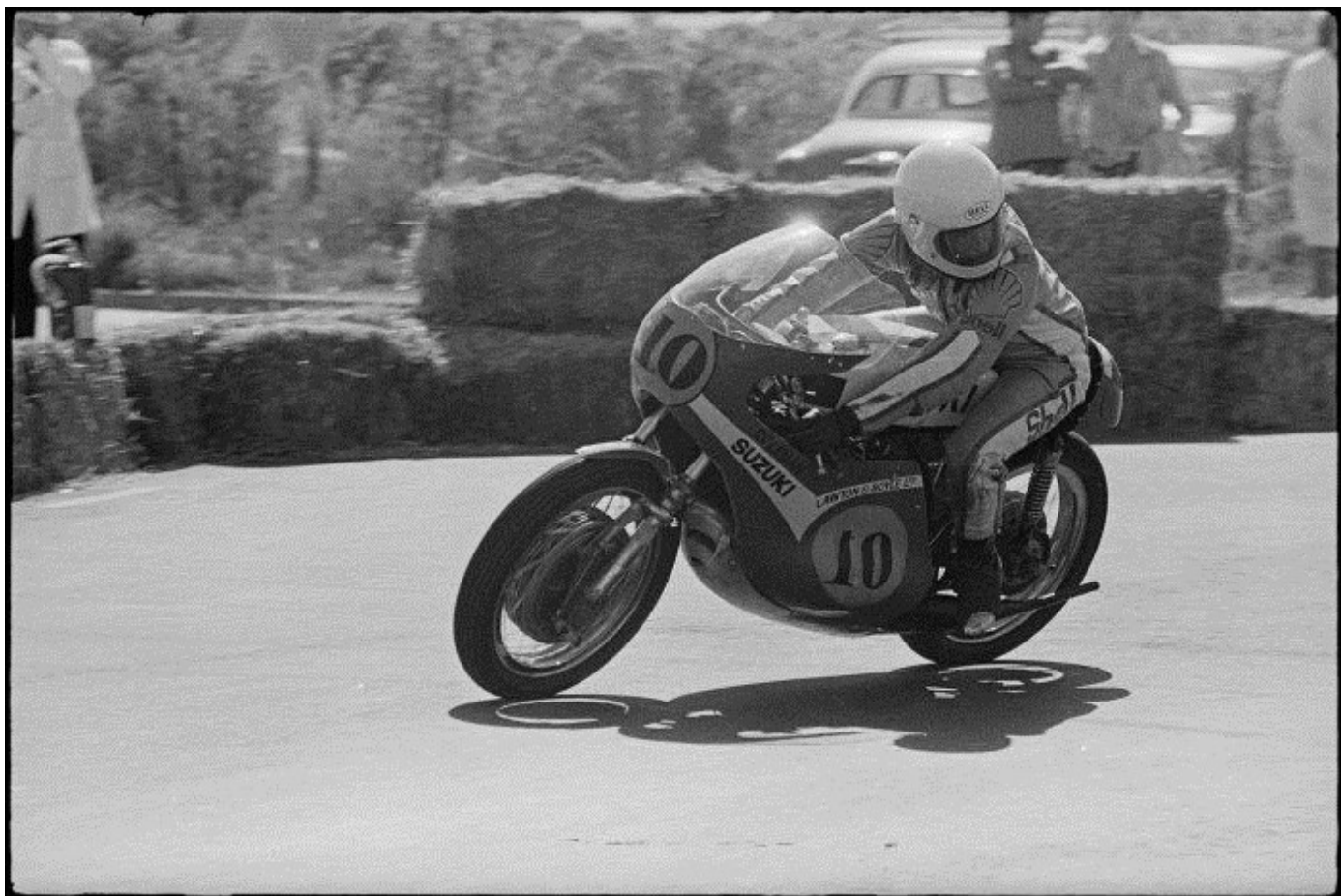


JMCC



JAPANESE MOTORCYCLE CLUB NEWS LETTER



July 2014

ISSUE 110

Featured on the front page:

Geoff Perry racing on a Suzuki 500cc motorcycle Gracefield in Wellington. Shows the motorcycle racer riding a bike with the number 10 painted on it. The rider appears to be sponsored by Shell, and Lawton & Boyle Ltd. Photograph taken in 1972, by Bruce Valentine Davis.

