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Trailing in the Picos de Europa

Hazy Days of the RD350

Improving Piranha



JUNE 2026

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Tel: 01685 388888 Email: sales@stephensandgeorge.co.uk web: www.stephensandgeorge.co.uk
DIRECTORS: VJMC (UK) LTD: Andy Bolas; Steve Cooper; Julie Showering; Brent Westbrook
HONORARY NON-EXECUTIVE VICE-PRESIDENTS: Colin Gibson; Malcolm Linsley; Doug Perkins

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From the Editor

With the new season in full swing I expect many of you will already be renewing acquaintances and catching up with friends around the country at various VJMC events.

In this issue we have several event reports: Cadwell Park CRMC; Kickback Classic and Custom Show; Bristol Classic and Scottish Motorcycle shows; as well as last year's Haynes Museum 40th Anniversary celebrations. As one such visitor, I can say that the work undertaken by the section leaders and members in organising the VJMC presence at these events really pays off. The stands at the Bristol Classic Show were a real credit to the club.

The inspirational Sammy Miller was in attendance at the Bristol show and for those who have never been to his museum in Hampshire I highly recommend it. Why not take the opportunity in June when the Dorset Section will be there for the Japanese Bike Day? For those of you who are unable to visit, maybe a copy of the *Competition Collection* book signed by Sammy Miller may be of interest, available from the Sammy Miller Motorcycle Museum and Trust.

On the subject of motorcycle museums, in March we visited David Silver to chat to him about his significant collection of Hondas and were very impressed. A glimpse of just some of what is on offer is in my article.

Last year, Sean Comber and two friends rode their trail/adventure bikes to the Picos de Europa and his resultant article and photos illustrate the stunning and rugged landscape they conquered on two wheels.

VJMC members are a very resourceful bunch and we are grateful to those who often pass on their knowledge via Tansha. In this issue we have two such examples. Firstly, Alan Evans needed an alternator puller for his Honda CB250 and, in his article, offers some useful tips for fabricating such a tool. In addition, Rob Bateman decided that the Piranha electronic ignition unit required some tweaking to improve its performance and shares the work he did on this in his article.

Stuart Holding's musings on the ways in which society has changed over his many decades of riding makes for an interesting, light-hearted read.

Don't forget that the VJMC Rally and AGM take place on the weekend of 3rd to 5th July and everyone is welcome. Be sure to book your place.

Until next time, I hope you all enjoy what will, hopefully, be the best of the British summer and prime riding conditions.

Lorraine Johnson
tanshamag.vjmc@gmail.com
Tel: 07515 965778 (11am-4pm)

*Copy DEADLINE for
TANSHA August 2026
issue for section
news, adverts, bikes
for sale and articles
is June 27th.
THANK YOU*

www.vjmc.com
NEW WEBSITE PASSWORD
(case sensitive)
Kawasaki_Z500

Club Chatter

Even if the world of classic motorcycles is generally acknowledged as being currently depressed there's still money out there... for the right bikes that is. I'd be surprised if you haven't already heard that two of Barry Sheene's bikes were sold by Bonham's at the April Stafford Show for huge money. His 1974 Suzuki TR500 (XR05), went for £71,300 which isn't exactly chicken feed, and the 1977 Suzuki RG500 (XR14) Grand Prix bike Barry won his second, and final, 500cc World Championship on sold for £506,000, so someone had deep pockets. Yet that pair were totally eclipsed by the ex-works, Mike Hailwood/Giacomo Agostini, 1965 MV Agusta 500cc which exceeded all expectations, reaching an incredible £967,000! Bikes with provenance and history continue to astound and astonish when they come up for sale.

However, muggins here went looking at one of Japan's rarer marques in the guise of the Marusho/Lilacs that had also come up for sale. Never common, even when new (late 50s and early 60s), the company ploughed its very own furrow before going bust. The firm seemed to specialise in unusual engine layouts and generally fitted shaft drives in its bid to deliver very refined and civilised riding experiences. Three examples rocked up at the auction but, because few really knew what they were, sold for frankly silly money. The 500 flat twin Magnum, which looks very BMW-esque, sold for just £3,450, the 250 V twin Lancer had more interest, making £7,130 but my personal favourite, the super-cute yet whacky V twin 125, found a new buyer for the paltry sum of £3,220. All three were immaculately restored but whether they ran was anyone's guess. All of which probably tells us that not every rare motorcycle is necessarily worth a king's ransom, I suppose.



Talking of rare, the auction also had two Suzuki T125s. One was a blue Stinger circa 1972 that sold for £3,680 making it something of a bargain. If you've ever tried to restore one, you'll know just how difficult and expensive it is to find parts. However, the standout classic Japanese machine was 'the other T125' - the one few have ever seen. Essentially a smaller version of the T200 Invader, it was never officially sold outside of Japan and shared nothing with the iconic Stinger. It could have been yours for just £2,300. Now might be a really good time to buy that bike you always wanted!

We have lots of events on across the summer and, of course, the Annual Rally and AGM so hopefully there's something for everybody within the VJMC. Ride safe and see you out there,

Steve Cooper
chairman.vjmc@gmail.com
07495 381082

Please remember that Tansha is for you the members, and passwords should not be shared with non-members. The club resources are for you!

Club Officers and Contacts

Club services are for members only, please always give your membership number and an SAE with any correspondence to Club Officials.

Club email addresses are for club business only and are NOT to be shared with social sites.

PLEASE USE THIS NUMBER FIRST

One for All - 01454 501310

Membership, Dating, Tansha and Shows

CHAIR: Steve Cooper 07495 381082

Email: chairman.vjmc@gmail.com

MEMBERSHIP: Applications, renewals, change of address

Julie Showering VJMC Membership, PO Box 1949, Yate, Bristol, BS37 0BX

01454 501310, Monday to Thursday (10am-4pm), Please leave a message if no answer

Email: vjmcmembershipuk@gmail.com

TANSHA MAGAZINE EDITOR: Member adverts, magazine articles, Section News

Lorraine Johnson Editor, VJMC Admin, PO Box 1949, Yate, Bristol, BS37 0BX.

07515 965778 Monday to Friday (11am-4pm) Email: tanshamag.vjmc@gmail.com

FINANCE: All approved expenses claims, include all paperwork and original receipts. FINANCE, VJMC Admin, PO Box 1949, Yate, Bristol, BS37 0BX

NORTHERN SECTION CO-ORDINATOR:

Paul Wright 07864 566620

Email: paul.wright3820@gmail.com

SOUTHERN SECTION CO-ORDINATOR:

Dean Showering 07817 909136 (Evening only) Email: dean.vjmc@gmail.com

VJMC SHOW CO-ORDINATOR & DEPUTY CHAIRMAN:

Andy Bolas 07906 556561 (9.30am-8.30pm) Email: shows_vjmc@yahoo.co.uk

VJMC ASSISTANT SHOW CO-ORDINATOR:

Ella Middleton

Email: VJMC.CRMEvents@gmail.com

COMMUNICATIONS OFFICER:

Steve Hamilton 07922 295747

Email: stevevjmc@gmail.com

MERCHANDISING AND TROPHIES:

Phil Craig

Email: phil.vjmc@protonmail.com

WEBMASTER:

Brent Westbrook

Email: brent.westbrook@vjmc.com

COMMITTEE SECRETARY:

Julie Showering 01454 501310

Email: vjmcmembershipuk@gmail.com

TREASURER:

Email: vjmc.accs.liason@gmail.com

COMMITTEE MEMBERS: Andy Bolas; Steve Cooper; Val Cooper; Phil Craig; Steve Hamilton; Ella Middleton; Richard Proudman; Dean Showering; Julie Showering; Brent Westbrook; Paul Wright

DVLA Age-related and V765 Certificates

The dating of machines is now handled by three specialists within the club. Please address your enquiries to the appropriate person. Failure to do so will increase the time needed to accurately identify your bike.

Richard Proudman: *Yamaha, Bridgestone, Hodaka, V765 and Other Dating*

Tel: 07779 144968

Email: vjmc.datingyamaha@gmail.com

Please restrict phone calls to Monday to Friday (10am-6pm)

Stuart Glen: *Kawasaki and Suzuki Dating*

Tel: 07526 695572

Email: vjmc.datingsuzukikawasaki@gmail.com

Please restrict phone calls to Monday to Friday (10am-6pm)

Ray Davis: *Honda*

Tel: 07770 199160

Email: vjmc.hondadating16@gmail.com

Please restrict phone calls to Monday to Friday (10am-6pm)

All mail to: **VJMC Datings, PO Box 10954, Wigston, LE18 9HZ**
www.vjmc.com/classic-motorcycle-dating-service-a.html

MOTORCYCLE DATING APPLICATIONS RECEIVED BY POST

The Dating Team are concerned that complaints are being received regarding delays in returning Dating Letters when we receive applications by post. Postal applications are received via a PO box and we are finding this is becoming increasingly slow due to the regular cutbacks of Royal Mail services. We are often receiving applications at the PO box that have been posted up to three weeks earlier.

We do recommend that your application is sent to the relevant Dating Officer by email, we endeavour to deal with all applications received this way within three days. These are then posted out by first class mail as a rule. Using email can generally save up to a month against using the post and allows you to get your V55/5 application off to DVLA in the shortest possible time.

Annual General Meeting 2026

VINTAGE JAPANESE MOTORCYCLE CLUB

Sunday 5th July 2026 at Kettering Rugby Club, NN15 6NT
Start Time - 11am

Agenda

1. Apologies for Absence
2. Chairman's Address
3. Minutes of the previous meeting held at Kettering Rugby Club, July 2025
4. Financial Report
5. Consideration of any notified proposals
6. Election of Committee
7. Any other business

VJMC Ltd Agenda

1. Chairman's Report
2. Appointment of Directors
3. Any Other Business

VJMC (Trading) Ltd Agenda

1. Chairman's Report
2. Appointment of Directors
3. Any Other Business

Committee

The following members of the Committee have agreed to remain as Committee members:

Andy Bolas
Steve Cooper
Val Cooper
Phil Craig
Steve Hamilton
Ella Middleton
Richard Proudman
Dean Showering
Julie Showering
Brent Westbrook
Paul Wright

Lorraine Johnson (a Committee role in 2026, was agreed as part of taking on the position of Editor)

Proposals 2026

We have not received any valid proposals for the July 2026 AGM.

If you have any comments/ thoughts/ideas they may be discussed in AOB

but cannot be voted on.

Vacancies

There are currently no vacancies

VJMC Rally 2026 Merchandise

Order your VJMC Rally 2026 merchandise here:



The advertisement displays four items of merchandise arranged in a 2x2 grid. The top row shows a navy blue hooded sweatshirt with a small circular VJMC logo on the left chest and a larger graphic on the back depicting a motorcycle with a rider against a sunset background, with the text 'Kettering Rally 2026' below it. The bottom row shows a navy blue t-shirt with the same VJMC logo and back graphic. The items are set against a large orange circle with a grey border on a dark background.

SWEAT POUCHED HOODIE £39.00

T-SHIRT 100% COTTON £24.99

To purchase go to vjmc.com and click on the merchandise link
OR go to shop4bikers.co.uk and type [vjmc](#) in search the shop 🔍



The advertisement features a stylized illustration of a woman with blonde hair, wearing a purple jacket and light blue pants, sitting on a blue motorcycle. The background is yellow with black outlines of trees and a sun. Text on the left indicates the next event date. The main text lists three events: a classic autojumble with a ride-in show in June, a summer classic bike show & jumble in July, and another autojumble in September. The website address is at the bottom.

Next Event: 28/6/26

Romney Marsh Classic Autojumble
Sunday 28 June with Ride-In Show
Hamstreet, nr Ashford, Kent TN26 2JD

Summer Classic Bike Show & Jumble
Sunday 26 July
Ardingly, nr Gatwick RH17 6TL

Romney Marsh 20 Sept
Ardingly 26 October

www.elk-promotions.co.uk

VJMC Members' ONLY Discount

Here is a list of specialist suppliers of relevant parts and services who have very kindly agreed to cut us a belting deal. Please quote your membership number when making an enquiry or purchase and, wherever possible, have part numbers ready.

Aqua Blasting ~ Aluminium, S/Steel, Magnesium, Steel & Cast Iron. Carb Cleaning & Restoration (including Ultrasonic). Welding - Alloy, Steel & Stainless Steel - frames, cylinder heads, crankcases etc. Machining, Engine Strips & Rebuilds
Contact Nick Curtis: 07841 105781 Email: enquiries@aquablastcenter.com
10% discount on all services for VJMC members

Bikers Toolbox ~ A wide range of bike related tools and equipment.
www.bikerstoolbox.co.uk Create an account and email your membership card.
Discounts for VJMC members

Crooks Suzi Parts ~ Suzuki Parts specialist.
Contact Martin on 01229 822120 Email: crookssuziparts@gmail.com
10% discount for VJMC members

Fowlers Bristol ~ Spares for Honda, Kawasaki, Suzuki & Yamaha.
0117 9725544 or www.fowlersparts.co.uk, Email: enquiries@fowlersparts.co.uk
10% discount on parts for VJMC members

Francos Motorbikes ~ Genuine Suzuki parts.
Contact 0208 9601000 Email: francosmotorcycles@gmail.com
Discount on parts ~ Please quote latest website password available in Tansha

Hartgate Honda ~ Genuine new Honda parts.
Contact John Froude (spares manager) 0208 648 5395: Option 3
10% or more on large ticket items/spare parts for VJMC members

Kawa Triple Parts ~ Specialists in new & reproduction parts for the whole Kawasaki Triple range. Also some A1 Samurai & A7 Avenger Parts. Note - we do not sell any used parts. Contact Tony on 07538 937555
Email: info@kawasakitripleparts.com www.kawatripleparts.com
5% discount for VJMC members - Quote KTC at checkout

Kent Motorcycles ~ Honda main dealer; high levels of customer service.
Contact 01227 832601
10% discount on parts for VJMC members

P & K Seating ~ Discount on Replacement seat covers and trims.
Contact 01543 274176 / 07767 880812 or www.pandkclassicbikes.co.uk
10% discount on seating products
5% on full seat restorations for VJMC members

Shorrock Motorcycles Ltd ~ **15% discount** on almost any parts and accessories from stock and a price match promise like for like. We also have lots of N.O.S. genuine spares from the 70s onwards that we are slowly starting to list on ebay, if members have genuine part numbers we can look up quickly to see if we have stock. Tel: 01772 744392 Email: partsshorrock@gmail.com www.shorrock.co.uk

Webbs of Lincoln ~ Discount on parts and accessories
Contact 01522 528951: Option 2 for Spares Dept.
10% discount on all genuine Yamaha parts for VJMC members

Z Power ~ Kawasaki parts and repairs,
Contact Phil on 01942 262864 Email: z@z-power.co.uk
Min 10% discount on all parts for VJMC members

VJMC Members' Benefits

Motorcycle Delivery UK-Bike Movers

www.motorcycledeliveryuk.co.uk

Nationwide motorcycle movers. If you want to transport your bike, or even if you are buying a bike the other side of the country, these guys can help! Upon production of your VJMC membership card, members will enjoy a 10% discount on quoted price.



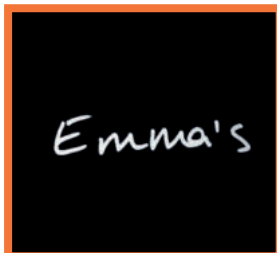
Alchemy Parts

www.alchemyparts.co.uk

Alchemy Parts offers a large selection of universal motorcycle products, focusing on Cafe Racer, Scrambler, bobber, chopper and Streetfighter genres. Based in Hertfordshire, it offers well-made, easy-to-fit, and good value-for-money products. For those working on custom projects like choppers, bobbers, and trikes, we have a comprehensive selection of products to suit your needs. We also have a showroom displaying our wares and are a luggage hard and soft specialist, all of which you can

extensively view, should you come down.

We're open from 9am to 5pm, Monday to Friday, plus can be here on the weekend too. All visits tend to be by appointment only, so do call/email before coming down. 12.5% off any Alchemy Parts Products if bought directly from our website using code VJMC12-5 (discount won't apply to anything bought from our eBay or amazon shop). For luggage, GIVI and SHAD products will be 10% but for this discount, it must be purchased in store.



Emma's Café, Woburn, MK17 9PY

Emma's café is a bikers meeting place in the grounds of Pure Triumph Woburn. Its always buzzing with bikes and bikers, and well worth a visit.

From Tues-Fri, upon production of your VJMC membership card, VJMC members will get a free tea or coffee if they order a full English breakfast



Industry and Supply, Heyford Hills Farm, Furnace Lane, NN7 3LB

www.Industryandsupply.com

An amazing venue for a coffee and a bite to eat. Enjoy the classic bikes and cars on display, as well as general Automobilia. An awesome place to visit.

