much bedding we need.

It is windy again at the moment but we have had really hot dry weather, Ollie and I were ready to look for somewhere cool to escape to. When it gets to 30 it is just a bit hot for us.

I have been having trouble with some emails since telecom has changed to Spark, especially ones sent from our web site, I send a reply and it shows up in the sent box then a couple of days later it disappears, sometimes it comes back after a few days. The other problem is some Gmail messages are not coming through, I shall have to phone them again and see if we can get it sorted or else might have to look at a different server.

Another problem we have is some members emails we don't know who you are as there is no clue in the email address, could you all please email Angela and put your First and Christian names so that we can update our list and ensure that all members are getting their newsletter. And if you change your email address please let us know as we get emails saying "I am not getting my newsletter" well if we haven't got your current email details it will be sent to the one that we think you are at! It is a bit hard to guess if it is still your current email address.

Will catch up with those of you that are attending the Eltham Rally. We have a few good things planned for the weekend . It should be the most fun you can have with your clothes on!!.

**Sayonara,**

**Judy.**



# The New Zealand Herald

## Wynne Gray

Wynne Gray is a Herald columnist

### **Motorsport: Crosby still in a dash**

10:39 AM Sunday Jan 4, 2015



Graeme Crosby winning on the Isle of Man.

In the best sense of the word, Graeme Crosby is restless, a man whose energy carries the world with him as he eyes his next project. There have been a few missions since he left Renwick in Marlborough and wound up the throttle on his motorcycling career.

He's settled onto a lifestyle block at Matakana these days, but that does not equate to watching the world go by. There's little chance of that. Croz, the Larrikin Biker, as he called his book, is always on the go. He and life flow.

In the workshop, he and his staff restore an array of machines while wife Helen runs the Vivian Gallery on the adjacent property, in between tending to the dogs, chickens, fruit trees, roses and all the other trimmings on their property.

They are busy people but, in the best conventions of those who live in rural surroundings, they make time for others. Crosby is both juggler and puppeteer.

He raced bikes for a decade to world titles and triumphs at the notorious Isle of Man circuit, swapped that for life as a commercial pilot then worked selling cars before heading north.

As Crosby approaches his 60th birthday, he stacks more into a week than many half his age might in a month. Perhaps it's down to fumes he's been sniffing since he watched Blenheim identity Ivan Miller race around on his motocross machine.



"I was about 6 or 7 and we'd go to watch motocross in a gravel pit before I got my first ride on a road bike when I sat on the front of a Yamaha and rode from Renwick to Blenheim," he recalls.

Crosby's father was a crash fireman at the Woodbourne air force base and moved to a new job at Mangere when the airport opened.

"I got more involved in engines and that flourished from building carts to buying, selling and pulling apart little motorbikes when I was in my early teens," he says. "I had an inquisitive mechanical mind and, the more you know about a bike, the more natural it is to ride it properly to its capabilities.

"It is a progression. When you find out how and why something works, then you can take it to the next stage. It's a parallel learning curve which lets the mechanical aptitude go with your experiences. I was doing motocross and road racing. "It was not something I set out to do but, when I got my first job as a motorbike apprentice, the guy in the workshop was racing so I went with him. I prefer the road to the dirt. I'd go with him and be the dogs-body and, when he upgraded his bike, I bought his old one and that's when I started racing."



*Photo / Dean Purcell*

Crosby started in events at New Lynn and Porirua and his first big race was at a shopping centre in the Hutt Valley when he ran off the track into some ropes and 44 gallon drums. He finished second and the drums were third and fourth. Soon he was racing a Kawasaki 750 and reading enviously about overseas riders with their four-cylinder two-stroke 250s or multiple world champion Mike Hailwood on his six-cylinder Honda.

Crosby and his mates would buy records with soundtracks from the Isle of Man and sit at the motorcycle club drinking and listening to the commentaries. He was working but that was a handbrake on his ambitions to race and travel and he left as a teenager for Australia. He did well enough and maintained that momentum in Japan, then Europe and back in Australia before, as a 20-year-old, he was racing full-time in the UK with his eyes on the Isle of Man. He was supposed to do an 'apprenticeship' in the Manx grand prix before graduating to the TT but a letter from Hailwood helped short-circuit that condition. Crosby finished second in the TT Formula 1 feature race at Brands Hatch where his style and ability on his Kawasaki against the factory Hondas and Suzukis quickly built his fanbase.