Editors Message

Hi Everyone,

Here

we are half way through the year, doesn't time fly when you are having fun! The weather has been remarkable, have had the odd windy days but not much rain or cold weather. Things are ticking over slowly, Ross has been rebuilding a Triumph TR6 and there has been much depression and wringing of hands, nothing fits and has to be altered and causes outburst of profanities! Oh the joys of British Bikes.

The house renovations are proceeding as money allows but because of the age of the house nothing is straight forward and where we have to re gip some of the walls need major work to straighten them. And finishing timber cost an arm and a leg.

Am looking for a good site for the rally next year, have found a couple of possibilities to look into so hopefully one will suit us. If not it might be tents and porter loos at Angela's place, and you would get to muck out the paddocks as well. And for entertainment we could see who can stay on her grumpy horse the longest, I don't think Russell will enter as he has already tried and failed and didn't even get a video of it for me.

There is a motorcycle show in Palmerston North at Barber Hall

Sat 9th August & Sunday 10th August.

November

14-16th Tauranga Classic bike club are hosting the National Classic M/C Rally at Waihi Beach

Sayonara,

Judy

1980 HONDA CB1100R

My first big bike purchase in 1987 was a new Honda CB750F2C. It must have been the last of the new CBs available in New Zealand at the time as the model had been superseded by the CBX750 for a couple of years by this stage. So I was a CB fan from this stage onwards and have owned a number of CB 750/900F in the years after this.

I always wanted a CB1100R though and knew that they were rare and didn't come up for sale often. Around 1995, I saw one for sale in the local bike dealers and took so long to decide on buying it because I thought that the motor was too noisy, that it was sold to someone else. I regretted it immediately and it wasn't till 1998 that I managed to find another one. This bike was for sale, almost in my back yard, and was being sold on to help finance the restoration of another one at the time.

It was a high mileage bike with no race history and had been used exclusively on the road. I was the fourth owner but it was complete and running however in fair to rough condition. I rode it for around a year before high-siding it one afternoon on a patch of diesel that some boy racer prat had spread all over the road. Result, one damaged motorcycle and also one damaged rider. The bike stayed parked up in the shed for a number of years whilst the rider healed and plucked up the courage to ride again. Many bikes came and went but the big CB remained silent at the back of the shed, smashed up as a reminder to the rider of that fateful day.

Around 2008, I decided that the bike deserved to be restored back to its former glory. This wasn't to be a patch-up job. It was to be a ground-up rebuild, for me a way of saying sorry to the bike for smashing it up. I started by taking the bike apart, carefully sorting the parts into the various piles that we all like to make. I always had in the back of my mind however that the bike was rare so didn't throw anything away. Once in pieces, I had to repair the damaged parts which was mostly the fairing and fairing-support brackets that had taken most of the impact when the bike went over. Lots of heating of the fairing supports frame and bending resulted in getting that sorted and then fiberglass and filler got the fairing itself back into shape. Luckily I hadn't damaged the aluminium tank or one piece seat unit.

A trip to the painter was next, so off I went with the frame, swing arm, fairings, tank, wheels and a whole lot of other bits and pieces that required the loving attention of Mark at Reflections Motorcycle Painters. Mark worked his magic firstly on the frame and swing arm and then returned these back pronto to me so that I could get on with the rebuild. I had decided to rebuild the engine also so whilst the parts were off to the painter I had taken this apart and with the help of my good mate Woody, who understood all things motorcycle engine related, had made up a list of new parts that were required and then ordered to get the engine sorted.