On production of your membership card, VJMC members can order a hot drink, and a cake or roll for a fiver!

VJMC Members' Benefits



Two Wheel Centre Harpenden, AL5 4HW

www.The2wc.com

The Two Wheel Centre is a very busy independent motorcycle dealer, that works tirelessly to embrace the local biking community. Run by brother and sister, Nick and Sophie, you will always get a warm welcome. On production of your membership card, VJMC members will enjoy a 10% discount on all in store purchases of Silkolene lubricants, and a 20% discount on Oxford products clothing. There is also a special rate of £25 for MOTs. Please book in advance.

Legend Motorcycle Parts

www.legendmotorcycles.com

www.facebook.com/legendmotorcycles

'Supplying motorcycle parts for Japanese machines from the early 1970s right up to modern day sports bikes'

10% discount on all merchandise (excluding Rock Oil and tyres) using the code VJMC10 at the checkout.



MOTO SPA CO

www.motospaco.co.uk Instagram @moto.spa.co

Discover exceptional quality motorcycle cleaning products at Moto Spa Co. Our online store is dedicated to providing you with the best products to keep your ride looking pristine.

VJMC Members will enjoy 10% off with code: VJMC10

RESPECTING OTHERS

The Vintage Japanese Motorcycle Club would like to remind everyone that we are a group of like-minded people with families that enjoy our collective passion and hobby.

We pride ourselves on thinking of others and the environment in which we promote our valued motorcycles, expertise and knowledge for the benefit of others.

Therefore, we would like to ask that people consider and think about language, context and delivery of our promotion of the VJMC. Please be aware of your surroundings in which you are representing the club to ensure that nobody takes offence or is offended by either professional or personal opinions, statements or viewpoints.

Thank you

Forthcoming Events

For up-to-date information regarding forthcoming events please check the website:
www.vjmc.com/events in case there are any last-minute amendments or cancellations

June	6th/7th	Membership Secretary	Rainscombe Park Country Fair, Oare, SN8 4HZ - contact Julie for a booking form
June	7th	Essex Section	The Classic Car, Bike and Trike Show: Ekco Social and Sports Club, Thornford Gardens, Southend on Sea, Essex, SS2 6PU. Arrive 9am, if attending contact Mark
June	7th	Dorset Section	Japanese Day at Sammy Millers
June	10th	Northants Section	Lincolnshire Aviation Heritage Centre Bike Night/rideout
June	13th	Northants Section	Daventry Bike Festival, Section Display
June	13th	Gtr Manchester and Cheshire	Cock O' Budworth Classic Show, Warrington Road, Great Budworth, Northwich, CW9 6HB
June	14th	Northants Section	Ian Joyce Summer Haze Bike Show, Section stand
June	14th	N. Yorks Section	Royal Armouries, Leeds, LS10 1LT classic car/bike show, free entry to exhibitors and to Museum
June	14th	Wiltshire Section	Devizes Lions On The Green. Section display. Contact Alan Roberts 07866 055207
June	14th	Heart of England	Vintage Japanese Motorcycle Day, Heyford Hills Farm, Furnace Lane, NN7 3LB
June	18th	Northants Section	Section Meeting, BBQ, Three Horseshoes, Ecton
June	19th/21st	Dorset Section	Dorset Bikefest
June	20th/21st	N. Yorks Section	Barry Sheene Festival, Olivers Mount Circuit, YO11 2YW. Special prices for VJMC members only from Brian
June	20th	Norfolk Section	Tibenham Airfield, the Festival of Flight weekend
June	21st	N. Yorks Section	Cold War wings and wheels show, Elvington Airfield nr York, £5 entry fee for exhibitors
June	21st	Cornwall Section	Croft handy bike show at the village hall
June	21st	Wiltshire Section	Tiddler Run (senior pace ride for older classics) Leave Calne Town Centre (outside The Strand) at 10am prompt. Contact Hazel Withers 07768 988596
June	24th	Northants Section	Chester House Bike Night, Section display
June	28th	Aire Valley Section	Aire Valley Classic Bike Club
June	28th	Norfolk Section	Monthly Meet-up at Route 11 and ride out from 10am
June	28th	Kent Section	Romney Marsh Show, Hamstreet, TN26 2JD
June	28th	Cornwall Section	West Cornwall Family Motor Show, Wendron Cricket Club
July	3rd/5th	VJMC Annual Rally and AGM	VJMC Annual Rally and AGM, Kettering Rugby Club, Waverley Road, Kettering, NN15 6NT
July	3rd/5th	Northants Section	VJMC Annual Rally and AGM, Kettering Rugby Club, Waverley Road, Kettering, NN15 6NT (help needed)
July	3rd/5th	Dorset Section	Thruxton Retro (TBC)
July	4th	Essex Section	Wheel and Hooves Show: Elm Farm, Maldon Road, Burnham on Crouch, Essex, CM0 8NT

Forthcoming Events

July	4th/5th	Wiltshire Section	Heddington & Stockley Steam Rally, (on the edge of Calne) Section Display Contact Ed Jones 07814 255234
July	4th/5th	Norfolk Section	BSB Snetterton
July	5th	N. Yorks Section	Huby and Sutton on Forest Agricultural show, Sutton Park, YO61 1DP, free entry to pre booked exhibitors
July	5th	Essex Section	Classic Motorcycle Show and Autojumble: 5 Maltings Road, Battlesbridge, SS11 7RF
July	11th	Dorset Section	Wallop Wheels and Wings
July	11th	N. Yorks Section	Darlington Town centre classic car and bike show, Market Square, come and show your bike
July	11th	Northants Section	Chester House Classic Car & Bike Show, Section stand
July	11th/12th	Wiltshire Section	Rona Steam and Vintage Rally, Dauntsey. Section display. Contact Hazel Withers 07768 988596
July	12th	Northants Section	WSB Donington Park, Rideout
July	12th	Norfolk Section	Ringshall Motorcycle Show (in aid of Prostate Cancer)
July	12th	Cornwall Section	Penhallow vintage rally
July	16th	Northants Section	Section meeting rideout, Three Horseshoes, Ecton
July	19th	Essex Section	Mayland Classic Car and Motorcycle Show: Lawling Park, Katonia Avenue, Mayland, CM3 6AD, Arrive 9am
July	19th	Dorset Section	West Bay Run
July	19th	Northants, Heart of England and Leics Sections	Founders Day, Stanford Hall, LE17 6DH
July	19th	Cornwall Section	Wadebridge wheels at the Royal Cornwall showground
July	25th	Wiltshire Section	Calne Bike Meet: limited space available so booking essential. Contact Hazel Withers 07768 988596
July	26th	Norfolk Section	Monthly Meet-up at Route 11 and 'meet and greet' day for potential new members, and 'ex-racers' reunion from 10am
July	26th	Cornwall Section	St. Buryan vintage rally
July/ August	31st/2nd	Membership Secretary	Gloucestershire Vintage and Country Fair, South Cerney, GL7 5QD - contact Julie for a booking form
August	1st/2nd	CRMC	Donington Park
August	1st/2nd	VJMC National Events	Donington Classic Festival
August	2nd	Dorset Section	North Dorset Run
August	2nd	Kent Section	International West Kent Run, Aylesford, ME20 7BX
August	2nd	Essex Section	Bike Meet: Museum of Power, Hatfield Road, Langford, Maldon, Essex, CM9 6OA
August	2nd	Northants Section	Donington CRMC/Classic Bike Festival Rideout
August	2nd	Shropshire Section	Llanfair Waterdine Classic Motorcycle Show, Llanfair Waterdine Village Halls, LD7 1TU
August	2nd	Cornwall Section	Grade Ruan Minor vintage rally

Forthcoming Events

August	2nd	Northants Section	Rushden Classic Car and Bike Show
August	8th	N. Yorks Section	Whitby Regatta VJMC stand and bike show, on the green behind Whitby Pavilion, 10am-4pm.
August	8th	Norfolk Section	Worlingworth Bike Show iao Brain Tumour Research
August	8th	Cornwall Section	Carnhell Green show
August	9th	Shropshire Section	Clungunford Classic Motor Show and Autojumble, Clungunford Village Green/Hall, Shropshire, SY77 0PP
August	12th	Northants Section	Lincolnshire Aviation Heritage Centre Bike Night, Rideout
August	14th/16th	Dorset Section	Thrupton BSB
August	15th/16th	Membership Sec.	Fairford Steam Show - contact Julie for booking form
August	16th	Norfolk Section	Greg's Bacon Butty Run - further details to follow
August	16th	N. Yorks Section	Hornsea Bikefest, Hall Garth Park, HU18 1DP, (N. Yorks section attending) Free entry to exhibitors
August	16th	Essex Section	Classic Vehicle Event: Lodge Coaches, The Garage, The Street, High Easter, Chelmsford, CM1 4QR
August	20th	Northants Section	Section Meeting Rideout, Three Horseshoes, Ecton
August	22nd	Essex Section	Transport Time Again: Mersea Island, Waldegraves Holiday Park, CO5 8SE www.merseaislandlionsclub.com
August	23rd	Norfolk Section	Monthly meet up at Route 11 from 10am
August	29th/30th	CRMC	Anglesey Circuit
August	30th	Dorset Section	Section open day, Angel Inn, Longham, nr Ferndown
August	30th	Norfolk Section	Swaffham Classics Show
August	31st	N. Yorks Section	Langlands Garden Centre, Shiptonthorpe, YO43 3PN, Classic car and bike show. Free to exhibitors
Sept	5th	Heart of England/ Leics Sections	VJMC at Swinford Village LE17
Sept	6th	Suffolk/Norfolk Sections	Copdock Bike Show: Trinity Park, Ipswich, IP3 9UH
Sept	6th	Wiltshire Section	Wiltshire Run (in memory of Les Withers) contact Hazel Withers for further details. 07768 988596
Sept	6th	Kent Section	Box Hill Mega Meet, Old London Road, Surrey, RH5 7BY
Sept	11th/13th	VJMC National Events	Bridlington Race the Waves Event
Sept	13th	Norfolk Section	Fred's Memorial Bike Run iao Brain Tumour Research
Sept	17th	Northants Section	Section meeting rideout, Three Horseshoes, Ecton
Sept	19th/20th	CRMC	Mallory Park
Sept	20th	Northants Section	Mallory Park CRMC Rideout
Sept	26th/27th	Membership Secretary	Somerset Festival of Transport, West Woodlands Showground, BA11 5ES
Sept	27th	Norfolk Section	Monthly Meet-up at Route 11 from 10am

Forthcoming Events

Oct	15th	Northants Section	Section Meeting, Three Horseshoes, Ecton
Oct	25th	Norfolk Section	Monthly Meet-up at Route 11 from 10am
Nov	19th	Northants Section	Section Meeting, Three Horseshoes, Ecton
Nov	22nd	Norfolk Section	Monthly Meet-up at Route 11, end of year meal and 'the quiz' from 11am
Dec	12th	Dorset Section	Christmas Social
Dec	15th	Wiltshire Section	Christmas Meal (venue probably The Bell, TBC) pre-booking essential, contact Hazel Withers.
Dec	17th	Northants Section	Section Meeting, Raffle, Three Horseshoes, Ecton

VINTAGE JAPANESE MOTORCYCLE DAY



SUN 14TH JUNE

IN ASSOCIATION WITH  LOCAL GROUP MEMBERS

HEYFORD HILLS FARM.



FURNACE LANE. NN7 3LB

Forthcoming Events



JAPANESE BIKE DAY

WHEN
7th June 2026
10am - 3pm (Prize-giving at 1pm)

WHERE
Sammy Miller's Motorcycle Museum
Bashley Cross Roads, New Milton, BH25 5SZ.

INCLUDING: - Prizes - Free Admission to Complex - Free Parking - Discounted Museum Entry - Restaurant Facilities

WWW.VJMC.COM
WWW.SAMMYMILLER.COM

Hosted by Dorset Section, VJMC.
Museum open 10am - 4.30pm



www.vjmc.com

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PRIZES
Best 1950/60s Bike
Best 1970s Bike
Best 1980s Bike
Best 1990s Bike
Best 2000s Bike
Best Ladies Bike
Best in show

INFORMATION
For further information, Contact museum@sammymiller.co.uk

VJMC AT THE BARRY SHEENE FESTIVAL

**Saturday 20th June
Sunday 21st June 2026
Olivers Mount Circuit
YO11 2YW**



VJMC North Yorks attending where members displaying their bikes get 50% discount on advertised price
Past masters will be there



PHOTO BY DEBBIE LINES

Weekend pass £25.00
Camping Friday to Monday
Weekend pass £25.00 Motorhomes/campervans
Day pass Saturday £12.50 Sunday £15.00

Contact Brian Wallace ONLY
07796 617119
bsw@mypostoffice.co.uk



www.vjmc.com

Not to the circuit or online booking sites
Closing date for entries Saturday 13th June



VJMC

www.vjmc.com

Greater Manchester and Cheshire section

Cock O' Budworth Classic Bike Show

Saturday 13th June 2026

Open 10:30 Judging 1:30 Free admission

Trophies for various categories



Food, hot and cold drinks available

Warrington Road, Great Budworth,
Northwich, CW9 6HB

Contact: Duane Antrobus
Email: delboy435@gmail.com

VJMC AT THE FARMYARD RALLY



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19-21 JUNE | DUNCOMBE PARK | HELMSLEY



TICKETS ON SALE NOW!

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- VJMC North Yorks have been invited to the 38th Farmyard Rally run by MAG on 19th to 21st June 2026
- VJMC members can enter and show their bike for £5 on Saturday 20th June and if joining the rideout an additional £5 fee is payable. (Members can bring their bikes by van or trailer if necessary but all entries must be pre-registered)
- Contact Mick Seward: all applications to the following email or phone number.
 - Email: mpsracing@gmail.com
 - Tel: 07801 256767

Forthcoming Events

TIGERS
WESSEX TRUCK GATHERING

26th & 27th
September 2026

Somerset Festival

SFOT
Of Transport

Steam Engines
Stationary Engines
Cars Motorcycles
Commercials
Tractors
Plus Much More

Saturday Auction
Sunday Dog Show

Catering
Fairground Rides
Amusements
Trade Stands
Craft & Models

Adults: £10.00 OAP: £9.00 Under 16 free
Camping available to book
07900 695620
West Woodlands Showground BA11 5ES
www.facebook.com/somersetfestivaloftransport.co.uk
www.somersetfestivaloftransport.co.uk

Fairford Steam, Classic & Retro Show

15th & 16th
August 2026

Steam Engines
Fairground Rides
Traders & Auto Jumble
Craft Tent
Local Charity Stalls

Miniature Steam
Classic & Retro Vehicles
Static Displays
Local Food & Drink
Beer Tent

Friday Night – Steam in the Square
Saturday Night – DJ & Live Entertainment

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GL7 4BT
www.fairfordsteamshow.co.uk

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31ST JUL - 2ND AUG 2026

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NTET facebook
Registered Charity
No. 1013314



Show your bike on the VJMC stand. For more details
contact Julie Showering on 01454 501310

vjmcmembership@gmail.com

Forthcoming Events

RAINSCOMBE COUNTRY SHOW **6TH & 7TH JUNE 2026**

RAINSCOMBE PARK, OARE, NR MARLBOROUGH, SN8 4HZ



**Miniature Steam - Tractors - Vintage & Classic Cars - Local Craft
& Produce - Motorcycles - Trade Stands - Steam Ploughing-
Models - Autojumble - Commercials - Dog Agility & Fun Dog
Show - Working Demonstrations - Farm Animals & Lots More!**

ADMISSION: ADULTS £10, UNDER 16's FREE (accompanied by an adult)

**DOGS ON LEADS, DISABLED PARKING, FREE PARKING, SHOW OPEN 9AM - 5PM SATURDAY &
SUNDAY**

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COURTESY OF MR MILO & ELIZABETH HISCOX & FAMILY



**Show your bike on the VJMC stand. For more details
contact Julie Showering on 01454 501310**

vjmcmembership@gmail.com

Forthcoming Events

VJMC **Displaying**
www.vjmc.com

at
Mathewsons
LIVE 2026



Motorsport rally
Stage demonstrations
Live bands

Fairground rides
Trade stalls
Live auction

We have been invited to bring the VJMC stand to the Mathewsons event. The organisers have offered half price entry for members at £5 per day. This is going to be a major event with lots going on. All club members wishing to show their bikes and enjoy all the other things going on must pre-book and register their bikes directly with me only, as this offer is not available on the day or on their website. There is the option of staying all weekend for £99, valid from Friday afternoon to Monday midday, plus the £5 per day to show bikes. The site has toilets and showers.

