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JAPANESE MOTORCYCLE CLUB NEWS LETTER



September 2014

ISSUE 111

Featured on the front page:

1970 Yamaha XS-1 – The bike that started it all.

Editors Message

Hi Everyone,

September is upon us and not too far to Christmas!, what a frightening thought. We are still looking for a suitable Rally venue for next year, thought we had a good one with heaps of activities available but they will only allow alcohol on site for a couple of beers with dinner. The price etc was promising but we don't want to encourage members to have to go off site to drink and ride their motorcycles! So the search continues the trouble with camps etc now is that they are being booked up to 2 years in advance.

The Palmerston North bike show has been and gone, Ross and I loaded the H2 and his Triumph TR6 onto the trailer and headed off up there on the Friday morning dropping the dog off at the Kennels in Te Horo, (can't get Angela to look after him as she keeps getting him mixed up with her little horse) we stopped in Shannon for lunch where we got a bit of light drizzle and grizzles from us about the Road film that was going to get onto the motorcycles, we then headed for Palmy and stopped off at Manawatu Motorcycles where Ross purchased a mirror for the dreaded Triumph.

We then went to the motel and dropped our gear off and organised an area to leave the trailer once it was empty, around to Barber Hall and unloaded and set up the bikes, a bit later the Palmy guys arrived and Kim De Lautour showed his skills with a drill attaching the VJMC banners to the wall.

We were going to meet the guys around at Speights Ale House but when we got there no one else was there, waited a while then Ross decided to visit his brother after they had talked and argued for a couple of hours we headed back to the Motel and had a light late dinner then settled down for the night.

Saturday morning had breakfast, made some rolls for lunch then off to the Hall for a check on the bikes and meet up with a few members, friends and acquaintances.

We then headed off to Fielding and had a look at some of the Houses for sale and get a feel of the different areas. Told Ross that Fielding is miles too big for me, after all Paekakariki has only got 23 Streets and some of them aren't very big. I think that there are about 400 houses here. Dropped by a couple of friends Places but they weren't home. Had lunch there headed back to the Hall to find that our friends were there (that is why they weren't home), caught up with most of the Wellington guys, pinched some butts and most of them said hello Judy without even turning around, must have recognised my tender touch.

Headed back to our Motel and relaxed for a while before heading off to an Irish Pub for Dinner, was really quick friendly service and not too expensive. After that back to the Motel watched some terrible TV programs then off to bed.

Sunday morning saw us around the Hall for a look at the swap meet, more catching up then we headed off to Woodville for a visit with my Sister, stayed awhile then headed back to Palmy, stopped just over the Bridge at the end of the Gorge in a picnic area, had some lunch and feed a couple of Magpies and Roosters.

Back to the Hall to find that Ross's Dreaded Triumph TR6 had won best 61-70 Bike. Mingled some more then it was time to get the bikes on the trailer and head for home. When we got to Te Horo I decided to leave Ollie in the kennels until Monday as I didn't feel like making a mad dash across State Highway 1 with all the traffic and then try and get back across with the dog, and their driveway is not really suitable for a trailer and reversing it back onto the Main Highway would be a bit hair raising. I am getting too old for that sort of excitement.

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

Sayonara, Judy

Manawatu Classic

Motorcycle Club Show 2014

It doesn't seem like its been four years since the last show! But it has. The Manawatu Blue Haze was well represented alongside fellow VJMC members from Wellington. It was good to see Bruce arrive with his K and L Waterbuses. (We hear a J and and M are on the way as well!). Barry turned up with his treasured MVX250 and Kenny Roberts RZ350 with Ross bringing his immaculate Blue H2 to round off the southern contribution.