Engine cases were painted in heat resistant black paint, various engine parts were reconditioned and then I set about the task of putting all the pieces back together. At this stage I had put together a number of small two stroke and single four stroke engines but the multi cylinder engine was a new challenge to me. Armed with the manual and many nights of determined effort, I soon had a nice shiny complete engine sitting on the work bench with a nice shiny frame sitting on the floor beside it. Now came the exciting bit, where a bike starts to come back together. I wrapped up all of the frame rails to ensure that they didn't get scratched and then after placing the engine on its side carefully lowered the frame over the engine. I say carefully but if the truth be known there was lots of swearing and cursing because unlike all the other CB models the CB1100R doesn't have a removable lower section of frame so the sump cover has to be removed along with the cam box cover and even then it is a tight squeeze to get the lump of engine in. However it went and then with engine mounts tightened up the bike could be placed upright. Time for a number of beers and then much admiration as the shiny parts started to come together.

It always amazes me just how quickly a bike starts to take shape as you rebuild it. Swing arm, forks, rear shocks and wheels quickly find their way back onto the skeleton that will become a bike again. Soon you are looking at a recognizable bike again. Just as quickly self-doubt starts to creep in as you cannot find small parts that you know you stored away and you forget which way the wiring goes. Should have taken more photos, you tell yourself!!!! However, more beers and constant admiration of the shiny paint and soon you are over these small issues and running out of small parts as they find their respective homes on the bike.

Before long the phone goes and the painter gives you the news that the body work is all complete and ready for you to collect. The moment that the painter shows me the freshly painted tank, I nearly faint with excitement. Then I cop the rest of the painted bodywork, fairing and seat unit and almost have a moment that all grown men would find embarrassing. I am speechless and utterly gob-smacked. The painter has done an amazing job, so amazing that I promptly write out the cheque to pay him with pleasure.

I carefully pack the bodywork into the car and race home with it to carefully place it in the workshop with all manner of protection around it. God help any of my Kids if even a speck of dust had landed on it that day!!!! Over the next couple of weeks I carefully place the bodywork on the bike starting with the fairing and mirrors along with the blade and headlight cover. The tank goes on next after installing the fuel tap. Once the tank has been all bolted down the single seat unit finds its way to the frame and then after installing the seat pad the bike sits there all complete. More beers and hours spent admiring the completed bike as it sits up on the bike bench follow. It is at this stage I feel much remorse for smashing up such a rare and beautiful bike and make a silent oath to this bike that I will never start it up again or ride it. Instead I will just polish it and admire it for the thing of beauty that it has become.



At this stage in the story most of you will be gobsmacked or laughing at what a plonker that I have become. A motorcycle that he won't ride or even start up! Yes it's true. It is the only bike that I have that has been treated like this as I have ridden all of my other restorations and raced a number of the dirt bikes that I have restored but not this one. It may happen one day that I decide it is time to dust it off and take it back to the road but rest assured if it does happen that I will be ever vigilant, looking for the "diesel patch that some boy racer prat" has left behind.

Dave van Dam

VJMC Auckland

41 Years on and I can still remember hearing the news on the radio that Geoff had been killed, I was at work in Porirua and was completely shocked, I was a fan of Geoff's from the very first time I saw him race on the little Japanese Bike and when I said to Ross that I thought Geoff was going to win that day he told me not to be stupid he wouldn't beat Keith Turner. Well I had the last laugh and it wasn't long before Ross was singing Geoff's praises.

There is a video on you tube about Geoff.

Monday, 22 July 2013

Geoffrey Leonard Perry Forty Years on.



The 23rd of July 2013 marked the 40th anniversary of when New Zealand Motorcycling lost a champion. His name was Geoff Perry. Geoff was an apprentice aircraft engineer with Air New Zealand and **ALWAYS** flew with Air New Zealand

However on this day the trip back to the states saw him booked with Pan American World Airlines (Pan Am).

As fate would have it on the 23rd July 1973 the Pan Am 707 flight 816 named "Clipper Winged Racer" plunged into the Pacific Ocean shortly after take off from Faa'a International Airport Tahiti. Geoff died aged just 23.

Perry, was a second-generation racer ,his dad Len was very well known and successful in NZ motorcycle racing and owned a motorcycle shop in Greenlane Auckland for many years .

Geoff was a very successful New Zealand racer racing to many championship and race wins both in New Zealand and overseas.

This nearly Included the Daytona 200 where only a broken chain stopped him winning one year and an ignition problem another year stopped him. Both times he was leading the race.