ALL BIKES MUST BE VJMC ELIGIBLE
Contact me in the first instance before paying any fees
Brian Wallace 01759 373768 or 07796 617119 bsw@mypostoffice.co.uk

22 - 23 August
Great Yorkshire Showground, Harrogate
HG2 8NZ

Tickets Available Now

SBL < MOTUL
FIM SUPERBIKE WORLD CHAMPIONSHIP

**WORLD SUPERBIKES-
DONINGTON PARK!**
11TH & 12TH JULY 2026

VJMC



**MEMBERS GET IN TO
DONINGTON WSB FOR FREE!**

All you have to do as a VJMC member is bring your classic bike to display. We have a limited number of tickets per day so don't miss out! If you would like to camp on site you must pre book and pay for this on the Donington website, there is no camping allowed on the stand. For more information or to book please email Andy at shows_vjmc@yahoo.co.uk

Llanfair Waterline



Classic Motorcycle Show
Established 2021
Featuring Auto Jumble

Sunday 2nd August
10am-5pm

Classic Cars Welcome!

£5 Admission

What 3 Words: measuring, tactical, cupcake

Refreshments including:
Our NOW FAMOUS Tea & Cakes...
Hoof & Scoop Homemade Ice-cream
Food available

Signposted from Knighton, Powys

Llanfair Waterline Village Halls, LD7 1TU

Show Bikes accepted on the day

For entries and enquiries
Call Dave on 07773 773072 or Phil on 01547 520524

Camping available on Saturday night with bar & entertainment!

CLUNGUNFORD
**CLASSIC MOTOR SHOW
& AUTO JUMBLE 2026**
10am — 4pm
Sunday 9th August 2026
CLUNGUNFORD
VILLAGE GREEN & HALL
SHROPSHIRE, SY7 0PP



Supported by John Payne Wood Yard, Aston on Clun

Public Entry: Adults £7, Under 16 Free
Trade Stands £12 (outdoor only)
Exhibitors Free (Enquiries Welcome)

HOT FOOD & DRINKS, FREE PARKING, COMPETITIONS & RAFFLE

Organisers: David Cole M: 07984 964 566
Dave Wilkinson M: 07834 516 129
Email: cgfmotorshow@gmail.com



Proudly sponsored by the VJMC Shropshire section

Forthcoming Events

VJMC ANNUAL RALLY 2026 **3RD TO 5TH JULY**

**Kettering Rugby Club, Waverley Road,
Kettering, NN15 6NT**

**Annual General Meeting
Sunday 5th July 11am**

Members' onsite camping

**The site will open 11am Friday 3rd July,
finish Sunday 5th**



Group Ride-out

Enter your pride and joy in the concours

Guest speakers on Friday and Saturday nights

'Free to enter' raffle

£200 Family Day Out voucher

Autojumble pitches available

Disabled access to the clubhouse

**The rally is free for VJMC members, their families
and invited guests. Food available all weekend.**

All vehicle movements are limited to entrance, exit and parking near the camping area. No other vehicle movements are allowed onsite. The rally is covered by the VJMC insurance policy; insurance is public liability only and does not cover personal possessions or motorcycles.



Haynes Museum 40th Anniversary

I very much doubt that there is anyone amongst us that has not, at the very least, heard of a Haynes manual. People's opinion of these manuals does seem to vary, but the legacy of the founder, Sir John Haynes is the Haynes Motor Museum, which is predominantly car biased but also has a well-presented, small selection of motorbikes.

Forty years ago, the museum opened and I, whilst not being first in the queue, certainly visited within a few weeks of the museum opening. It was a fraction of the size it has become, and I have enjoyed watching and visiting over the years as it has become the largest and most interesting collection of rare and classic vehicles in the UK.

So, eight months ago when Haynes started advertising the 40th anniversary celebrations and were inviting individual owners and clubs of classic cars and motorbikes I, in my infinite wisdom, thought I would like to be part of this, and more importantly thought it might be a good showcase for the VJMC, to bring the club to an audience who had probably not heard of us.

First job was to have a chat with our friendly co-ordinator Daryl Plenty, who seemed keen, and then to contact a few of our regular showgoers to gauge their opinions. It all looked promising. The proviso to show as a club at Haynes' anniversary celebrations was that you had to pay to show! Now I am never in favour of this, as I believe the owners of classic vehicles make the show and without us, no show. However, as a one off and Haynes being a charitable trust, I swallowed hard and approached the VJMC committee about funding. Furthermore, the maximum size of a gazebo allowed on club pitches was 3m x 3m and our club gazebo is twice that size, so another item of expense had to be added to my pleading email to the Chairman. It was suggested that I put a business plan together and present it to the committee. I cobbled something together and emailed it through and within the week it had been accepted and funding was in place, more out of pity for my illiterate business plan and foolhardy venture than my vision for VJMC dominance.





Haynes' staff were very good at keeping in contact and advertised the show extensively. There was one sticky moment when they had not realised that some bikes would be arriving by trailer or van as they had not thought of a parking area for these, however, a bit of 'to-ing and fro-ing' and it was sorted. After such a hot and balmy summer, a week before the show the weather decided to change to rain. We watched the weather avidly on the run up to the weekend and the Sunday looked okay with maybe a shower in the morning.

The morning of 7th September arrived, and I and a few others were at Haynes before they opened the gates to let us in. We had a good spot right in front of

the museum entrance on a level, astro-turfed surface and, most importantly, a stone's throw from the café. The gazebo was duly erected, sail flags raised and as the bikes came in, best positions were selected democratically.

As this was a new show and the first time for us, I wanted to select some iconic and unusual Japanese classics covering the 1960s to the 1990s. I brought along my 1963 Suzuki T10, electric start, indicators and rear hydraulic drum brake, finished in a splendid white. Gary brought along two stunning bikes, his Honda Urban Tiger Fireblade and the gorgeous Suzuki RGV 250. Rob brought his lovely, restored Honda CB750 (an iconic bike) and Mark his very clean,

Haynes Museum 40th Anniversary



standard Yamaha LC 350. Daryl brought the Suzuki RE5, always a conversation starter and you will be surprised how many 'experts' there are out there (or not). Kevin, our resident and perhaps world expert on Hub Steering DE Fazios, brought along his restored Honda 350 Difazio. You really do have to see this bike, it's fascinating in so many ways. Love it or hate it, you have to admire the design and thinking behind it, and thank goodness there are people in this world who have a passion for all things different. Last and never least, Clif and Sandra brought along their 1976 Yamaha TY50 P, an absolute stunner of a moped from back in our days. That was not all, however, Clif at one time had owned two motorbike shops and so had spent many an evening making an authentic Yamaha packing crate to display the Yamaha TY on. It was the centrepiece of our stand and stood out like a beacon, drawing many people and comments. Also, on a high-rise stand they displayed their Yamaha WR450F 2 WHEEL TRAC which in case you don't know is a two-wheel drive motorcycle built to complete in the Paris-Dakar race, a fantastic and interesting bit of engineering.



Unusually, the weather forecast was wrong, and it not only rained sporadically during the morning but we also had thunder and lightning. Being next to the café was a blessing and we sheltered here during the worst of it. Lunchtime arrived and so did the sun, spirits were raised, and we all spent a pleasant afternoon talking bikes, club membership and nonsense. The classic cars were a sight, including an Aston Martin valued at three million pounds, how many bikes could you buy with that?

Our club stand was picked to be in the final judging, but alas, the star prize escaped us.

There was plenty to see and do all day; you could spend the day on the

by Nick Watson



stand just chatting to people who had knowledge of the bikes and ones who were discovering them for the first time. There was, of course, an array of classic

cars to peruse; restoration workshops to attend and talks on stage by motoring celebrities. All in all, a good day and one that we hope to attend again next year.

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Kickback Classic and Custom Show



The VJMC was well represented at this year's Kickback Custom and Classic Bike Show, held from 10th to 12th April at the Three Counties Showground. As an indoor event, Kickback offers a slightly different experience to the usual outdoor events, one that brings its own unique atmosphere and focus.

Inside the halls, the emphasis was firmly on the bikes themselves. With engines largely silent, attention shifted to the finer details such as paintwork, the engineering and craftsmanship. It gave us, as a club dedicated to classic Japanese machines, a chance to really take our time looking over the exhibits and appreciating the work that goes into both restoration and customisation.

Our VJMC stand served as a steady hub across the weekend. If anything, it created a constant flow of familiar faces, with members dropping in, catching up, and spending time chatting with visitors. There was plenty of interest in the bikes on display, along with good conversations

about ownership, maintenance, and the stories behind the machines.

Kickback's reputation for individuality was clear throughout the show. The range of builds on display was impressive, from radical customs pushing boundaries to carefully preserved classics. While our focus naturally leans toward originality, there was plenty of appreciation among members for the creativity and skill on show. It also sparked some interesting discussions about the balance between keeping machines factory-correct and adapting them to reflect personal taste.

One of the strengths of the event was the variety of people it attracted. We met enthusiasts from across different parts of the scene, many of whom were keen to talk about classic Japanese bikes and the work the VJMC does. It's always encouraging to see that shared enthusiasm bridging the gap between different styles of motorcycling.

Although the indoor setting means less of the usual engine noise and riding



Kickback Classic and Custom Show

spectacle, it more than makes up for it in atmosphere and detail. The Three Counties Showground provided a spacious and well-organised venue, allowing visitors to take everything in at a relaxed pace.

Overall, Kickback once again proved to be a worthwhile event for the VJMC. It offered a great opportunity to showcase our passion, connect with the wider community, and draw inspiration from the diverse range of machines on display.

We look forward to returning in the future, continuing to represent classic Japanese motorcycling alongside an ever-evolving custom scene. We would like to say a big thank you to all the members who brought their bikes along to display, it was lovely meeting some new members who were displaying for the first time, and to those who helped with the setting up and packing away.

Photos by Andy Bolas



Forthcoming Track Events

NATIONAL EVENTS 2026

SHOWS

April-

11th&12th- Kickback Classic & Custom
25th&26th- Stafford Show

May-

2nd&3rd- Oulton BSB- **NEW**
10th- Stratford Autojumble
16th&17th- Donington BSB- **NEW**

June-

7th- Newark Classic Japanese Day
10th -Lincolnshire Aviation Bike Night

July-

4th&5th- Mallory 1000 Bike Revival
1th&12th- Donington World Superbikes
18th&19th- Brands Hatch BSB- **NEW**

August-

8th&9th- Heritage Sprint - **NEW**
12th- Lincolnshire Aviation Bike Night

September-

11th to 13th- Race the Waves
26th & 27th - Cadwell Moto

October-

2nd&3rd- Donington BSB- **NEW**
10th&11th- Stafford Show

November-

13th to 15th -NEC Classic Motor Show

All VJMC members are welcome to attend these events. If you would like to display your bike at any of these events or want more information on them please email shows_vjmc@yahoo.co.uk



CRMCEVENTS

4&5 April- Cadwell Park

30&31 May- Snetterton Circuit

1&2 August- Donington Classic Festival

29&30 August- Anglesey Circuit

19&20 Sept- Mallory Park

All VJMC members are welcome to attend these events. If you bring your bike to display you will receive free entry ticket. All of these events include free camping and a chance to do parade laps around the circuits at lunch times. Please email us at vjmc.crmcevents@gmail.com if you would like to attend, please give at least 2 weeks notice to guarantee tickets



Forthcoming Track Events



JOIN THE VJMC AT CRMC RACE MEETS IN 2026

All VJMC members are welcome to attend these events. If you bring your bike to display you will receive a free entry ticket. All events include free camping and a chance to do parade laps at lunchtime.

Please email vjmc.crmcevents@gmail.com to attend, for guaranteed tickets please give at least 2 weeks notice.

2026 DATES

4-5 April- Cadwell Park

30-31 May- Snetterton

1-2 August- Donington Park

29-30 August- Anglesey Circuit

19-20 September- Mallory Park



VISIT WWW.VJMC.COM TO JOIN

Forthcoming Track Events



VJMC EST 1982

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BSB
BRITISH SUPERBIKES

JOIN THE VJMC AT MSV ROUNDS OF BRITISH SUPER BIKES

Thanks to MSV we've been given a great chance to put on a display at selected BSB rounds. Tickets are very limited, with only 10 available per round. If you want to display your bike on the VJMC stand, contact Andy at shows_vjmc@yahoo.co.uk. The organisers of BSB are strict about what we can show, so include a photo of your bike when sending your interest.

ROUNDS AVAILABLE

OULTON PARK- 2ND & 3RD MAY
DONINGTON PARK- 16TH & 17TH MAY
BRANDS HATCH- 18TH & 19TH JULY
DONINGTON BSB- 3RD & 4TH OCTOBER

Trailing in the Picos de Europa



As a group of trail-riding mates we have talked about an overseas trip for a while but, finally, Stuart managed to lure me into arranging a trip on our trail/adventure bikes to the Picos de Europa. We identified September as a Goldilocks month, dry, not too hot, not too cold. Friends of mine have a house near Potes, the focal point for the Picos and they kindly offered it to us for our trip. I considered my 1988 NX650 Honda Dominator the perfect companion for the trip. Although a bit lardy (though still significantly less than 200kg wet, unlike most recent 'adventure bikes'), it is shod with worn 50:50 Avon Trek Master tyres full of AirSeal gloop to stop punctures and I successfully ride it in the dry around the Devon lanes which are single track and steep in places. It would go well on the road and have plenty of oomph for transporting me and my luggage around. Although 37 years old, it has only done around 25K miles and the engine purrs like a pussy cat. Being a classic bike, it also has the backup of a kick-start which always inspires confidence. I was in the company of Stuart on his trusty 2017 DCT Honda Africa Twin and Pete on his 2019

Honda CRF250L; so, three very different Hondas, straddling three decades. On paper Pete's CRF would be best off road, Stuart's AT best on road and maybe my Dommie was the best all-rounder.

Travelling overseas with a classic trail bike requires a certain amount of pre-planning but no more than modern bikes. Fresh oil and filters, a check of the sprockets, chain, bearings and tyres and I was good to go. For luggage (as I packed light) a top box and 12L roll bag on top was all I needed. The standard Dommie toolkit, the ability to sort a puncture, spare levers, spare plug and Leatherman multitool were packed to deal with minor emergencies.





September is a peak month for bikes accessing Spain and Europe and the Brittany Ferries *Pont Aven* was packed with 180 bikes onboard. Among the many adventure bikes, as far as I could tell, my Dommie was one of the oldest bikes there. The boat left at 4pm and, after an excellent buffet dinner, we did our best to get a decent night's sleep, our biking ear plugs useful against Pete's snoring. Next day the boat docked at 1pm and, after waiting for the upper decks to clear, within an hour and a half, we were riding out of Santander and

heading for the coast. The weather was glorious and we avoided the motorway to gain sea views and had a great lunch at Comillas. From the coast road we got our first glimpses of the snaggle-toothed Picos De Europa rising imperiously from the horizon. The 'peaks of Europe' name dates back to the 1500s, when sailors first glimpsed Europe after travelling back from the Americas. The peaks rise to over 2500m and are limestone eroded by glacial action into the peaks we see today.

We picked up the N-621 into the Picos at Panes through innumerable roadworks repairing the route through the gorge between the mountains. My friend's house is gorgeous, proper Spanish mountain rustic, all wood beams, open fires and, situated at 700m above sea level, has views of the mountains to die for. Pete cooked that evening and had even packed garlic in his luggage from home. I thought this was a bit weird and wondered if he thought either Stuart or I were vampires.