"I went to the TT with a race bike and got fourth in my first race at the Isle of Man behind Alex George, Ron Haslam and Hailwood. Top speed then was 180mph - pretty quick.

"In my day, it was seat-of-the-pants stuff which was gained through experience. It was that way right throughout my career."

Crosby did his own reconnaissance around the 60km Isle of Man circuit and soon collected enough notice to earn both appearance fees and prizemoney as well as a contract as a factory rider for Suzuki.

He won the 1980 Isle of Man race and, in the same year, teamed up with Wes Cooley to win the Suzuka 8 Hours endurance race. The following year, he won the 1981 TT Formula 1 on a Suzuki. He rarely fell during a decade of testing his limits around the globe. Many rivals had pins and grafts from accidents but Crosby's only serious damage came as a youngster when he broke his collarbone in Timaru in 1974. He has no recollection of that accident but has a clear picture of the moment his days on the professional circuit were done in 1982. That exit got a shunt because of the politics in the sport and Crosby's growing interest in airplanes.

"One of the last races I did was in the Japanese championship and I was coming down the back straight at Suzuka and thinking about which restaurant I should be eating at that night," he says.

"It dawned on me then that it was crazy I should be thinking about dinner when I was doing almost 300km/h and getting ready to pitch the bike into a left-hand corner at that sort of speed. I was going to get hurt. That was enough. My mind had gone. It had left motor racing and was thinking about flying, which had always been a fascination for me."

Crosby gained his commercial licence and flew a turbo prop twin engine and then owned single engine Pipers and Cessnas, running charter work and night deliveries around New Zealand. When productivity waned, Crosby sold high-end cars for five years then worked on a project in Fiji before settling into his barn and building his house and the next chapter of his life in Matakana. He was shoulder-tapped to restore some motorbikes and that sideline became a business.

One of his clients is yachtsman Grant Dalton, a long-time motor racing enthusiast who dreamed of racing a bike at the Isle of Man. The pair converted that idea in August when Crosby travelled to salute former world champion Joey Dunlop, who won 26 times in various classes from 1977 to 2000 at the Isle of Man. "For anybody to be so dedicated and single-minded to be able to do what Dalton does in the yachting field and take that style into another type of sport is amazing," Crosby says. "The dedication he shows and pig-headedness to go and do it - you could not think of anyone else who could accomplish that. "My lap times were averaging about 115mph. Now they are doing 130, and Grant did about 80-odd. As a newcomer with fairly limited experience, he did very well."

Like Grand Prix cars and those drivers, you wonder about what makes the differences in the top levels of motorcycle racing. Is it the machine or the man, the bike or the rider which makes the difference?

Computers have changed the sport and short-tracked riders' abilities to race quicker. Knowledge which took a great deal of time and testing and was absorbed through the seat-of-the-pants technique has been overtaken by the high-grade technology attached to bikes. The best riders had to be confident but also needed to carry some apprehension about their work. "If you had no fear, then you were in trouble," Crosby says. Then there were riders who knew they were good and had unfaltering self-belief and whose demeanour gnawed at rivals who questioned their ability.

There were times when Crosby was afraid. Several road circuits, including the Isle of Man, caused him anguish, especially in the cold, mist and rain.

"You've got a tyre on and you're not sure whether you should go full-wet, half-wet or dry," he says. "There is that apprehension that plays with your mind. You're walking around on fingernails for much of it.

"The better state is when you get into a zone when you harness the power of your mind no matter what is happening."

In his era, Kenny Roberts was the best. He was an American from a dirt track background who was brash, arrogant and a "pain in the arse" but a brilliant racer. If his bike was in tune, he would disappear. He was that good.

"It took me half a year before I turned the switch to say I was as good as him and had earned the right to be in his company and that was the difficult part."

### **Graeme Crosby**

- Raced his first 500cc grand prix in 1980 but retired after the 1982 season, when he finished second overall, after becoming frustrated with the sport's politics. Earned 10 podium finishes and four pole positions.
- Won 1980 and 1981 TT Formula 1 titles and 1982 Daytona 200.
- Won three times at the Isle of Man: 1980 Senior TT, 1981 Classic TT and 1981 Formula One TT.
- Competed in touring cars in the late 1980s.