Geoff Perry scored Team Suzuki's first win at Road Atlanta in the USA with a decisive victory in 1973 and he had just secured a full time works Suzuki contract to race AMA in the USA on the powerful TR750 "Flexiflyer" racer when he was returning to the states on that fateful flight. Before that Perry was a working racer even as a factory star, winning races in the US, New Zealand and Asia and, incredibly, jetting back to New Zealand several times a year to work as a mechanic for Air New Zealand. He was dead six-weeks after his Road Atlanta win.



How good was Perry? Considering the two other men on Road Atlanta's podium that day in 1973 were Kel Carruthers and Kenny Roberts . In 1973 A former World champion and Future Multi World Champion.

Geoff Perry was very good.

Would Perry have gone on to great things?, we will never know , but one thing for sure he is still held in high regard in New Zealand motorcycle racing history even forty years after his death.

The Geoff Perry Memorial Trophy is raced for every year at the New Zealand TT meeting organised by the Auckland Motorcycle Club (Perry's Club).

Geoff's mechanic ,friend and fellow Kiwi John Alnat (pictured above with Geoff #65 at Daytona) was not on the flight 816 to the USA .

John moved to Christchurch after Geoff's death and tried his hand at Motorcycle retailing and tuning business. He died some years later of cancer.

Geoff's Dad Len died peacefully aged 90 in 2002 having out lived his son by 29 years.

Film-

Roger Donaldson who made the film "World's Fastest Indian" made a documentary about Geoff. It is available to be viewed at the film archive in Wellington and Auckland.

Chronicles the story of Geoff Perry's motorcycle racing career. Perry's friend and assistant John [Alnatt] tells of their friendship. Janet Hendle talks of their relationship. Trail Bike riding in the hills. Perry competes at the Daytona 200 in the USA. Forced to retire after leading the race.

Director / Writer: ROGER DONALDSON, ALLAN SMYTHE

Producer: ALLAN SMYTHE

Photography: ROGER DONALDSON, ALAN LOCKE

Editor: ROGER DONALDSON

Film Archive, Auckland: **REF 2008.9013** Film Archive, Wellington: **REF 2006.6613** Film Archive, Wellington: **REF 2008.9012**

The crash of Pan Am 816 23rd July 1973.

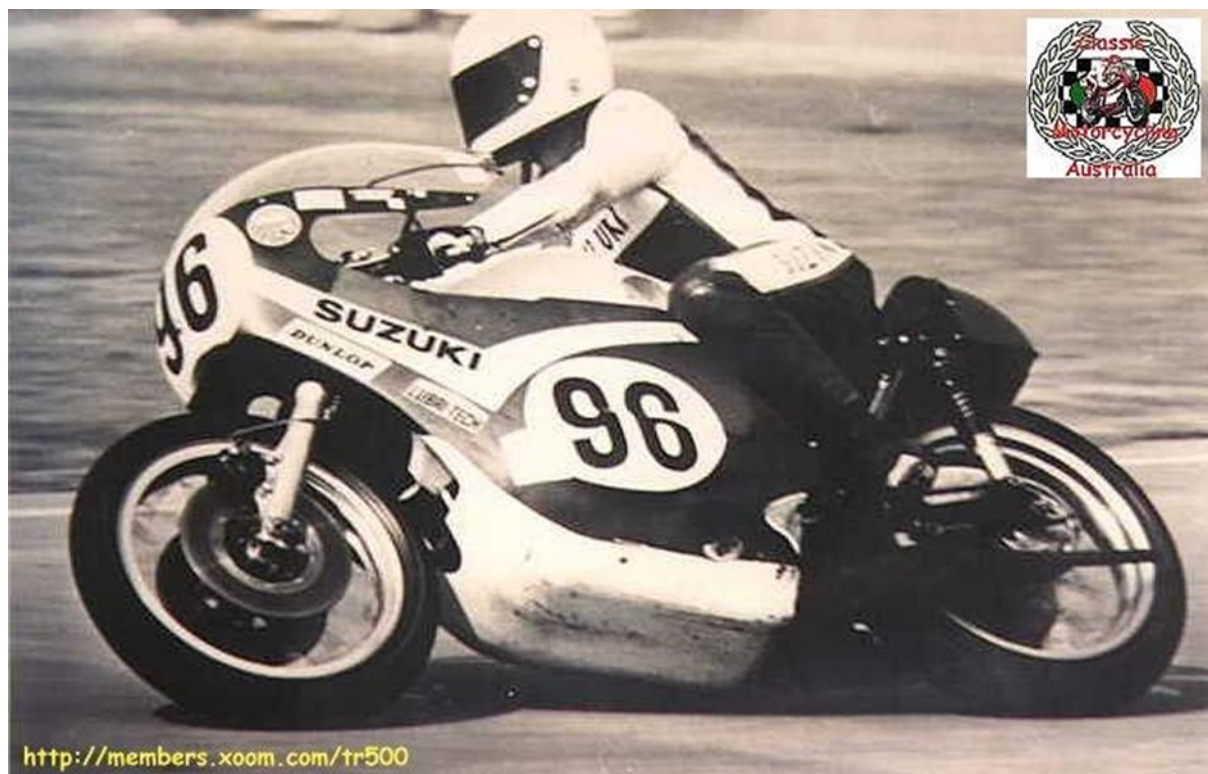
Pan Am "Clipper Winged Racer" flight 816 was an international scheduled flight to Los Angeles originating in Auckland, via Tahiti, was en route non-stop to Los Angeles from Papeete at the time of the accident. Killed were 10 crew and 78 of the 79 passengers. Neil Campbell, the lone survivor, was a [Canadian](#) citizen.