Trailing in the Picos de Europa



We split our six days' riding between on and off road. The road riding was over two days of sunshine, bend swinging from valley floor to mountain pass, changes in elevation of over 1000m. We hunted down Miradores, or viewpoints as we'd describe them, providing panoramic vistas across the Picos range. Mirador Santa Catalina was a fine example with a terrifying lookout cantilevered out over the precipice. Each day we did around 80-mile loops out from Potes after an obligatory coffee and cake and natter with other bikers, many Irish it seemed, including detailed discussions and admiration of my Dommie and often

"I used to have one of those....". Riding classic bikes is a great conversation starter and having mud all over it from the lanes gave me even more kudos! We often followed our noses or signs to restaurants up dead-end roads where we could sit out in the clear mountain air at Posada Casa Lamadrid, in Cahecho, sipping quality coffees or beer and tucking into some stunning steaks in quaint bistros such as the Venta de Vieda in Frama, perched above a stream and cooking using a wood-fired oven. Atop mountain passes we often spied massive eagles drifting down the valley just below us, barely flapping a wing, they





rode the thermals and flew in formation like Lancaster bombers out on a sortie. Potes is a magnet for adventure bike riders and we'd managed to time our trip to coincide with the Piston Rally, which is an established road rally for classic bikes, that happened to be passing through Potes for a couple of nights. We saw everything from old Brit iron to gorgeous two-stroke Yamaha RDs. The third road day was wet and cold. We'd plunged from 36 degrees C

to 6 degrees in only 48 hours. Such is the climate in the mountains in autumn. For some reason as the rain eased we decided to ride up to the famous pass at the Puerto San Gloria, with its viewpoint at 1600m with a statue of a chamois and a bit further on, Pete threw in a bit of off roading, riding up to a sculpture of a bear. We then made a bad decision to chase a coffee stop down the other side of the pass and up another valley. However, the weather was closing in and



Trailing in the Picos de Europa



dropping down the road, we immediately came upon a post-apocalyptic landscape of burnt-out hillside devoid of foliage with only the acrid smell of recently incinerated trees to accompany us on what was up until recently a verdant hillside. Heavy mist hung over the land like a suffocating blanket. Stuart seemed pretty happy with this, with his heated grips, cruise control, screen, Klim riding gear, etc. Pete's CRF was denuded of home comforts, and worse, his gloves were rubbish as well and his bargain Chinese over jacket was marginal. It is at

times like this you realise that investing in quality gear does pay off, at least my gloves were waterproof.

After several kilometres we reached the bottom of the valley, where we turned right up the single-track lane into yet more rain and incinerated vistas, with the snow line creeping down the mountain. It was so claustrophobic and miserable. Stopping, we made an executive decision to cut and run for home. Back at the top of the Puerto de San Gloria Pete pulled over, no longer being able to feel his hands and complaining he had frostbite. Not a drama queen, Pete. He clamped his fingers around his exhaust pipe to thaw them out, and when some feeling returned, we had a life-giving Werther's Original and descended into drier and slightly warmer temperatures back to the house and got a fire going. The world felt a better place.

The off-road riding days were split between riding tracks out from the house and utilising the Trans Euro Trail (TET) which is a 100,000km set of routes, available via free-to-download





Trailing in the Picos de Europa



gpx files, across Europe that includes a combination of legal off-road lanes and trails (where possible), interspersed with tarmac. It is designed for enduro style bikes or proficient dual sports bikes. The priority was to ride the iconic Espinama to Sotres route within the Picos National Park. We chose to do that on the Friday when it was blazing hot 36 degree C sunshine with little cover. Espinama is a quaint hamlet on the way to the dead end road to Fuente De and its cable car to the top of the Picos at nearly 2000m. The road starts as a concrete strip through the forest before it opens out into the mountain pass of loose rock and stone. The road up switch backs as it climbs to 1500m where there is an other-worldly 'dragon's back' ridge with vertiginous drop offs each side through the high pass, with a massive boulder deposited in the middle, from the last ice age I guess. The views are amazing, but as someone with a dodgy head for heights I simply stared dead ahead and made sure the big old Dommie did not ping off any of the fist-sized rocks off the edge and into the abyss.

The run down the other side of the pass was mildly terrifying, being several miles of loose rock, the odd off camber and much steeper than the ride up. I was riding the rear brake, trying to hold back a lardy bike plus lardier rider and I ran out of brake. The hydraulic fluid may have

boiled and that left me to gingerly use the front brake on loose steep ground, no one's idea of fun... I dropped the bike once but impressed myself by the ease at which I lifted the beastie up again, that's adrenaline for you. As we stopped to allow my brake to cool, a local on a classic Kawasaki KLE500 in T-shirt and no gloves breezed down the hill without a care in the world! This was followed by a guy on a big KTM adventure bike, stood on his pegs, drifting his rear wheel round the bends. Don't you just hate people like that? Skill and confidence go a long way on adventure bikes, but I could not help but feel that when the going gets technical, 'light is right'. Pete was loving the terrain on his CRF250L, whereas Stuart and I were on much larger bikes with very squeaky bums. With the brakes cooled, we completed the trail, passing deer and large cows at the side of the road and massive eagles and vultures soaring overhead, a truly magnificent place. We had lunch in a shaded café in Treviso, beyond Sotres, a village on the top of a hanging valley where the tarmac road to get there was equally stunning.

Returning back along the trail we came upon a couple of BMW GS riders, again Irish. One seemed to be lying in a water trough, the other sat there with a thousand yard stare. I stopped and checked they were OK. They had suffered

coming down the trail with big bikes, panniers and a whole load of momentum. “Never again” were the last words I heard as we girded our loins for the climb ahead. Riding up gradients under power is always preferable to riding the brakes and fighting gravity. Once we all made the top without incident, the rest of the ride was uneventful. I really enjoyed our roadside stops for a simple plate of cheese and jamon (ham) where we’d strike up a conversation with whoever was there. One example was yet another young Irishman on his Yamaha T7 who had parked next to my Dommie, and I mused that these mid-weight adventure bikes were kindred spirits thirty years apart.

The other TET trail leads out east of Potes. For routing I used the excellent 1:25,000 IGN-Espana maps which are free to download onto a phone, which I attached onto my bars with a Quadlock. Within 5km of Potes at San Pedro de Bedoya, we were off road. Starting on a concrete single track, we stopped to put waterproofs on as there was mizzle

in the air and we were about to climb. The concrete rapidly gave way to an unmetalled stone surface, but as I had already realised, climbing is fine on the old Dommie. The deciduous woodland soon thinned out as we climbed and we popped out above the clouds to yet another stunning view all the way to the coast. The swirling clouds below our feet were very picturesque.

Eventually, we began our decent into the next valley and all my phobias began to come home to roost. It is weird how things get into your head, but gradients, slightly dicky tyres and steep drop-offs are definitely my kryptonite. There were a few washouts and muddy bits that I tiptoed through but stayed upright. The mad thing was that if I’d been on my trail bike I would not have thought twice about riding down that hill. Pete pointed out I needed to be riding with my ‘Devon’ head on, though I did point out there are no 1000-foot precipices in Devon. Lunch was in a lovely village called Carmona with a café-bar front and restaurant back, where we ordered



Trailing in the Picos de Europa



some pork escalopes and chips. This region seemed to specialise in meat and chips. Greens and veggies seem very optional... My kind of place.

For the other 'off road' day we headed straight out from the house and onto the dirt road towards Pesaguero. I could see on the map that trails criss-crossed hillsides as tracks between hamlets, forestry roads and fire breaks. The lane started as concrete, as usual, then petered out and we were splashing through puddles and a few washouts as we climbed. Eventually we reached a stunning viewpoint on a ridge over 2000m up, with views across snow-capped mountains as far as the eye could see; simply stunning. Riding back down I was, again, bricking it through rutted, muddy washouts until we got back onto tarmac. I loved the climbs and the views, but the steeper descents, not so much.

On the return home we stopped for drinks and snacks in San Vicente de la Barquera, a beautiful seaside resort on

the end of an estuary and worth a trip by bike alone. The sun was out, and with the snow-capped Picos on the horizon, the setting was perfect. We rode the near empty CA-131 along the coast through old walled market towns, big civic buildings and castles to Santillana del Mar, a citadel just inland. We ate salads and snacks sat outside in an old cobbled area, buzzing with activity. From Santillana it was a short run back into Santander and the slow but steady loading of almost 200 bikes onto the ferry. I chatted with folk who had been in Portugal on the Adventure Country Tracks (ACT) routes, a bit like the TET, but designed more for bigger adventure bikes. Another chap had ridden his KTM around most of the TET and was returning from Albania, which he raved about.

The uneventful return ferry home allowed us to reflect on a great ten days away, we were never short of banter and the photos of us laughing our heads off in coffee shops confirmed what a great

by Sean Comber



time we'd had. In all, the 37-year-old Honda performed perfectly, started on the button each morning, purred along the twisty alpine roads and was more capable off road than I will ever be. Taking the bike abroad was a doddle, particularly when you live within an hour of the ferry and have friends with a house 1.5 hours the other side, up a perfect hill climb to reach it.

My experience suggests that 'light is right' when it comes to the TET, as big bikes are harder work unless you have a lot of skill and confidence. Other than that, there really is nothing stopping giving your classic an overseas adventure, just be prepared to spend time chatting to people!

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Bristol Classic Motorcycle Show

For nearly twenty years the Taunton and Bridgwater section of the VJMC has been displaying at this show. At the beginning the halls were a sea of black paint, nickel plate and castings displaying the 'Made in Great Britain' motif and, in amongst this sea was a desert island of Candy colours and gleaming chrome of a lone VJMC stand. No more, however, as over the past few years we have been joined by the Dorset section with a stand of impeccable machinery, cups of tea and the famous Dorset Knobs. Plus, this year Andy Bolas, long suffering Ella and young Alex joined us to take on membership matters and encourage people to join the club. Scattered about the halls were many one-make Japanese clubs and even amongst the die-hard classic bike clubs of British born and bred bikers were many fine examples of what Japan manufactured through the years.

For exhibitors the gates open on the Friday at 11am to set up the bikes and stands. I was there punctually as always and, with my plan for the layout of the stand firmly in my back pocket, I started setting up. It wasn't long before other members turned up with their bikes and

all thoughts of getting ahead with set up were abandoned whilst friendships were renewed, and general banter took over.

We are fortunate in this section as a few members share my love for Kawasaki triples and this year's plan, which came





together, was to display the full triple range by cc. Mark brought along his lovely KH250 done in his own custom-designed paintwork which looked glorious. Craig wheeled up with his stunning S2 350, whilst I supplied my own KH400 done in everyone's favourite colour of Candy Purple. Mark Copley's custom KH500 gained a lot of attention and Spud's H2 750 was the king of the crop. Lined up together they were a sight to behold and gained a lot of attention not just over the weekend but also on social media sites.

Mark Taylor also brought his Z900, which at the end of the Kawasaki triples' line looked almost as though we knew what we were doing. Steve turned up with a Suzuki GT500 and his GT 550, both nicely restored and used on a regular basis.

Gary Denning announced his arrival by riding his Honda VTR 1000 SP1 into the hall, what a sound! (it brought the biggest smile to my face and goose pimples to my arms). Along with the Honda, Gary also supplied his original Honda Urban Tiger Fireblade. The immaculate 1973

Bristol Classic Motorcycle Show



Kawasaki G5 and an all-original Kawasaki 1975 350 F5 Bighorn belonged to Clif and Sandra Jones, long-time supporters of the club and section, and an all-round good duo.

I noticed at the Haynes Motor Museum do last year, a Yamaha TZR 125 done in Kenny Roberts' colours and, talking to the owner, Shane Hibbard, found out that he was local, nineteen years of age and very keen on classic bikes. So, wanting to encourage this rare phenomenon, I invited him to show the bike on our stand, where bike and owner gained a lot of interest amongst people due not only to his bike, but also his age, and all

comments on the bike and owner were very encouraging.

Having owned a Yamaha DT250 in his youth, Steve Pope had bought one a couple of years ago to restore and to enjoy those memories. A lot of people seemed to have owned one of these judging by the comments. Daryl brought along his Suzuki RE5 - we show this bike every year due, not only to its rarity, but also just to hear people's comments on it and how they think it works.

Along with Gary's modern classics, we had Andy Bolas' immaculate Yamaha R6, always a pleasure to welcome members from out of town. At the front of the



stand was Rob Harrison's newly restored Suzuki T250, bought on a whim at a local autojumble. Rob has spent the past year restoring it to a top example of this iconic learner bike. Next to Rob's bike was Paul Cann with his stunning 1967 Kawasaki Samurai. The Samurais, along with the Kawasaki triples, are my favourite bikes and this restoration is a step beyond anything I can achieve.

The weekend was mild with a few showers, but the turnout was good. Saturday, as always, was the busiest day and any chance of escaping for a look around and a chat were put on hold due to talking to all the enthusiasts visiting our stand.

Getting there at eight on the Sunday morning gave me a chance to have a look around the show and have a cuppa with Ade on the Dorset section stand before the gates opened to the public.

Getting back to the stand we were all ecstatic to see Paul Cann had won 'Best in Show' for his Kawasaki Samurai, a very well-deserved award, and on top of that, Craig Taylor won 'Best 1970s' for his immaculate Kawasaki S2. I get just as excited as the owners of these bikes when awards are won, it's obviously



good for the owners but also for us as a section and for the VJMC.

Sunday gave us another busy day on the stand and in a blink of an eye the weekend was over for another year. A big thankyou to everyone who took the time and trouble to show and to everyone who came by for a chat.

The David Silver Collection

Many of you are already familiar with David Silver Spares and I know that the company is well used by members when sourcing replacement Honda parts, for their own restorations or simply for general maintenance. Maybe less well known is the wonderful David Silver Collection of Honda motorcycles housed in their museum in Suffolk.

This year marks the tenth anniversary of the museum, with a special open day being planned to celebrate this achievement. Travelling to Suffolk I met up with David to discover the background as to how such a magnificent collection, indeed, one of the largest privately owned Honda collections in the world, outside of Japan, came about.

The museum was officially opened in summer 2016, following a two-year project to provide a purpose-built structure to house the bikes. David had acquired a hundred vintage Hondas from Bob Logue, who had opened a shop in 1978, in Pennsylvania selling and servicing Hondas. Once shipped over to Suffolk they obviously needed a fitting environment in which to display them and the layout that David has put together certainly serves this purpose



The David Silver Honda Collection Museum in Leiston, Suffolk.

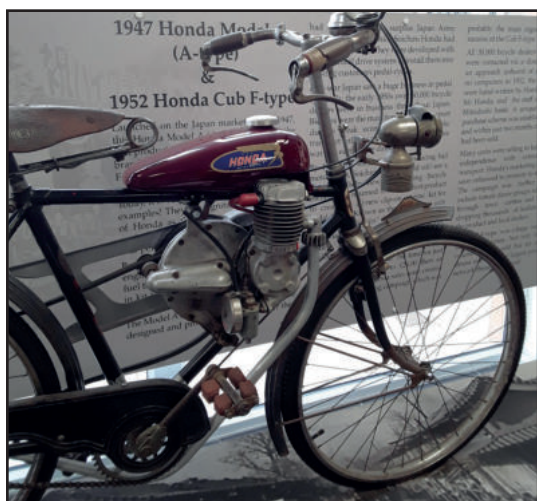


This 1973 Honda SS50 was previously owned by James May.

very well. There is an informative timeline running around the walls which provides a chronological sequence and context for the exhibits.

David has had a lifelong interest in Hondas, specifically. His Saturday job at Sondel sports in Highbury brought him in constant contact with the brand but he was already enamoured long before that. His first ever bike was a Honda SS50, incidentally, the only brand new bike he's ever had, followed by a Honda CJ250 once he'd passed his full bike test.

With an average annual visitor count of around 1,500 and up to 500 additional on



This 1947 A-type, an extremely rare example is worth in excess of £20,000.



The 1952 Honda Cub F-type (the engine came as a kit which could be attached to any bicycle).

the six annual open days, the collection has been enjoyed by many over the decade it has been open. There are over 200 classic Hondas in the collection, the two earliest being a 1947 A-type and 1952 F-type.

The museum features Hondas from the 1950s, including David's favourite the 1953 Benly J-type, with its restoration fully documented in a folder which makes for interesting reading. When I



The 1953 Honda Benly J-type, David's particular favourite of the collection.



David and Lorraine in the entrance to the museum.

asked David the reason for his particular affinity with this motorcycle he said that the model was designed on pen and paper by Mr Soichiro Honda and packed with innovation ahead of its time. The most notable of these is that this monoshock motorcycle has its engine connected directly to the rear swingarm rather than to the frame itself. This did mean, however, that the carburettor bore the brunt of vibrations, with subsequent problems, as the engine rattled around. David acquired this motorcycle, along with six others, as a collection from Holland.

Also from that era are five early Dream models and the prolific Super Cubs. The next four decades saw the brand really increase in popularity and David's collection comprises a comprehensive representation of models from the lowest cc mopeds to Honda's superbikes.

The David Silver Collection



A reading room with over 200 model fact files is available for either browsing for interest or for looking up information on a specific model.

Altogether, this is a superb collection and the way in which it is presented really enhances the bikes on display. The photos here are just a small representation of the exhibits. So, why not take a trip to East Anglia and check it out for yourself? You won't be disappointed.

Photos by Paul Johnson





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Honda Alternator Puller

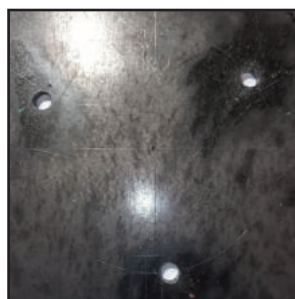
I bought a 1973 Honda CB250 K4 as a non-runner. As this wasn't going to be a ground-up nut and bolt restoration, I decided that I'd get it running, then do a sympathetic rebuild. When I finally managed to get it running it didn't sound too good, plus on a short test run the gear box didn't inspire confidence. So, I decided to strip it down and have a look.