Photo stolen from <http://graemecrosby.com/the-image-library.php>

# just for a laugh

How many Members are old enough to remember This:

## \*EATING IN THE FIFTIES

Pasta was not eaten in Australia .

Curry was a surname. (still is Bruce ;))

A takeaway was a mathematical problem.

A pizza was something to do with a leaning tower.

All potato chips were plain; the only choice we had was whether to put the salt on or not.

Rice was only eaten as a milk pudding.

A Big Mac was what we wore when it was raining.

Brown bread was something only poor people ate.

Oil was for lubricating, fat was for cooking.

Tea was made in a teapot using tea leaves and never green.

Sugar enjoyed a good press in those days, and was regarded as being white gold.. Cubed sugar was regarded as posh.

Fish didn't have fingers in those days. (poor fish)

Eating raw fish was called poverty, not sushi.

None of us had ever heard of yoghurt.

Healthy food consisted of anything edible.

people who didn't peel potatoes were regarded as lazy.

Indian restaurants were only found in India .

Cooking outside was called camping.

Seaweed was not a recognised food.

"Kebab" was not even a word, never mind a food.







Prunes were medicinal. (still are I reckon)

Surprisingly, muesli was readily available, it was called cattle feed.

Water came out of the tap. If someone had suggested bottling it and charging more than petrol for it they would have become a laughing stock!!

\*Everyone sat at a table & no one ate till everyone was seated\*

\*The one thing that we never ever had on our table in the fifties ..... elbows!\* (I thought she was going to say boobs!)

Article by Judy

Comments by Angela

## Round two

Wouldn't it be great if we could put ourselves in the dryer for ten minutes; come out wrinkle-free and three sizes smaller!

Last year I joined a support group for procrastinators. We haven't met yet!

The day the world runs out of wine is just too terrible to think about!

I don't trip over things, I do random gravity checks!

I don't need anger management. I need people to stop pissing me off!

Old age is coming at a really bad time!

When I was a child I thought Nap Time was a punishment .... Now, as a grown up, it just feels like a small vacation!

The biggest lie I tell myself is ... "I don't need to write that down, I'll remember it."

Lord grant me the strength to accept the things I cannot change, the courage to change the things I can & the friends to post my bail when I finally snap!

I don't have grey hair. I have "wisdom highlights". I'm just very wise.

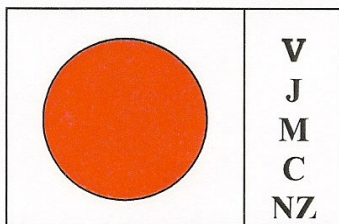
I smile because you are my sister-in-law and laugh because you married my brother!

My people skills are just fine. It's my tolerance to idiots that needs work.

Teach your daughter how to shoot, because a restraining order is just a piece of paper.



# 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 .....

.....

.....

Phone Number .....

Email .....

**Westpac VJMC 03 0547 0914017 000**

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

# Angels Angle

Hí all

OMG—Where did the time go? Not long now until the Rally. I hope everyone is looking forward to a great weekend. I did a little bit of a recky this weekend just gone. Here is some information you might find useful.

- 1) There is a BP petrol station on the main road
- 2) There is a 4 square supermarket on the main road
- 3) There is a Hotel on High Street
- 4) The closest towns with big Supermarkets and Bottle stores are Stratford on one side and Hawera on the other.
- 5) I will be running a small bar .

I have Corona, Heineken, Steinlager Super Cold, Stella Artois and DB Export Cítrís and Cíder. These will be \$3 a bottle. Tuí will be \$2.50. I will have nice wines at \$6 a glass (bar pour not your pour) The bar is cash only, sorry no eftpos.

Chippies are \$3

If you want me to provide another type of beer or mixer you will need to Email me at [russ.ang@xtra.co.nz](mailto:russ.ang@xtra.co.nz).

- 6) The camp buildings and surrounds are designated no Smoking. Please come and see Judy or myself before you light up so we can tell you where smoking is permitted. The fire alarms are sensitive and there is a substantial cost if they are activated. The person who activates it is liable for the cost L

- 7) We have to wait until 3pm before we can have access to the camp.

- 8) If anyone needs to contact us at the camp you can call me on my cell 027 2318261

- 9) Yes your rally fee included linen

- 10) It is a requirement that you all smile and bring a sense of humour.

- 11) I made you a map so you don't loose your way and have to stop at the hotel for directions. LOL