The local contribution consisted of Paul De Lautours H1c, Kim De Lautours RE5, Dions NS400R and KH400, Sir Als A7, Richs mighty T500, Daves CB750, Michaels GSX750 and Ross Andersons GPZ750 Turbo also joined the line up. In the room next door it was good to see Murray Cross had dug out his McIntosh and GT750R and John McGegg had a really nice Honda XR500. It was great to see the Japanese bikes well represented amongst the VMX and Trials sections of the show. The many other British, American and Italian bikes of all ages made for a wonderful show. Amongst them was Ross Charltons recently restored Triumph TR6 and he won the best 60s trophy with it. Congratulations Ross. Another congratulation needs to go to Michael for best Japanese at the show with his Suzuki GSX750. It really is better than factory new!

Some of us had a second look on Sunday morning after the boot sale and then wandered off for a Track and Saddle ride to round off a great weekend. Our informal get together after the setting up on Friday at the Speights Ale House was short lived as our group was to big for the restaurant. Ian suggested Breakers just up the road and after some scepticism we headed up and were pleasantly surprised. A good night was had by all. All and all a great show and a big thanks to the Manawatu Classic Motorcycle Club for running such a great show.

Article by Gary Whiting







Photos by Barry Drummond

Wanted

I am trying, so far unsuccessfully, to locate a tank cover for an 88 FZR 400 1WG.

Needs to be in one piece and preferably not dented or cracked.

Deziree Taylor email spud@ihug.co.nz

just for a laugh

THESE TIPS/REMEDIES REALLY WORK!! .

AMAZING, SIMPLE HOME REMEDIES:

1. AVOID CUTTING YOURSELF WHEN SLICING VEGETABLES BY GETTING SOMEONE ELSE TO HOLD THE VEGETABLES WHILE YOU CHOP.
2. AVOID ARGUMENTS WITH THE FEMALES ABOUT LIFTING THE TOILET SEAT BY USING THE SINK.
3. FOR HIGH BLOOD PRESSURE SUFFERERS ~ SIMPLY CUT YOURSELF AND BLEED FOR A FEW MINUTES, THUS REDUCING THE PRESSURE ON YOUR VEINS. REMEMBER TO USE A TIMER.
4. A MOUSE TRAP PLACED ON TOP OF YOUR ALARM CLOCK WILL PREVENT YOU FROM ROLLING OVER AND GOING BACK TO SLEEP AFTER YOU HIT THE SNOOZE BUTTON.
5. IF YOU HAVE A BAD COUGH, TAKE A LARGE DOSE OF LAXATIVES. THEN YOU'LL BE AFRAID TO COUGH.
6. YOU NEED ONLY TWO TOOLS IN LIFE - WD-40 AND DUCT TAPE. IF IT DOESN'T MOVE AND SHOULD, USE THE WD-40. IF IT SHOULDN'T MOVE AND DOES, USE THE DUCT TAPE.
7. IF YOU CAN'T FIX IT WITH A HAMMER, YOU'VE GOT AN ELECTRICAL PROBLEM.

THOUGHT for the day:

SOME PEOPLE ARE LIKE SLINKIES - NOT REALLY GOOD FOR ANYTHING BUT THEY BRING A SMILE TO YOUR FACE WHEN THEY'RE PUSHED DOWN THE STAIRS.

SOME ADDITIONAL ADVICE:

NEVER, UNDER ANY CIRCUMSTANCES, TAKE A LAXATIVE AND SLEEPING PILLS ON THE SAME NIGHT



Yamaha XS650

The Yamaha XS650 is a mid-size motorcycle made by Yamaha Motor Company. The standard model was introduced in 1968 and produced through 1979. The "Special" cruiser model was introduced in 1978 and produced through 1985. The XS650 began with the 1955 Hosk SOHC 500 twin. After about 10 years of producing 500 twin, Hosk engineers designed a 650 cc twin. Later the Hosk company was acquired by Showa Corporation, and in 1960 Yamaha had bought Showa with Hosk's early design of 650 cc twin.[1]

When the Yamaha XS 650 was launched in 1968 it had one of the most advanced engines in its class of large parallel twin motorcycles. The engine and gearbox are unit construction with the crankcase split horizontally for ease of assembly whereas almost all contemporaries in its class in 1968 are either unit construction with a vertically split crankcase or pre-unit construction with separate engine and gearbox. The XS650's engine was used in AMA Professional Dirt Track Racing by national champion Kenny Roberts. In 1968 only the Laverda 750S, also launched that year, matched the XS 650's modernity of unit construction and SOHC valve operation.