The top end came apart easily and the pistons and bores looked in good condition. This is when I came to the point in the Haynes manual where it says, 'remove the alternator rotor using a Honda extraction tool, or a three-leg puller'. I found my three-leg puller which I have used successfully on several occasions and put it on the rotor, giving it some serious force. Unfortunately, it was obvious that it was staying put. You must remember at this point that in 1973 when the engine was initially built at the factory, the rotor would have probably been torqued up using a pneumatic torque wrench and then been through thousands of heat cycles over the last fifty years. Time for a rethink.

Looking at the rear of the rotor it had three semi-circular recesses. If I could

fabricate some puller legs, I could use a 6000kg bottle jack to pull on these three points. After lots of measuring and head scratching, I finally came up with a design. A 200mm x 8mm square plate should be large enough to clear the jack base, and a 1m length of 30mm x 10mm flat bar should be enough to fabricate the puller legs; these materials were then ordered. I found a length of 12mm threaded bar that would be used to attach the puller legs to the base plate.

I marked out three holes, 120 degrees apart at a diameter of 160mm in the 8mm plate so that it would clear the jack. I drilled three 12mm holes in the plate. I then made a template out of cardboard to the same shape as the recess at the



Base plate holes



Semi-circular recess



Cardboard template



All the parts prepped and ready



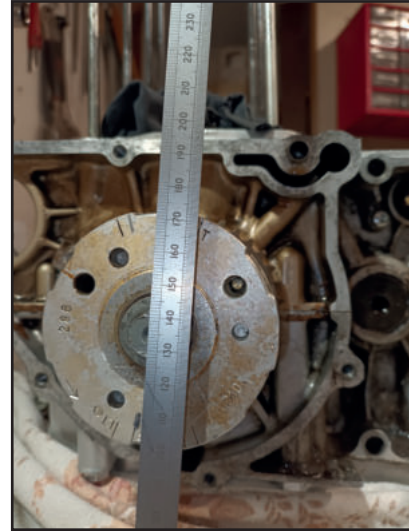
Marked out ready for fabrication

rear of the rotor. I used the template to cut a piece of the 30mm flat bar to the same shape using a 4 ½-inch grinder. The rest of the 30mm flat bar was then cut to make the rest of the puller legs.

Having spent all my working life in a fabrication shop, my tip to anyone attempting to butt weld two pieces of steel together, is to grind a double 45-degree prep to a point on at least one side of the butt joint to be welded. The weld will then melt the point of the joint and you will have a solid weld when finished. You must grind to a point, or the joint will be weak and break easily. My second fabricating tip is to trial fit the puller legs before welding, if it needs modifying it's a lot easier to break a tack than it is to start cutting the puller legs back into bits. I trial fitted the legs and, when satisfied, welded up the legs using my trusty stick welder.



Butt weld prep



Rotor height from the bench

I measured the height from the centre of the rotor to the bench, then the centre of the jack ram was packed up to the same height using packers and a couple of vee blocks. I put a small pop mark on the centre line of the jack base so that I could check to make sure it was the same height as the ram and the rotor centre, therefore making sure I had a straight pull on the rotor. I found an old imperial socket that fit perfectly inside the rotor so that it butts up to the crankshaft.

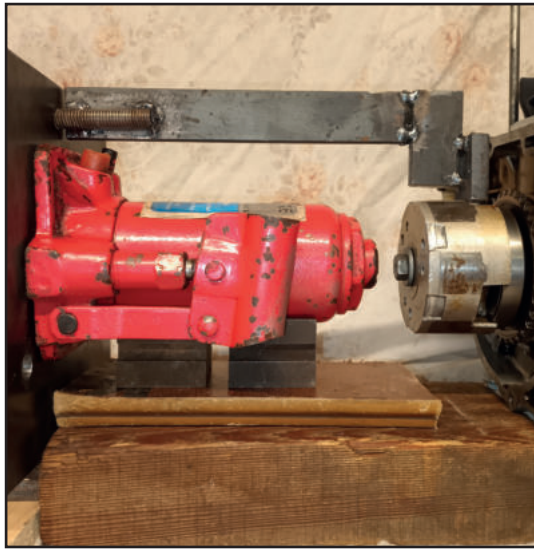


Checking the jack centre



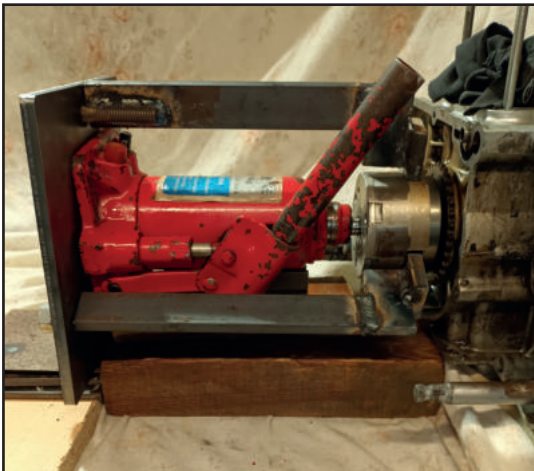
Checking the ram centre

Honda Alternator Puller



Trial fitting

Bolting the puller legs onto the plate and to the rear of the rotor I tightened them up and it was the moment of truth. Just to be on the safe side I covered the whole puller legs and jack with an old pillow this was to stop the starter motor clutch springs disappearing into the far-flung corner of my garage. A few pumps on the jack and I could feel the resistance on the handle; two more pumps then boom! A quick look under the pillow and there it was, one rotor on the bench. Hopefully, this may be helpful to someone in the same predicament, I know this may seem like taking a sledgehammer to crack a nut, but it did the job and all being well this will be last serious problem with the strip down and the issues sorted.



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Cadwell Park CRMC

The 2026 classic racing season roared into life over the weekend of 3rd to 5th April at Cadwell Park, with strong support from the VJMC members, as usual, at this circuit. With engines firing, paddocks bustling, and the unmistakable scent of fuel in the air, it was the perfect way to shake off the winter and welcome a new year of motorcycling.

Many VJMC members arrived on Friday to set up camp and soak in the early atmosphere. After some setbacks and deliberations, we set up the area ready to put on our display. The racing itself did not disappoint. A diverse grid of classic machines spanning multiple eras took to the circuit, from vintage

racers to later post-classic bikes, all immaculately prepared and ridden with skill and determination. Close battles were a common sight, with several races keeping the crowd engaged right to the chequered flag.

One of the enduring highlights of CRMC events is the open and welcoming paddock, and this weekend was no exception. VJMC members took full advantage, enjoying the opportunity to get up close to the machinery, chat with riders, and admire the craftsmanship that goes into maintaining these historic bikes. It's a reminder that classic racing is as much about preservation and passion as it is about competition.



A particular highlight for many club members came during the lunchtime parade sessions, where VJMC riders had the opportunity to take to the circuit themselves as part of the PR5 parade group. This gave members the chance to experience Cadwell Park from the saddle rather than the spectator bank, something that always adds an extra dimension to the weekend.

A wide variety of machines took part, reflecting the diversity of the club, and the sight of classic bikes circulating the circuit at a steady but enjoyable pace was great. For those participating, it was an unforgettable experience: negotiating the famous Mountain, flowing through the bends, and soaking up the atmosphere of a circuit steeped in racing history.



Cadwell Park CRMC

Off the track, the social side of the weekend was equally important. Informal gatherings in the campsite and paddock saw members sharing stories, comparing notes on bikes, and enjoying good company into the evening. These moments, as always, are a big part of what makes club events so worthwhile.

Feedback from attending members was overwhelmingly positive. The combination of great racing, a friendly atmosphere, and the unique character of Cadwell Park made for a thoroughly enjoyable weekend. Many are already looking ahead to future rounds on the CRMC calendar. We would like to say a big thank you to all the members who came and displayed their bikes on the stand over the weekend and the members from the Northants and Norfolk Sections carrying out a ride out on Sunday to display and support the club.

All in all, the season opener delivered exactly what we've come to expect, and hope for, from a CRMC meeting. For the VJMC, it was a fantastic start to the year. *Photos by Andy Bolas*







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Hazy Days of the RD350 YPVS



I was born into a world of smoke. When I was younger the stuff was everywhere. It poured out of factory chimneys, trains, ships, car exhausts, you couldn't avoid it. Thick, black diesel smoke from buses, acrid oil smoke that made your eyes water and your throat tighten from worn-out car engines, and the less said the better about how many packets of cigarettes my parents puffed their way through each day. Walk into any shop and the haze from a crowd of smokers would settle in your hair and on your clothes. It stained fingers, it stained paint and it stained your lungs. At home we burnt cheap coal in open grates, each evening adding our own little contribution to the fog. When the winds were favourable in the still air of autumn it settled over us like a blanket, choking, blinding, creeping through windows and doors like a wraith, carrying off the sick and the young, and we accepted it as normal, the price of warmth and prosperity.

In a world like that who would notice the light blue haze streaming behind a BSA Bantam as it clattered slowly towards a distant factory in the morning gloom? Two-stroke motorcycles were just part of the world in the 1950s, utilitarian, practical and most of all, in an era of post-war austerity, cheap.

I looked at them, puffing and wheezing their way along the road, dim yellow lights illuminating nothing in the winter chill, riders shivering in army surplus clothing, as I waited for the bus to school. Is this where my aspirations would take me when I became old enough? Did Villiers, in any of its many manifestations, catch my imagination? No, not a chance. That was never a world I wanted to enter. For basic transport the bus did me just fine, or failing that, I could always walk. Yet my first venture onto two wheels was a two-stroke, and a very basic one at that. But it had something that all the Francis Barnets and James's and all the other garden shed makes that littered the motorcycle world in the late 50s and 60s lacked; it had style. On my sixteenth birthday I wobbled onto our local roads on a Lambretta scooter. At the local garage I'd spend five and sixpence (usually of borrowed money) on a gallon of petrol plus a few more pence on a squirt of oil from the dispenser next to the pump. I'd zip up my parka, don my secondhand crash helmet and hope the engine would start. The fact that the parka was meant to protect my expensive Italian suit underneath, that the leg shields were there to protect my equally expensive handmade leather shoes, was lost on me. I had none of those to protect. I was a secondhand mod, it was the look, the lifestyle, the impression it gave that mattered, not the technology. That the engine was as basic as the British work-

a-day plodders I despised was neither here nor there. It was covered up so who cared. The outer skin, panels, the paint scheme, said everything I wanted to say. If I was followed everywhere by a smoky haze, it was just one amongst many.

But of course, there's more than one way to impress on two wheels, and when the Japanese finally got the combination of design and performance right by the late sixties I was finally hooked. Here, at last, was something I could aspire to. No more asthmatically wheezing through the factory gate in the murk of a December morning, the Japanese offerings were a sunny spring day, operatic sopranos in a world of smokers' coughs. They were bright, colourful and desirable in a way the muted drabness of the British offerings was not. The ugly work-a-day duckling had been reborn in the orient as a high-performance leisure industry swan. Twist the throttle and feel the way the engine responded. Every set of red traffic lights became a grand prix start, the engines screeching and screaming their way to, well, where? Usually, it was the next set of lights where it could be done all over again. If the Bantam was a dowdy headscarf-wearing housewife scrubbing her mill town front step in the rain, the Suzukis and Yamahas were the tattooed, bottle blonde girl you met in a night club, all high cheekbones, hippie beads and patchouli oil, a mixture of bad attitude and bad language. Someone who was exciting but scary at the same time; you'd go along for the ride just to see where it took you. Ride along the North Circular and see that cloud of smoke in your mirrors blotting out the carriageway. That wasn't just the way of basic transport, that was teenage rebellion in physical form, a deliberate act, a one-fingered salute to the older

generation. That was the direction the future was taking. The blue cloud would take over the world.

Recently I sat in a traffic jam on my way into London; not far from the North Circular as it happens, but within sight of a sign telling me I was now entering the new ultra-low emissions zone covering the capital. Underneath me a Yamaha from the late 60s was idling, popping away in its usual slightly uneven way, and it didn't take long before wisps of blue smoke started curling round my head, drifting randomly in the still



Hazy Days of the RD350 YPVS

air. The smoke grew in intensity as the jam continued, settling over the cars surrounding me. Over the noise of the engine, I could hear a voice; "Need to get that fixed mate. Gettin' hard to breath over here". A bloke in his late twenties was talking to me out of his car window. I caught his eye and gave him a sort of apologetic look in return. It didn't seem like the right moment to explain the smoke wasn't a fault but a feature. When the traffic moved off the cloud got worse before it got better, much to my embarrassment.

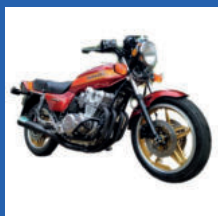
What was I doing in a modern pollution-controlled environment riding something with its origins in an era of coal-fired power stations and acid rain? Was I still sticking one finger up at the regulations, still a rebel without a chance? Shouldn't I be taking more responsibility for the environment, for nature, these days. What was I thinking of?

The Yamaha was exempt from regulations by virtue of its classic status, but even if it hadn't been, the London regulations are based around oxides of nitrogen levels. Bizarrely, two-strokes put out very little of those, so had I chosen to have it tested it would most likely be declared fit to enter the city. The smoke, the visible trail following me down the road, is almost of no consequence, legally anyway. Socially it's a different matter, and if you ride a two-stroke these days you are setting yourself apart.

So, where have those days brought us? Factories and power stations may no longer be staining washing with tar spots, and citywide smog may be of historical interest only, but the sight of an RD350 shrieking wildly as it emerges from its own early morning mist on a summer's day is a reminder that not everything has yet been sanitised.

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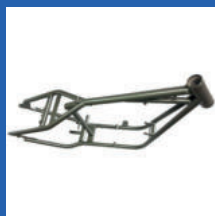
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The Scottish Motorcycle Show

The Scottish Motorcycle Show was held at the Royal Highland Centre in Ingliston, Edinburgh the weekend of 7th/8th March, and stands as one of the most anticipated events in the UK's motorcycling calendar. This year the Vintage Japanese Motorcycle Club (VJMC) played a prominent role, showcasing rare and classic bikes fostering camaraderie among enthusiasts and highlighting the enduring legacy of Japanese engineering. The event drew thousands of visitors from across Scotland and beyond, each eager to experience the unique blend of tradition and innovation that defines the motorcycling community.

Set against the spacious backdrop of the Royal Highland Centre, the show buzzed with excitement from the moment doors opened. The venue's vast halls were transformed into a paradise for motorbike lovers with gleaming machines lining the aisles and the aroma of petrol and oil lingering in the air. The VJMC's stand was strategically located on one of the main aisles, attracting immediate attention with its meticulously curated collection of vintage Japanese motorcycles, including iconic models from Honda, Yamaha, Suzuki, and Kawasaki.

The VJMC's stand, featuring twenty classic bikes spanning several decades,

was set up on the Friday by members of the team who all mucked in to get the stand set up.

The widely recognized 'Best in Show' competition attracted participants from throughout the county and neighbouring regions. Judges commended both the technical proficiency demonstrated and the narrative elements accompanying each entry. The classes judged were:

Class 1: Veteran and Vintage (up to 1930)

Class 2: Post Vintage (1931 to 1971)

Class 3: Classic (1972 to 1993)

Class 4: Future Classic (1994 to 1999)

Class 5: British Motorcycle (All years)

Class 6: Foreign Motorcycle (All years)

Class 7: Modified Motorcycle

Class 8: Competition: Off-road

Class 9: Competition: Racing

Class 10: Sidecar and Trike

On the VJMC Scotland Central stand we had two show wins and two highly recommended:



Jim Reap's Fireblade won the 'Future Classic (94-99)' award for its impressive originality.

The Scottish Motorcycle Show



Alistair Dodds' Yamaha R1 was named 'Best Foreign Bike' for its striking appearance.



Scott Linford received a Highly Commended recognition for his Yamaha RD350 Hybrid in the 'Modified Machine' category.



Martin Wheelan received the Highly Commended designation for his outstanding Suzuki GS425 in the 'Classic (1972-1993) Machine' category.



Ian Robertson received the 'Member's Choice Trophy' for his rare 1969 Yamaha R3.

A new award was established this year to recognise a team member for exceptional dedication. Many individuals displayed considerable commitment, but Peter Bannard was selected due to his exemplary support on the stand and compilation of the Tansha report. We would also like to formally acknowledge Ian Broodfoot, our resident photographer, for his diligent documentation of the event across the weekend.