At the time he said he had no memory of the actual crash, but "woke up" in the water. Many private vessels sortied from Papeete harbour that night with more joining at first light to aid in the search for survivors. The bodies of several of the flight attendants were the only ones recovered. Speculation at the time at Pan Am on the cause of the accident also considered a catastrophic windshield failure, as well as [gyro horizon](#) instrument failure.

When the aircraft had reached an altitude of 300 ft (91 m), it began to descend, banking to the left. The increasingly excessive bank caused the 707 to crash into the sea and sink off [Papeete](#). Because the turn was made towards the sea at night, no visual references were available. The [cockpit voice recorder](#) and [flight data recorder](#) are believed to have sunk to a depth of about 2,300 ft (700 m), and were never recovered.

No conclusive cause was ever determined.

Pan American World Airways went out of Business November 1991.



Just for a laugh

This week :)





dear abby,

i'm really worried

i've been afraid my wife has been fooling around on me.

**so i hid behind the shop the other night when i saw her getting out of
some one else's truck buttoning her shirt.**

**i squated down behind my bike as she pulled her panties out of her purse
and put them on.**

as i hid behind my bike i noticed the swing arm was cracked

do you think i can weld it or do i need to replace it??



A guy is driving around the back woods of Montana and he sees a sign in front of a broken down shanty-style house: 'Talking Dog For Sale'. He rings the bell and the owner appears and tells him the dog is in the backyard. The guy goes into the backyard and sees a nice looking Labrador retriever sitting there.

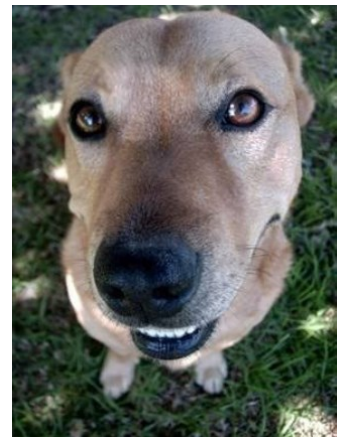
'You talk?' he asks. 'Yep,' the Lab replies. After the guy recovers from the shock of hearing a dog talk, he says 'So, what's your story?' The Lab looks up and says, 'Well, I discovered that I could talk when I was pretty young. I wanted to help the government, so... I told the CIA. In no time at all they had me jetting from country to country, sitting in rooms with spies and world leaders, because no one figured a dog would be eavesdropping.'

I was one of their most valuable spies for eight years running... But the jetting around really tired me out, and I knew I wasn't getting any younger so I decided to settle down. I signed up for a job at the airport to do some undercover security, wandering near suspicious characters and listening in.