The 1970 model was designated the XS-1.[2] Subsequent Yamaha Xs650 models[3] were XS-1B (1971), XS-2 (1972), then TX (1973), TX-A (1974), XS-B (1975), XS-C (1976), XS-D (1977), XS-E (1978), XS-F (1979). 1979 was the last year of the so-called "Standards" (an unofficial term commonly used to differentiate it from the "Special," which has pullback bars, a teardrop tank, and other differences in appearance). The Es and Fs also came in Special form: XS-SE (S for Special) and XS-SF. From then on they were Specials only to XS-SG, XS-SH, XS-SJ, XS-SK. There was a Special II (Two) model designation in 1979 (XS-SF-II), 1980 (XS-SG), 1981 (XS-H) which were models with fewer chrome parts and drum rear brake (1979, 1980) or wire wheels (1981) versus disc rear brake or cast wheels.



The first two model years (XS-1 and XS-1B) were kick start only, with an electric starter added from the 1972 model year on. This had a compression release added to the front left exhaust tappet cover resulting in a square versus triangular cover found on the other exhaust and intake covers. Upon removal of the compression release mechanism in 1974 due to uprated starter, the square cover at the left exhaust valve was continued.

Brake modification notes:

Drum fronts on early models cannot be changed.

Pre '77 & post '77 fronts have different (offset) brake discs, the wheels swap but not the discs.

Drum rear wheel into rear disc frame needs the rear drum frame swingarm too.

Disk rear wheel into rear drum frame needs the rear disc frame swingarm and also needs brake master-cylinder lugs welded to the frame.

Handling differences on swapping rear wheels:-

Standard rear tire is 110/90-18. Special rear tire is 130/90-16. Because the Standard tire is narrower it will tend to steer a bit more quickly. Because the Special tire is wider it will tend to be a bit steadier in a straight line. Overall gearing is not changed from the Standard, as the two tires are essentially the same outside diameter.

Prior to the XS-B model, the bike had a reputation for speed wobbles but adjustments to the 1975 setup overcame these.

1976 models had the front brake caliper moved to the right fork leg, behind the fork as opposed to in front of the fork. This placed the brake caliper nearer the axle center-line, requiring slightly less effort to steer.

Mid-'77 the front forks had a major redesign, fork tube diameter increased from 34 to 35 mm (1.4 in) and internals were changed (although this also holds true for various years of the same tube size). The entire fork assembly (with triple tree) will swap either way but fork parts are not equivalent. Also the brake caliper changed from a 48 mm (1.9 in) dual piston cast iron design for the 34 mm (1.3 in) fork to a 40 mm (1.6 in) aluminum single piston floating caliper for the 35 mm (1.4 in) forks. The brake caliper mounting lugs on the fork sliders are of different spacing for the 34 mm (1.3 in) and 35 mm (1.4 in) forks so the calipers can't be swapped.

The XS 650 was produced until 1985. The last model year was 1983 in the United States, with Canada, Europe and other markets continuing into 1984 and 1985. However, many US models remained unsold for some years due to overproduction and an economic recession and brand new 1982 and 1983 models could still be purchased in 1987 at some dealerships.

Like its contemporaries in its class the XS 650 has a 360° crank angle. This provides an even firing interval between the two cylinders, but also generates some vibration caused by the two pistons rising and falling together. This vibration is particularly noticeable at idle.

The XS 650s valves are operated by a single overhead camshaft (SOHC) whereas almost all contemporaries in its class have pushrod valvegear[citation needed].