The show also functioned as a meeting place for the riding community with local charities, such as Air Ambulance and Veteran Support, operating fundraising stands and raffles. The feedback from attendees about the VJMC stand was overwhelmingly positive. Many praised the range and quality of exhibits, the ease of navigation around the stand and the friendly and knowledgeable VJMC members.

As this year's show wraps up, we're already looking forward to the next. Thank you to all members who exhibited bikes, from the Honda SS50 to the Suzuki GT750 and to everyone who helped set up and take down the stand.

The Scottish Motorbike Show is more than a gathering of machines it is a celebration of culture, craftsmanship, and community. The Vintage Japanese Motorcycle Club's participation epitomises the spirit of the event; respect for the past, enthusiasm for the present and a commitment to the future of motorcycling. Whether you're a seasoned rider, an aspiring restorer, or simply a fan of two wheels, the show offers something for everyone, and the club's welcoming presence ensures that the legacy of vintage Japanese motorcycles will continue to thrive for generations to come.



Kawasaki Z500: Improving Piranha

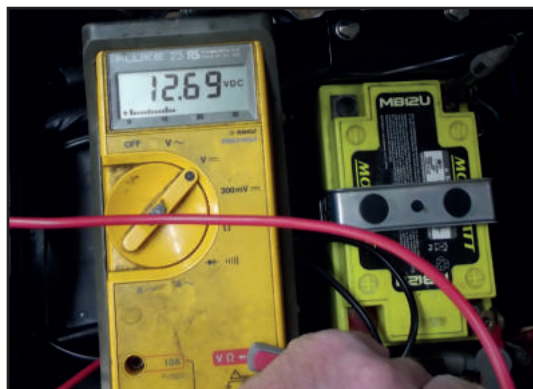
Most bikes from this era were built with the thinnest wire possible. Thin wire and long runs via switches, even with light electrical loads, can have enough resistance to cause a volt drop to the major electrical equipment of the bike, i.e. the lights and ignition system. The best solution, other than a complete rewire with larger gauge wire, is to run the high current items via relays.

Electronic ignition units like the Piranha seem to be a bit fussy and require a good voltage to work. With the Z500 having an electric start only, I decided to give the Piranha ignition unit the best chance.

The feed for the coils can be traced via the wiring diagram. The Z500 ignition power comes from the battery, through the bike's main 20 amp fuse, along the top of the frame, over to the headlight shell, then to the ignition switch, back to the headlight, down the frame near the coils, up the righthand switchgear to the kill button, looped over from the start button common connector and back down the righthand switchgear loom to the coils. This all adds up to a two-metre run.

With the engine stopped and ignition ON plus the kill switch in RUN position I had 12.69 volts across the battery, and only 11.31V across the coils (measured from the yellow/red coil wires). This shows a difference of 1.38 volts. To verify this, I measured the actual voltage drop from the coils positive to the battery positive terminals, and the current drawn with the ignition ON plus the kill switch in the RUN position.

The results were 1.386 volts difference and a current draw of 1.96 amps. Only one of the two coils was energised at this time, the current would be double at some other crank positions. In this



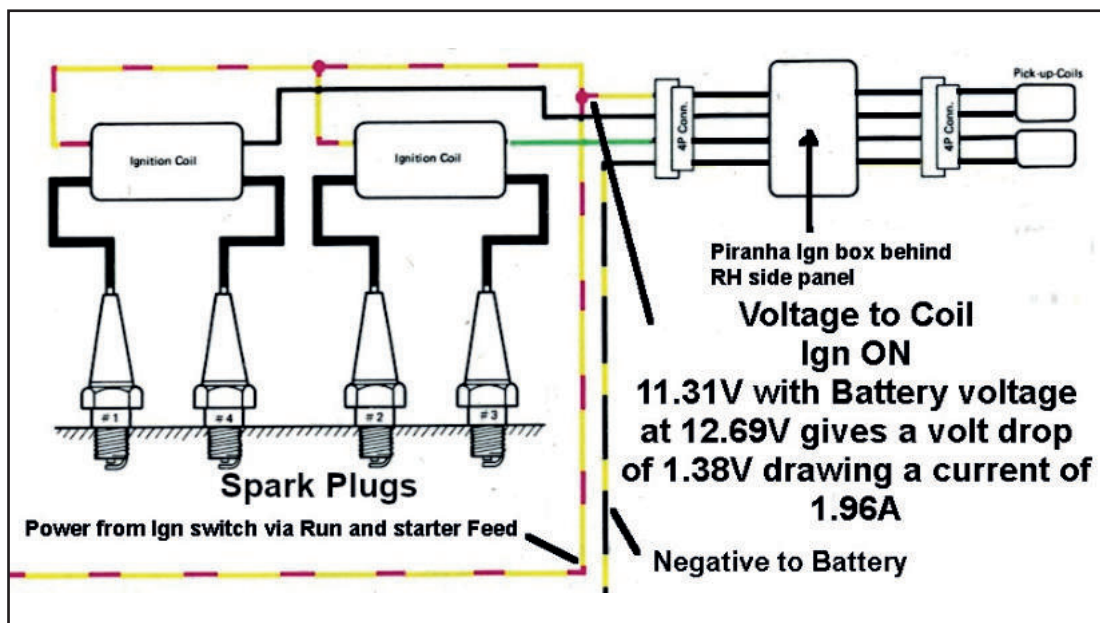
Ignition ON, battery reading 12.69 volts



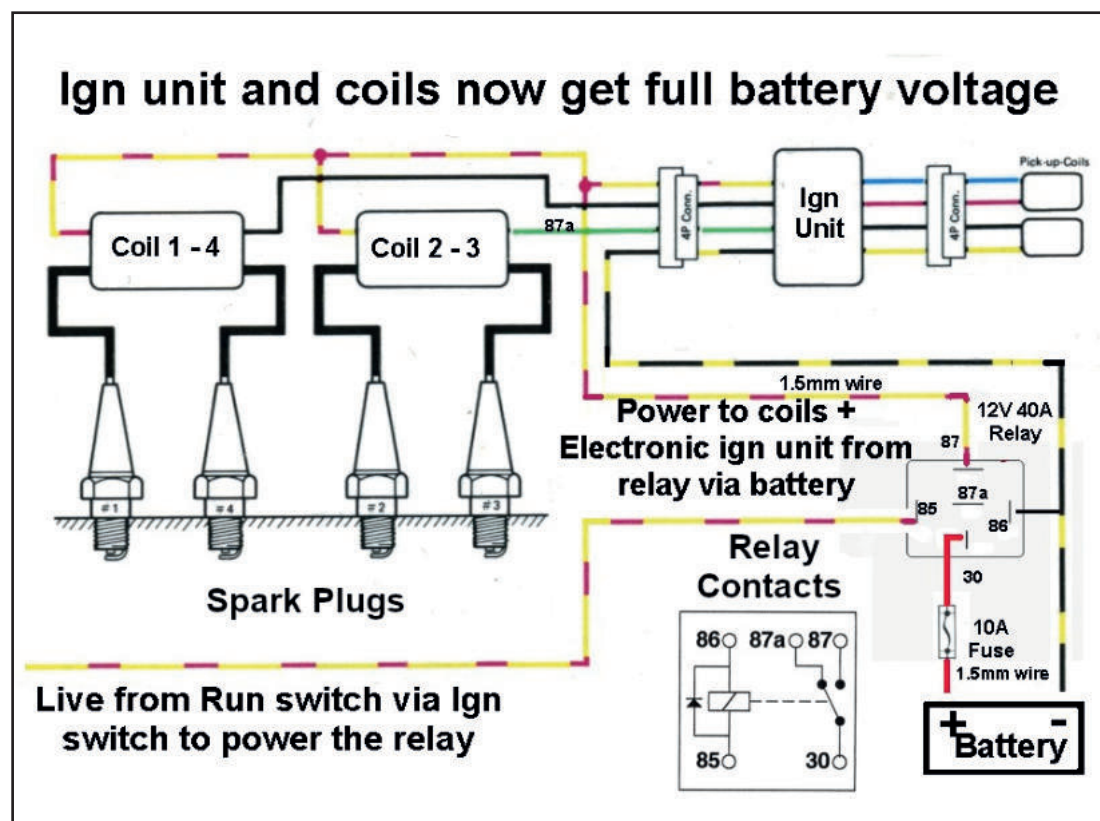
Ignition ON, coil reading 11.31 volts

case numbers 2-3 were at the firing point and no current was flowing in the primary windings of that coil. This current flows in the primary winding of the ignition coil until the contact breakers (electric or mechanical) open, stopping the current, and causing the stored energy in the coil to induce a high voltage in the secondary winding, hence a spark across the plugs. There must be sufficient power (current multiplied by voltage) to store enough energy in the coil to generate a good strong spark.

The circuit was modified so the standard yellow and red wires will energise a standard 40amp waterproof automotive relay, rather than the coils. This relay will only take about 0.14A to energise so it is a very light load on the standard



Z500 with Piranha Ignition Unit before modification



Z500 with Piranha Ignition Unit after modification

Kawasaki Z500: Improving Piranha

wiring. The heavy work of powering the coils and the ignition unit is now fed from the positive terminal of the battery (or permanent positive on the starter relay if more convenient), via a 10A inline fuse to the normally open contact which is labelled 30 on the relay. Then from the switched contact labelled 87, up to the coils positive connection and looped back to the ignition unit using larger 2.5mm multi-stranded, heat-proof wire (1.5mm wire would have been enough but I already had plenty of red 2.5mm).

Method:

- Battery disconnected.
- Coils feed wires (yellow/red) disconnected.
- Bracket made and relay mounted to RH of battery box via airbox mounting bolt.
- Ring terminal soldered onto inline fuse positive battery side and other side soldered/shrink-wrapped to wire for terminal 30 on relay.
- Ring terminal soldered to negative return wire (terminal 86) from relay to battery.

- Yellow/red wire from coils cut above ignition unit connector and soldered/shrink-wrapped to wire for terminal 85 on relay (to energise relay).

- New coil supply wire (2.5mm²) soldered/shrink-wrapped to wire from terminal 87 of relay.

- New coil supply wire ran up with main loom to coil location.

- Link and bullet connectors soldered/shrink-wrapped to new coil supply wire.

With all wiring double-checked, the relay was plugged in, the battery reconnected and the 10A inline fuse fitted. With the ignition on plus, the kill switch in the RUN position, the relay was energised, the voltage across the battery and across the coils were then remeasured.

The result was that there was only 0.2V dropped between the main battery positive and the ignition coils positive. The engine now starts easier and has a more stable cold idle.



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**PLEASE NOTE THAT THE DEADLINE FOR SECTION NEWS FOR THE
AUGUST 2026 EDITION IS 27TH JUNE 2026**

Email: tanshamag.vjmc@gmail.com



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DOES NOT COVER your motorcycles when used on section ride-outs, to/from meeting venues or to places visited.

It is the members' responsibility to ensure their machines are adequately insured for use on the road along with road tax and MOT, where applicable.

Section News

BEDFORDSHIRE (CENTRAL): Sam Samways
Email: a.samways@yahoo.co.uk

07885 767274

*Meeting on the 1st Tuesday of the month at 7pm
The Greyhound, 68 Northwood End Road, Haynes, Bedford MK45 3QD*

With the weather improving just in time for our April meeting at the Greyhound, it was at last an opportunity to ride!

As my local pub has started a bike meet, also on the first Tuesday of month, I decided we could meet up here before going on to our meeting place in Haynes. It was a good turnout and we met several riders, that live in local villages, who could be potential members!



Section News



BUCKINGHAMSHIRE (SOUTH): Elvis Evans

01494 814518

Email: elvis.evans@btinternet.com

Meetings held 2nd Sunday of the month from 12pm

The Wheel, 100 Main Rd, Naphill, High Wycombe HP14 4QA

A very short report again this time. On 7th March some of us made it to the Oxford section meeting and the ride there was fairly cold. The next day was our meeting at the Wheel and the weather was much the same. Five members were there on four bikes.

The weather was much better for the 12th April meet but very mixed with some heavy rain, some pleasant sunshine and some strong winds. Nine members this time on eight bikes. Which means that at both our Wheel meetings

someone came in one of those large metal box things. Can't see the point of them myself but they are very good at hurting people as I found out last year. The bikes were pretty much the usual suspects but Steve had his Katana back out again and there was the rare sighting of an XJR1200. John, of course, had one of his many Kawasaki triples. The oldest bike being Brendan's Honda CL350.

Meetings continue to be at the Wheel, Naphill, as usual.

Yours, Elvis Evans

Section News

CORNWALL: Andrew George

07479 553102

Email: chakeeta5@gmail.com

FB: VJMC Cornwall

Meetings held 2nd Monday of the month at 6pm

Wetherspoons Coinage Hall, 9-11 Coinagehall St, Helston TR13 8ER

Also meet on Tuesdays at Marazion bike meet 5pm Easter to end Sept

Hello everyone, it's still a bit quiet on the southwest front. Meetings are still taking place at Wetherspoons in Helston and are a good place for intellectual conversation and jovial banter. One point of note, regarding various upcoming events. The Truro Motor Show and a couple of other events are all taking place on the same day, the 2nd of August. After a vote, it was decided that the club would attend the vintage rally at Ruan Minor.

As the weather has now improved a bit, the numbers of bikes at the weekly get-together at Marazion has steadily increased and, hopefully, there will be a few more bikes there of particular interest to our group.



My own mild restoration of my Z750B3 is slowly taking shape with a set of stainless steel exhausts recently added. By the time you read this the paintwork will be done...., maybe.

I hope to meet some of you at the events we are attending, check the 'Forthcoming events' pages of Tansha. We're still waiting on the date for the Rosudgeon vintage rally in September. Cheers all, Andrew



***RUN BY MOTORCYCLISTS FOR
MOTORCYCLISTS***

Section News

DORSET: Ade Oliver

07929 019821

Email: adhjoliver@talktalk.net

FB: VJMC Dorset

Meetings held May-Sept on 1st & 3rd Thursday of the month at 6:30pm

October-April on 3rd Thursday of the month

The Fox, Fox Lane, Little Canford, BH21 2EQ

Summer is now knocking on the door, and the late April sunny weather has drawn a lot of machines out of hibernation, mine included. However, one of mine decided to leak petrol from the link tube ('O' ring) between carbs and my other 'riding' bike doesn't really want to start easily, so will require a bit of further investigation, but at least it's nicely polished now.

Our meeting at the Fox and Hounds on 16th April was well attended with members but only a few brave souls arrived on two wheels. Some may scoff at this, but it serves to prove that we have a strong section who like to get together, despite the weather, or not having a serviceable bike!

Having passed April, it means we are now on our summer two-meetings-a-month schedule, meeting on the first and third Thursdays until October. At time of writing, we are planning our summer events, submitting forms, and writing risk assessment, where required.



Section News

Dorset Section - VJMC

Annual Open DAY

WHEN
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The first big event is the Japanese Day at the Sammy Miller museum, nr New Milton, run by us, on 7th June.

This is followed by the Dorset BikeFest on 19th/21st June, Wallop Wheels and Wings at the Army Air Corps base at Middle Wallop (north of Salisbury) on 11th July, British Super Bikes at Thruxton Circuit 14th/16th August, and another big one for us, our Section Open day at the Angel Inn, Longham, near Ferndown on 30th August. So why not pop these dates in your diary/phone now? Let's hope the weather is kind to us all!

Our activities can be seen within Tansha 'Forthcoming Events' and on our Facebook page, under 'Featured'.

FYI - Our Loveadmin section is up three at 222, and our FB page is again at an all-time high of 838. Ride Safe.

ESSEX: Mark Wilson

01702 512010 (*Only 5pm to 8pm please*)

Email: mrxr13@icloud.com

FB:VJMC Essex

Meetings held 3rd Wednesday of the month at 7:30pm
The Bakers Arms, Common Road, Stock, Essex, CM4 9NF

This section news is not all my work. I had several contributors send me words and photos: Doug sent photos of our first event out this year at Lodge Coaches and Gary the Bear sent me photos and a lively description of the club's first breakfast meet! My contribution is a few words and photos of the club stand at The Museum of Power Transport Festival.

It was mainly dry for the Classic Vehicle Event at Lodge Coaches on 22nd March. There were lots of vehicles there (mostly cars) and the club gazebo brought by a good friend of mine in his Triumph TR6, many thanks to him. The photo is of a lady whose name is Meg standing in front of a coach called 'Meg', fame seems to

follow some people around! Her name appears on the blue strip in italic. Another club member didn't get the memo about Japanese bikes; he went on his Norton Commando.