I uncovered some incredible dealings and was awarded a batch of medals.'

'I got married, had a mess of puppies, and now I'm just retired.' The guy is amazed. He goes back in and asks the owner what he wants for the dog. 'Ten dollars,' the guy says. 'Ten dollars? This dog is amazing! Why on earth are you selling him so cheap?'

'Because he's a Bullshitter. He's never been out of the yard'



A little boy got on the bus, sat next to a man reading a book, and noticed he had his collar on backwards.

The little boy asked why he wore his collar backwards.

The man, who was a priest, said, 'I am a Father..'

The little boy replied, 'My Daddy doesn't wear his collar like that..'

The priest looked up from his book and answered, 'I am the Father of many.'

The boy said, 'My Dad has 4 boys, 4 girls and two grandchildren and he doesn't wear his collar that way!'

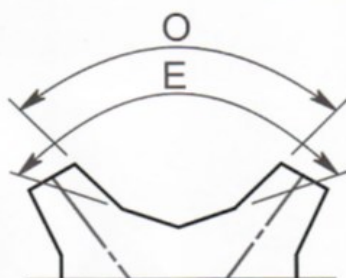
The priest, getting impatient, said. 'I am the Father of hundreds', and went back to reading his book.

The little boy sat quietly thinking for a while, then leaned over and said, 'Maybe you should wear a condom and put your pants on backwards instead of your collar.'

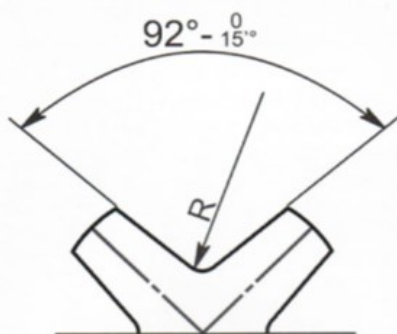
Members stuff

This is an article I found on the internet from the North American VJMC. I hope they don't mind that I stole it. Angela :)

TOOL TIPS



PHILLIPS



JIS

That's not a Phillips

By Gordon East
VJMC director

This installment of Tool Tips will focus on just that, Tips. You know, those screwdriver tips that we use more than any other tool on our workbench. Just about every Japanese motorcycle ever made uses the cross-point screws that many of us still identify as the Phillips head. But the Phillips of the U.S. and the Japanese Industrial Standard cross-point share only outside appearances. They are very different, and drivers as different as the screws themselves must be used to properly remove and replace them.

The Phillips is an American design created and patented by Henry Phillips in 1936. It went onto the production floor first at the Cadillac factory in 1940. One of the attributes that Cadillac engineers liked about the design is that the driver would "cam-out" after a certain torque was reached and not allow over-tightening of the screw. The design offered other advantages like self-centering and the tool/screw engagement was quick, with never more than 90 degrees of rotation needed before the tool started working.

Japanese engineers developed their own cross-point design, but did not view this "cam-out" feature as an advantage. They wanted the benefits of self-centering and quick tool/screw engagement that the cross-point design offered, but torque and over-tightening would be addressed at the operator or tool level—not at the screw tip.

Close examination of the drawings shows the differences in these two cross-point designs. The profiles of the two standards are so different when you view them in this magnification, yet we've all been fooled into thinking they were the same. A Phillips driver does not fit the Japanese screw and is to blame much more than not for the damaged cross-points we've all seen and experienced.

Since making the switch to drivers made specifically for the Japanese screws that I'm working with, my restorations, repairs, and assembly projects are much easier, cheaper, and I'm not in the parts department of a local dealer replacing screws that I ruined upon removal.

Take, for example, that a 1973 Honda CB500F has some 66 cross-point screws in 5mm and 6mm. Even discounted, my cost for these is more than \$40 (plus tax). Unless damaged by a previous owner, I can remove the screws with the correct driver and reuse them over and over with no signs of damage. If the screw and its points are in good shape but have rust or poor finish, I save them until I get my next zinc-plating batch done. In the last 5



years that I've used the correct Japanese drivers, I have accumulated hundreds of screws in various lengths that would have

otherwise been trashed.