The 360 degrees crankshaft uses three roller bearings and a ball bearing. The camshaft uses four ball bearings, and rolling bearings are used throughout the rest of the engine. Connecting rods turn on needle bearings. Since the engine is SOHC, there are no pushrods to operate the valves. The camshaft gets its drive from a single-row chain running from the center of the crankshaft. Chain tension is maintained by a spring-loaded guide, which also takes up unnecessary slack. The intake valve opens 47 degrees BTC, closes 67 degrees ATC, yielding intake duration of 294 degrees, exhaust duration on 281 degrees, and an overlap of 88 degrees. Because the flywheel is lighter than British contemporaries, the engine tends to pick up revs more rapidly when the throttle is opened quickly.

During the later developments of the engine compression ratios were lowered, then raised. Pistons were lightened 20 percent along with connecting rods to reduce the reciprocating mass inside the engine. Aluminum pistons are slightly domed with valve pockets. Pistons have three rings installed, two compression and one oil control ring.

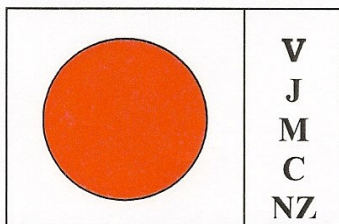
Horizontal split of the crankcases offers the advantages of oil tightness through the elimination of vertical joints and one-step access to both the lower end and the gearbox. Oil pressure is provided by the trochoidal pump, driven by a steel spur gear off the crankshaft. The main bearings, crank pins, transmission main shaft, clutch bushing, shifter fork guide bar, and rocker arms are lubricated by pressurized oil, whereas the rest of the engine is lubricated by "oil splash." [4][5]

Pre-1980 models use the twin 38 mm (1.5 in) constant velocity Mikuni carburetors that can be tuned by moving the needle clip position, or by replacing jets. In the carburetors the velocity of the fuel mixture through the venturi, regulated by the opening of the butterfly valves and engine speed, causes a pressure difference between the top and the bottom of the carburetor pistons. This pressure difference raises and lowers the carburetor slides, increasing or decreasing engine output accordingly.

Post-1979 models use smaller 34 mm (1.3 in) Mikuni CV carbs with needles that seem to be listed in parts menus as being 'fixed' position, (in other words a needle that may only have one clip position). The pilot and main jets can be changed for different sizes. If the 34 mm (1.3 in) CV carb needles only have one fixed clip position.

The models up to 1979 use points ignition. Two sets of points are located on the upper left of the cylinder head. On the right side cylinder head, an advance mechanism is located. An advance mechanism is used to retard the timing for easy starting and smooth idle. Post-1979 models use electronic ignition systems. Cycle World tested the XS650 in March 1979.[6] It ran the standing-start quarter mile 13.86 seconds with a terminal speed of 96.05 mph (154.58 km/h). The motorcycle's average fuel economy was 51.4 miles per US gallon (4.58 L/100 km; 61.7 mpg-imp)[7]

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

Office Use Only:

Membership No: _____

Amount Received: \$ _____

Date: ____/____/____

Renewal Date: ____/____/____

Reply Sent: ____/____/____

Angels Angle

Hi All

It's the first day of Spring! Longer days, warmer weather, less rain and more opportunities to ride. With its 2 wheels or 4 hooves the result is the same "Freedom". We are having some trouble with one of our membership applications. A payment was made by Blair Mattock he paid \$30 on the 24th of July and Judy does not know what his email address is. If you are Blair or you know Blair please email Judy at ross.judy@xtra.co.nz and let her know.

The Gumboot is fast approaching so don't forget to get your accommodation organised.

As usual any articles or photos you would like to contribute would be greatly appreciated. Thanks to those that have contributed. I'm sure you all have lots of interesting things to share.

I'm off to San Francisco for 2 weeks soon so I will be out of contact. I'd like to say that I will be thinking of you all but I think I will be too busy exploring :) Keep safe and if you can't be good be very bad.

hugs

Angela

This is a friend of mine's logging truck parked by one of the Manawatu wind Turbines a couple of years ago. It was fun riding along in the logger.