A club member asked me if it would be possible to meet for breakfast somewhere and then go for a run after. A place another club member and I have been to in the past was the Toby Carvery in Runwell Road, Wickford. SS11 7QJ previously and still known locally as the Thomas Kemble.

So, I had a look at the list of events for the year and came up with some dates, all on the last Saturday of the month from March to September.

Section News



Hummy the Bear writes: The morning of Saturday 28th March was sunny but with a biting cold wind. Perfect for the inaugural breakfast club meet! Five brave members met up around 9.00 am at the Thomas Kemble pub, just off the Rettendon Turnpike.

Not our usual meeting place, but Marky Wilson and yours truly had scoped it out several days previous (any excuse for a fry-up!) and on both occasions we were warmly greeted by Tanzi and her staff.

Doug was first to arrive, on an immaculate Norton Commando, Steve and I arrived next, Steve on his trusty? DT125MX (finally rolled out of my workshop at 9.00pm the night before!) and me riding my newly repaired DR600R which no longer looked like Boudicca's chariot (with a side stand that poked out at 90 degrees). Dean arrived next on his shiny CB550, and we filed in for our brekky.

As we sat down, Andrew made it from mid Essex on his shiny GPZ750, the rest

of us being south Essex boys (if you've seen the film Essex Boys you might make the connection with Rettendon!) However, only Doug's plate contained murder victims, three of us being veggie and one had toast. After righting many wrongs, we finally made our way back to the car park where several immaculate Aston Martins, a white Cadillac and a (intentionally) rusty rat rod were parked up, amongst some other cars. After some discussion about a forthcoming event, the Southend Shakedown (15000+ bikers there last year!) Doug and Dean left to pay penance to the God of domestic harmony, while Andrew, Steve and I headed off for a ride around Hanningfield reservoir, passing the farmer's track where the Essex boys met their end. When we parked up, it was amazing how choppy the water was, being inland, but that's wind for you! All in all, a good meeting! Hummy the Bear.

On 5th April the club attended the Museum of power show, entitled 'Transport Festival'. Who were first to arrive? Fizzy Tony and his wife. I thought I had arrived early at 7.40am, but the gazebo was already up, so they had been there at least ten minutes. A lot of club members arrived during the day, even though we had a downpour of rain, it didn't seem to dampen spirits. Everyone seemed to have a good time. Bikes that were there: Honda CBX 1000, 1979; CB

Section News



500, 1972; CB77, 1963; Suzuki GT750, 1976; DR 600R, 1988; Yamaha RD 125s x 3, 1981, 1986 and 1987; DT 125MX, 1982; WR 400, 2004 and lastly a beautiful FS1E, 1975 and equally fantastic LS100, 1972.

April club night had five bikes turn up including a Honda CB350 Four, 1973 and a Kawasaki GPZ 750 Turbo, 1984.

On 25th April 2026, eleven club members turned up for a hearty breakfast at the Toby Carvery, Runwell. As you can see, they all look well fed! Unfortunately, I couldn't go as my time was spent with elderly, ill parents.

Last bit from me, Hope to see you all soon, Mark the club scribe, sometimes!



***RUN BY MOTORCYCLISTS FOR
MOTORCYCLISTS***

Section News

FURNESS: Sam Scrogham

07720 786321

Email: scrogham.s@icloud.com

F/B: www.facebook.com/Furness-Vintage-Japanese-Motorcycle-Club

Meetings held last Thursday of the month at 8pm

Hawcoat Park Sports Club, Hawcoat Lane, Barrow-in-Furness, LA14 4HF

What a surprise the weather was for April, not bad for us in the North West of one of Britain's longest cul-de-sacs. We managed to get out most weekends but missed out on a ride during the week to visit the newly formed section in Carlisle due to wind and rain, so we still have that to look forward to. Looking forward we also have the big bike rides to the Dalveen pass, Berwick upon Tweed and Pickering, all of which will be on our Facebook page or section event flyer and all being weather dependent.

Club night during the summer months will be after the 6pm chippy run to the edge of the Lake District, followed by the club meeting at Hawcoat Park Sports Club in Barrow in Furness, at 8pm.

On the subject of the club house I would like to take this opportunity to thank the staff for looking after us, providing hot and cold drinks also the facilities of a warm place during winter and the large TV screen to view our nights' entertainment of films and slides, so yes a very big thank you.



Section News

The Wray classic bike night started in April. It is one of the biggest events in the area and is held every first Thursday of the month between 3pm and 8pm at the bridge cafe, in a small village which looks like time forgot. However, it has a very good community which holds one of the best scarecrow events I've ever seen. Please drive slowly and quietly through the village of Wray.

Another Dave day is also planned on the 20th June ending in Barrow in Furness, so I hope to see a few classic Japanese motorbikes making the journey to our neck of the woods. Our club member Harry 'wizard' Hawkins has just come back from Stafford show, displaying three of his non-standard Japanese bikes with



a lot of interest in his Honda SS50 (125cc Chinese engine plus loads of mods).

The Furness section next big event will be Flookburgh steam gathering in which we will have a display and gazebo on show, so please come along and enjoy the event and displays etc.

GREATER MANCHESTER & CHESHIRE: Duane Antrobus

07976 132632

Email: delboy435@gmail.com

Winter meeting on 1st & 3rd Sundays of the month at 1pm

*Summer meeting on the 1st Wednesday at 6.30pm and 3rd Sunday at 1pm BST
The Cock O'Budworth, Warrington Road, Great Budworth, Northwich CW9 6HB*

The Greater Manchester and Cheshire section continues to enjoy a good attendance at the monthly get togethers, some even riding their bikes!

At the April Sunday section meeting, twenty members were given a talk by Chris Cowell, from the Cheshire and Merseyside Bloodbike service. Despite arriving on a BMW, he was given a warm welcome.

Featuring a slide show, his talk informed us that they transport many other products besides blood and, not only provide a rapid service, but also save the NHS transport costs. He also informed us of how and why riders volunteer and, as a result, we have asked him to come to our show at the Cock O'Budworth on 13th June.



Section News



The next event for some of our members will be the Stafford show which will have been and gone by the time this appears and we will be well into the new season

and some good weather, so bring it on, along with your bikes!
Alan Hewitt

Section News

HAMPSHIRE: John Barter

Email: barterjohn770@gmail.com

07778 855120

F/B: VJMCHampshire

*Meetings held first Wednesday of each month at 7.30pm
Black Dog, Winchester Road, Waltham Chase, SO32 2LX*

I hope the long, disappointing saga of our meeting venue is at last solved. We now meet on the first Wednesday of each month at the Black Dog, Winchester Road, Waltham Chase, SO32 2LX. The landlord is very welcoming, we have a room for our exclusive use, and adequate bike parking. It was also interesting to learn that other clubs that used our previous pub also now use the Black Dog.

On Sunday 12th April we had our annual fish and chip run. Normally, this is to Swanage in Dorset but due to the less than bike-friendly council handing out parking tickets for bikes without providing adequate bike parking, we have moved on. So, for the last couple of years we ride to Ringstead Bay, where the staff of the Reef Cafe treat us very well. Starting at Ower services on the M27/A36 The route is on the



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A337 towards Lyndhurst then using the Lyndhurst bypass (not an actual bypass just a short cut to avoid the town centre), the A35 through the forest to Bournemouth and on the chain ferry at Sandbanks. The fare has increased by a staggering 18% it's now £1.18! Then on to Corfe Castle, always a spectacular sight, over the Purbeck hills to the A252. On the way we encountered some escaped cattle so watched the farmer encourage them to rejoin their mates in the field. The staff at the café are so friendly and the food is fresh and well priced. As they don't sell fish and chips, the run will be renamed, 'Not the Fish and Chip run' in future. *Photos by Greg Beacom*

John Wheeler's Breakfast run to the Lasham Garden Centre was on 26th April. Hopefully, John was able to lead the run after some very painful back problems. This run starts from Wickham Square and heads north. Members from the Hampshire North section head south and we meet upon for a chat over breakfast.

In late April Roy Read, Nick Howard and I had a run down to Sammy Miller's Museum. Neither of us had visited the museum for years so were keen to see the new Italian section. It didn't disappoint, the array of small capacity bikes was first rate. We also tried the new Pit Stop Café which offers a wide selection to tempt the hungry visitor. Our visit was mid-week, yet the café was doing a brisk trade

Our Annual Car boot sale at Weyhill County Market will be held on 10th May, hopefully we had good weather. The Hampshire calendar is full of rides and events with ever-changing dates and times, as I write this, we are on Rev 4!

HEART of ENGLAND: Martin James

07708 702363

Email: martinjames101@hotmail.com

Meetings held 2nd Monday of the month from 7pm

Shoulder of Mutton in Grandborough CV23 8DN

4th Tuesday of the month from 7pm

The Anchor, Leek, Wotton, CV35 7QX

Hi all, the recent good weather has certainly resulted in an increase in motorcycle use on our local roads. Good to see so many old bikes in use as well.

In early April I sent an email to all section members via the club's Love admin system. This detailed the remaining section and local national events this year. Did you get it? Difficult for me to tell unless I get feedback. Hopefully these

events will also appear in the updated events section at the front of this issue of Tansha. At the time of writing, I'm looking forward to our displays at the Stratford Autojumble and the Rugby bike fest. Did you go? If so, I would love to hear your thoughts.

Are you attending the National Rally? Will you be camping on Friday or Saturday night? If so, ask to be placed in the Heart

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of England/Leicestershire camping area when you book.

The section has had its first runs of the year including a ride starting from Gilks Café and a Sunday morning meet at the piston club; these in addition to the monthly meets. Many of our retired members have been taking advantage of cheaper prices to enjoy spring holidays abroad, including Dean who is enjoying a mammoth motorhome trip to the arctic circle via Venice!

My latest CB250RS is now finished and the earlier restored example sold. I'm now working through a mountain of CB250RS parts, most are listed on eBay but if you need something let me know.

I recently went through the annual chore of renewing my classic bike insurance. I was previously with RH. Well, in case you didn't know, RH were recently taken over by Howdens Insurance, I think a much larger group. I did renew with Howdens (continuation of my RH policy). However, when subsequently removing a bike from the multi-bike policy I was surprised to learn that the RH policy of 'No admin charges for policy changes' has now been dropped and an admin fee is applied. Worth noting as this was previously touted as a major policy benefit. I did complain on the basis that this had not been publicised only to be directed to the small print at the bottom of page 4 of my renewal invitation.

Simon has been fettling his GT380 and has restored a surprising amount of performance following a top end rebuild and an exhaust system decoke. Steve has been busy in the shed again and seems to have transformed his CBX550.

Have a good summer, hope to see you at events this year.



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KENT: Brian Singyard

07484 627118

Email: bsingyard1958@gmail.com www.vjmckent.org.uk FB: VJMKent

Meetings held 1st Thursday of the month at 7pm

The Fighting Cocks, The Street, Horton Kirby, DA4 9BY

We had the usual monthly meeting on the first Thursday of the month at the Fighting Cocks in Horton Kirby.

Our first event of the year was at the Dething Heritage Transport Show. Dave and I got there at 7.15am and started to set up. We were indoors and there was

a good turnout, we ended up with some very nice bikes. I have not been before and it was a lot bigger than I thought it would be, a nice show with a lot of very nice cars and old buses. The next show is the Romney Marsh Classic show at Hamstreet on 28th June.



Don't forget you are an associate member of The FBHVC (Federation of Historic British Vehicle Clubs) that campaigns for the rights of drivers and riders at both local and national levels. For the latest updates visit: www.fbhvc.co.uk/news

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LEICESTERSHIRE: Martin James

07708 702363

Email: martinjames101@hotmail.com

*Meetings held 3rd Wednesday of the month from 7pm
The Chequers, High Street, Swinford, Lutterworth LE17 6BL*

Hi all, the recent good weather has certainly resulted in an increase in motorcycles on our local roads. Good to see so many old bikes in use as well.

In early April I sent an email to all section members via the club's Love admin section with the remaining section and local national events this year. I'm looking forward to our displays at the Stratford Autojumble and the Rugby bike fest. Did you go? If so, I would love to hear your thoughts.

On June 14th we will have a display at Industry and Supply coffee and food stop, in conjunction with the Heart of England section. Our orange gazebo will be there with plenty of room to display VJMC eligible bikes. The venue is a short distance down a turning off the A5 just south of Weedon. Contact me for further info. The proximity to the A5 makes this a convenient and pleasurable ride for many of our section members.

Are you attending the National Rally? will you be camping? If so, ask to be placed in the Leicestershire/Heart of England camping area when you book.

Graham has his SL350 up and running, he's now working on the little issues that crop up just when you think that you have fixed everything! It looks very nice and was recently seen at the regular Wednesday morning meet at Huggy's, Mallory Park. This venue seems as popular as ever no doubt helped by fine weather and very competitively priced coffee and food. Have a good summer, hope to see you at events this year.



LINCS (N): Dave McInnes

07940 965436

Email: davemadd1@gmail.com

*Meeting on the 1st Wednesday of the month at 7pm
Sheffield Arms, High St, Burton upon Stather, Scunthorpe DN15 9BP*

The Newark show was a good place to keep in touch with the Lincolnshire members and other sections. What a great show it was, so much to do and see in one day. I appreciate all who attended and enjoyed meeting everyone who came and spoke with me on the day.

I arranged to meet section coordinators David Sykes, Brian Wallace and Andy

Williamson at Doncaster services for a ride out to some Lincolnshire hot spots. Thanks to David Sykes for planning and leading the ride. Our first stop was at Willingham woods cafe and then on to the amazing memorial at Norton Disney (Lancaster bomber). Unfortunately, the memorial was only visible from the A46 as a footpath and visitor area have yet to be constructed.

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I met up with David Sykes at Barton upon Humber and we had a great day's ride up to the Teesside monthly section meeting at the Manor House pub and kitchen, stopping at Danby Lodge National Park centre. What a lovely day to be out in a breathtaking setting.

I joined up with everyone from the Yorkshire sections at Digby's cafe which was a great social gathering of Brian Wallace's North Yorkshire section along with David Sykes and Paul Wright (northern regional coordinator). We met at York Skelton garden centre and rode out to South Cave, Withensea and Flamborough point. I wasn't at my best when we arrived at Flamborough point.

We had planned to also visit Pickering but I had to cut it short because I was feeling unwell. I would like to thank Shaun and David for their understanding.

We joined up with the Northampton section guys to ride to Cadwell CRMC on 5th April. Tony Roberts led the way on Doug Perkins' loaned bike, I think it was a very capable machine and Tony said it was 'bloody marvellous'. The weather was colder with storm Dave passing Caldwell in the early evening on Saturday which caused a few broken tents and gazebos. The events team were amazing (Andy, Ella and Alex) and the turnout from our members was fantastic.

*** NEW SECTION ***

LINCS (Central): Stan Holmes and Michael Coleman 07957 530911 (Stan)
Email (Michael): michaelpcoleman@hotmail.com

*Meeting on the last Thursday of the month at midday
Durham Ox, Thimbleby, Horncastle LN9 5RB*



Our section continues to grow steadily, with members actively contributing to a friendly and positive atmosphere. Our monthly evening meet at The Durham Ox, Thimbleby on 2nd April was a great success, with ten attendees and an excellent selection of bikes on display. Despite two members each experiencing a flat battery en route, some impressive roadside ingenuity saw a temporary fix applied, allowing them to still make it to the meeting.



The CRMC race meeting at Cadwell Park on 4th/5th April also saw a strong presence from the Vintage Japanese Motorcycle Club, including bikes from several of our section members. A number of members attended, with photos kindly supplied by Andy Mac, David Panton and Keith Robinson. Stephen Dennis was also present, spanning for John Hannaford on his Yamaha TZ250L. John achieved an excellent result, taking first place on Saturday in the FRC 250 class. Some of

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you may remember John from an article in last August's Tansha.

We also held our first breakfast meeting on 9th April, which saw a strong turnout of around fifteen bikes. With the improving weather, this will become a regular monthly event. We're pleased to confirm that our section Facebook page, 'VJMC Central Lincs', is now up and running. Many thanks to Julie Wilson for setting this up, with Gary Drane also assisting as an administrator.

Looking ahead, instead of the normal noon meeting at The Durham Ox on 25th June, there will be a classic bike show from 5.30pm (the same venue and date). The idea would be for a relaxed and informal event where attendees will be able to take part and vote for their favourite bikes.

We have also created a list of biker-friendly cafés and pubs across Lincolnshire, which members are welcome to request and contribute to.



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Our regular monthly meeting schedule is now established as follows:

First Thursday (7:00pm) evening meet at The Durham Ox, Thimbleby

Second Thursday (10:30am) breakfast meet at Rachel's Café, Hagworthingham

Last Thursday (12:00 noon) Midday meet at The Durham Ox, Thimbleby.