So even if you're not restoring and simply want to do normal maintenance, make sure

your drivers are made for the screws those Japanese factories originally installed on your machines. ●



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Should this be under just for a laugh?

MOTORTIMES

Indians ready to ride again

The Indian motorcycle has returned to the New Zealand market.

Indian Motorcycles are now a division of quad bike maker Polaris which announced this month that its three models of vintage styled bikes would be available from the brand's Takapuna, Auckland, dealership.

The Indian range consists of three models, the Chief Classic, Chief Vintage and Chieftain.

All three share the same drive train based around the bike maker's fuel-injected Thunder Stroke 111 engine.

This is an air-cooled Vee twin of 1.8 litre capacity. It is a triple cam design with a chain-driven centre cam geared to turn the front and rear cams.

The parallel placement of the engine's pushrods and the large traditional fins give it a similar appearance to older Indian engines, maintaining the bike's classic look.

The engine delivers 160Nm of torque and puts it on the road through an integrated gear driven six speed transmission.

All three models share the same aluminium frame design with a manually adjustable single shock swingarm. The wheelbase and front end rake varies depending on the model.

The Chief Classic cruiser is the entry level model and has been released in New Zealand at a price of \$28,995.

Along with classic Indian features such as the lit-up Indian war bonnet on the front guard, the Chief Classic includes modern bike features such as cruise control, ABS brakes and keyless starting.

The Chief Vintage soft bagger shares the chassis, drivetrain, and styling of the Chief Classic and adds tan leather quick-release saddlebags, matching tan leather two-up seat, additional chrome trim, and a quick-release windshield. The Chief Vintage is priced at \$31,995.

The Chieftain, priced at \$34,995, is the first Indian model with front fairing and hard saddlebags. It has a stereo with speakers in the fairing, Bluetooth media players, tyre



Retro ready: Indian Chief Vintage has an old school style.

pressure sensors, air-adjustable rear shock and motorised windshield adjustment.

Indian motorcycles were built by the original company in Springfield, Massachusetts from 1901 to 1953.

It was the first American motorcycle brand and after the company went bankrupt in 1953 several organisations took over the name with limited success.

In 2011 Polaris Industries bought Indian Motorcycles and merged the operation at its Minnesota and Iowa facilities with its Victory brand operation. It has been building the three current Indian models in Iowa

since last August.

The brand's country manager, Peter Harvey, said the Indian motorcycle was one of the United States' most legendary and iconic brands. It had an unrivalled racing dominance and an engineering prowess that produced countless innovations and industry firsts in the motorcycle arena.

"The Indian Motorcycle brand stirs so much emotion in our customers and to launch the brand to the home of the world's fastest Indian, Burt Munro, will be a truly momentous occasion," Harvey said.

"Indian Motorcycle is an icon

and the new range has been designed with care to ensure that it not only powers the future but honours the past which this brand was built on."

The spirit of the Munro bike had a direct link to New Zealand and played a role in bringing to life what the heart and soul of Indian should be, Harvey said.

"The Munro family has been a great assistance to us in relaunching Indian Motorcycle around the world and now we finally get to celebrate that launch in Burt's own backyard."

Plans are underway to extend the brand's dealership network throughout the country.



Ross sold the Triumph pictured above to finance the building of the Triumph TR6 pictured below.



Angels Angle

I hope you are all well and managing to get out and do a bit of riding. Yesterday was the first snow on the Mangone hills behind our house and I can tell you it's freezing. We can't complain too much it has been a very mild winter so far.

Don't forget we are still trying to sell Entertainment books :) If we can sell 10 it pays for the hosting of the website each year. Don't forget if you are going away books are available for both New Zealand and Australia. So help us keep the website up and running. On the subject of the website we came under attack for the first time recently. Hundreds of member requests all at once for numbers!! Grrrrrrrrr. Some buttholes have nothing better to do huh.

We are still begging for your photos and articles for the news letter. So please send me things to put in it. I have resorted to stealing articles ;(to give you something to read. As punishment I am going to attach a picture of my dog Bindi. LOL. Hey it could be worse. I might write a detailed article about my recent colonoscopy? Keep safe and stay warm.

Angel