We look forward to continuing to build the section and seeing more members out on their bikes over the coming months. Stan Holmes

NORFOLK: Carl Squirrell

Email: cesquirrell@hotmail.com

FB: VJMC Norfolk

07852 673167

Meetings held 4th Sunday of the month at 10am

Route 11 Diner, Attleborough, A11 Northbound, Norfolk, NR17 2PU

Things are really getting going now for the Norfolk section; another fantastic turnout for our March 'meet-up' with lots of members on their bikes. We had a lovely Moto-Martin CBX1000 turn up, which created a lot of interest.

A week or so before our regular get together, on a lovely warm spring day I joined our 'Last of the Summer Wine' group for a ride up to the North Norfolk coast. Although not retired (I'm working on it though!), I and a couple of other ordinary working folk joined 'Compo' and his friends and enjoyed a lovely day out riding with our fortunate retired section members in fine weather on some of the finest roads that Norfolk has to offer.

Around twenty of us made our annual pilgrimage to Cadwell Park for the opening CRMC race meeting on Easter Sunday. Richard Cross was otherwise engaged on the Sunday but made his own way up on the Saturday.

Two groups of us set off from the market place in Swaffham: the one I was in



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(supposedly the slower group) arrived at Cadwell first. Just as we were getting our passes scanned at the entrance gates the second (so-called) faster group pulled in right behind us! Which was just as well as I had the pass for John Pellett (who had joined the first group at Kings Lynn) in my tank bag!

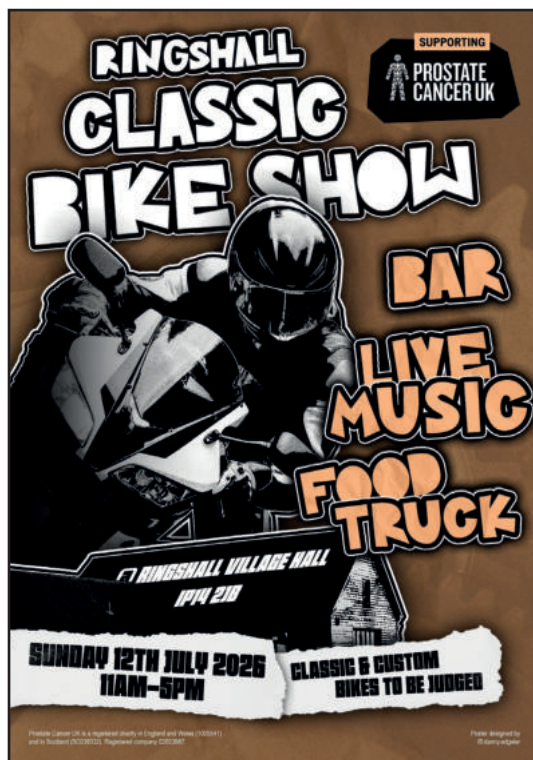
We checked in and found our way to the trio of VJMC gazebos and the heavens opened, but this soon passed and those of us that had opted to take part in the lunchtime parade laps got ourselves signed in and went for a wander - the catering van did very well! All too soon it was time to head back for the usual 'Dos and Don'ts' from Ella before we headed down to the collecting area ready to take to the track. Joining us there on Andy Bolas' VFR800 was our fellow section member and GP legend Alex George. We all enjoyed a good few laps and special mention must be made of two of our young members - Kathryn and Dave Fulcher who were taking part in a track parade for the first time; both rode at a decent pace and very safely.

Our thanks as always to Ella, Andy and the VJMC crew who organise everything at the CRMC meetings. We all thoroughly enjoyed ourselves and it is always good to chat and discuss things with VJMC members from other parts of the

country. To finish the day off in style we all enjoyed a nice, dry run back home.

Due to our very generous members, the Norfolk section are now a 'sponsor' of the Ringshall Bike show to be held on July 12th. To achieve this we had to raise £50 for the Prostate Cancer UK charity, our members raised over twice this amount for the very worthy cause! We hope that neighbouring sections will support the event and that the VJMC will be well represented at the first staging of this show.

We are all booked in for the Copdock bike show in September and will be having our usual outdoor stand but we have a bigger area to display all your bikes this time. Our first batch of discounted tickets have just about been taken now, but if you want to display your bike with us let me know and we'll get a discounted entrance pass to you.



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Look out for our members wearing our section clothing this year, Nigel Cooper organised us all and recently put in a large order of tees, sweatshirts, hoodies, hats etc. from our supplier, so you should be able to spot us when we are out and about.

By the time you read this we will have had more events; including a hastily arranged display at the popular Rickingham Autojumble and the CRMC Snetterton meeting, as well as another monthly meet-up. Maybe we might have had a Friday night 'chippy' run as well. These will all be reported on in the next issue - or if you want to find out what it was really like come along and join us!

A bright sunny day meant that our April meet-up was exceptionally well attended, and we had over 35 who took part in our season opener 'Tiddler' run and several others on bigger bikes made their own way to the way points that we stopped off at during our ride.

Organiser Rob Bird yet again found us an extremely interesting place to visit which this time was at the Brockdish

Wireless museum where we were all made extremely welcome and much interest was taken in the many exhibits by our members. We were told we would be made welcome should we decide to make a return visit in the future - which I'm sure we will. From there we made our way to a regular haunt of ours the Cloud 9 Cafe on Tibenham airfield and again we were most welcome and we were well looked after with some great food enjoyed by our hungry section members, and it was a great way to end what had been a most enjoyable day.

We had a great range of machines on the run all of which made it round OK, although a couple needed a little help, several of the participants commented on how much they liked the slower paced run and how much they enjoyed seeing the sights of Norfolk on the narrow roads once we had left the short stretch of the busy A11. We seem to have got the Tiddler run established now in our calendar and have nearly got the formula right for everyone to enjoy the day. It is one we will certainly be continuing as our section's first run of the year.

NORTHANTS: Ian Edmunds

07801 757368

Email: ian.edmunds1964@btinternet.com

*Meetings held 3rd Thursday of the month at 7:30pm
Three Horseshoes, High Street, Ecton, NN6 0QA*



If you are reading this there is a fair chance you are Northants based and a VJMC Member. If you are not receiving my regular emails on Section events and meetings and would like to, please contact the Membership guru, Julie Showering, so she can update your preferences. Additionally, we have a very active Section WhatsApp group that has around 100 members. If you wish

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to be added to that please message or email me, details above and I will add you to the group (please include your mobile number).

I am currently emailing around 280 Northants members, and I have to say it would be great to see a few more of you at section meetings and events this summer. We all lead busy lives, but the dates of these events are published elsewhere in Tansha - why not add a few to your diary? We don't bite! It was way back in March that we had our now annual quiz night, as usual a very popular event. Also, as usual, it was won for the third year on the bounce by 'the same old faces'. Not that it matters who won, given everyone asked for another one in 2027, that's the true test of it. I had a feeling it might be the same winners, most of whom are FJ1200 owners, so had found a couple of special prizes deep in the depths of my garage... none other

than a Haynes FJ1200 manual and an FJ1200 Owners' Handbook. Yes, I did use to own an FJ1200.

As is usual, our April meeting marks the first ride out of the year, expertly led by Tony Roberts. A great selection of bikes both on the ride out and just ridden along. These included a BMW, a Harley Davidson and a Norton Commando. There's no issue with whatever you ride, it's just great to see members come along to the meeting. The weather stayed dry and just about warm enough for some to sit outside but indoors was just as popular (and warmer).

By the time you are reading this we will have been out and about much more as the weather improves, and the days grow longer. As I said at the start it would be great to see you at an event - the more the merrier.

Ride Safe, Ian

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NORTH EAST (TEESSIDE): David Sykes

07753 147750

Email: d.c.sykes@btinternet.com

Meetings held 1st Wednesday of the month 6-8pm

The Station, Long Lane, Picton, Yarm, TS15 0AE

The riding season started off with a bang, I met David McInnes at Barton-upon-Humber. We rode back to Teesside via, Malton and Danby. He enjoyed the delights of the North York Moors, a change from the flat Lincolnshire Wolds. The next day, breakfast was taken at Fishburn Aviator Cafe, airfields make great venues for motorcycle meets. Then, Yorkshire (North) section's weekly social gathering at Digby's, Sherburn in Elmet. With Digby's being fairly central for some other sections, the opportunity was taken to meet up with Paul Wright and Mick Linehan. Over the two days, the RT did 430 miles, not bad for the first rides of the year.

Mid-March was the first breakfast meet of the year for the Motorcycle Club, based at Vertu Honda at Stockton-on-Tees. A great turnout of VJMC members and their bikes. It's amazing what the offer of a free butty and tea or coffee can do to get people out. The event attracted one new member to join the VJMC and another to be added to my mailing list. After the meet, five of us rode to Stanhope.

The Lincolnshire (North) sections met us near York, which is about an hour



away for both, and rode out to Brough, Withernsea, Flamborough Head and Pickering, which was an hour home for each. I had two battery problems on the RT which both proved to be faulty and had to be returned, Terry saved both days with the loan of his jump pack. Having lost confidence in Exide, I've now purchased a Yuasa battery.

The question was asked, "Has the VJMC ever looked at regional groupings". For the North East and North West, Eggleston Hall Cafe was suggested as a venue for North Cumbria, Newcastle upon Tyne, Wearside and NE (Teesside) groups to ride in and have a meet up. For all four sections, it would be approximately an hour from their own area, perfect. So, Wearside and Teesside met up, it was



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a nice surprise to meet Ewen who was driving back to Edinburgh having been to Scorton earlier in the day. That is some commitment, well done Ewen. For those of us who then wanted a ride out, Phil from Wearside led a brilliant ride, taking in some roads which I hadn't previously ridden. This shows the value of sections meeting up and having a ride out led by someone with local knowledge.

We've had our first 'Guys and Girls' ride out with one member bringing his daughter as pillion. The Three Counties Flying School at Worksop was chosen as another regional meeting place.

The 1st April was the first monthly ride out and evening meet at the 'new' venue of The Station at Picton. More commitment and willingness to work together was shown by Shaun who rode from Lincolnshire (North) to attend the ride out, a total of 254 miles. The evening meet was very well attended and was a great success for the section and the pub. Long may it continue.

I'd like to thank Andy and Ella for hosting the VJMC at Cadwell Park on Easter Saturday and Sunday. Not having previously been to or ridden the track, it made up for the 3 to 3.5 hours each way and 280 miles round trip from Teesside. It was good to meet another section coordinator, Carl Squirrell from Norfolk.

The warmest day of the year so far attracted four riders out. The planned stops were at Swinton Bivouac, Settle and Brymor. Ad hoc stops were made at How Stean Gorge and Scar House Reservoir. This resulted in skipping Brymor and we headed directly home from Settle.

Members of our section and Wearside both attended the Philadelphia Museum of Transport, for their open day and autojumble. An opportunity to promote the VJMC with Tansha mags and membership forms being given out.

The incentive of visiting The Scrap Box in Dunnington, (near York), which won 2026 Takeaway of the Year at the National Fish and Chip Awards, was enough to tempt Perry down from the Wearside section for a ride out. Demonstrating that the extra 40 minutes each way on the A19 to/from Teesside can be worth the effort. With Phil joining us from North Yorkshire, (near Malton, more than an hour away), it shows that different sections can work together. I'm always prepared to ride 1 to 1.5 hours to meet up with other sections and have a circular ride out.

Unfortunately, my XJ650 cut out and failed to restart at Sutton-on-the-Forest and had to be recovered back home. All was not lost, we had a pleasant time waiting at Miss Daisy's Tea Rooms, a short walk away, until the breakdown truck arrived.

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The first show of the year was at Croft WMC, hosted by The Northern Vintage Transport Association. Brian Wallace and some members of the North Yorkshire section rode at least an hour to attend. Yet another example of two sections working together for the benefit of both and the VJMC. Thus, doubling the number of bikes on show.

Phil from the North Yorkshire section, picked up on the idea of both sections riding in and meeting up at Easingwold, forty minutes away for each. He led a circular ride ending up at Hovingham, fifty minutes from Teesside. We called in at Eddy's Moto in Tadcaster, the mechanic used to be a VJMC member, so gave him a new membership form. This was the first ride out on the XJ650 since its failure last time, it ran perfectly. With the help of Rob S., the electrical



fault was diagnosed as a poor connection in a six pin plug from the throttle side handlebar switch within the headlight.

Andy Williamson invited Teesside section members to join him at the re-launch of the South Yorkshire section at a new venue of the Ivanhoe Hotel in Sprotbrough (near Doncaster). It was a nice surprise to see North Yorkshire being represented to support Andy. After the meeting, some of us, (inc. North Lincolnshire) made a day out of it by riding into the Peak District. The destination was Poole's Cavern which is the location of the Northern Section's meeting on 28th June 2026 from 09:30.

Brian Wallace, North Yorkshire invited other sections to attend the annual Mods and Rockers charity run in aid of the York Hospitals children's ward. Meeting at the Eye of York by Clifford's Tower, riding a scenic route to Huby. The weather was glorious, this attracted the usual 200 or so bikes and scooters

OXFORD: Julian 'Taff' Roberts

07711 139868

Email: juliand1963@yahoo.co.uk FB: OxfordVJMC

Meetings held 1st Saturday of the month at midday

Ben Jonson, Northampton Road, Weston-on-the-Green, Bicester OX25 3RA

Spring is always an awkward time of year. I never know which poet I should be following. Should the section be embracing Robert Browning when he says, 'oh to be in England now that April's there'. He may have looked

forward to hearing the chaffinch sing on the orchard bough, but for many of us it's the burble of a two-stroke making its way into the Ben Jonson car park that marks the start of the season. Like butterflies appearing out of nowhere

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on warm sunny days, the smokers were out in force for our April meeting. It was only a fortuitous breeze on the day that prevented the Ben Jonson disappearing into a curtain of smoke, like Brigadoon returning to its spectral sphere. The meeting itself, normally held on the first Saturday of the month, was postponed for a week due to the proximity of Easter this year but, somehow, enough people were aware of the change to turn up on the right day. Not only that, but our ranks were swollen by the arrival of four new members. If it carries on like this, we're going to need a bigger pub.

Or maybe it's the more sombre observations of T.S. Eliot that sets the tone. 'April is the cruellest month' he says, and several of us have found that to be true when it comes to completing our restoration projects. 'Winter kept us warm' Eliot observes, and for those of us working away in sheds and garages, hoping to have them completed for the coming of warmer times, the winter months have been like a comfort blanket. When the rain is lashing down outside and gales are rattling the windows there doesn't seem to be any great rush. My DS6 Yamaha engine rebuild took a lot longer than I anticipated because April always seemed such a long time in the



future. In an inversion of the usual adage, time expanded to fit the work available. In fact, it was only the assistance of two specialist companies that enabled me to get the bike on the road at all. Both ought to be mentioned in this dispatch for the help they gave. PJME in Wolverhampton not only machined my cylinder to match the piston, but they did also it while I waited after I walked in off the street with the cylinder in a Sainsburys carrier bag. JJ Cables, near Banbury, reproduced an otherwise unobtainable tachometer cable for me in just a few days after the old one shredded itself. Use them or lose them as we're often told.

Other members of the section have been progressing their own projects, with a couple of them catching my eye. Our Devon correspondent, Ken Smale's 400/4 Honda emerged into the cold light of an early March Dartmoor afternoon with one extra horsepower after a light winter refurbishment, and Chris Delaney gave us a glimpse of his YB100 to FS1E transformation, resplendent in its yellow speed block livery. I've never owned an FS1E, but if what I hear, that they were usually good for at least 70mph, is true, Chris's homage should easily match up to the 100 badge on his side panel.

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Section ride-outs were few and far between in the earlier part of the reporting period, with a visit to the Revs Cafe near Moreton-in-Marsh on 10th March by a few of the more weather resistant members being the main one of note. Since then, several people have taken on the 'Bike and Brew' challenge. 'Unleash your adventurous spirit' the organisers say, with the idea behind the challenge being to visit as many of the 296 listed venues as you can, buy a coffee or something, and get the passport book stamped as proof of your visit. When, a few weeks after the start, I saw that our hard-working section leader, Taff Roberts, was reporting having visited cafe 265, I did wonder whether he might be embracing the organisers other slogan of 'embark on a bigger journey' too personally. Several cafes within

our catchment area have been running monthly 'bike-nite' events and half a dozen of us went along to the first one of the season in Long Crendon, a village between Oxford and Aylesbury. Held on the first Thursday of every month at the village centre, access is unusual in that it involves riding across the playing fields to get there. My B120 Suzuki had no problem with the surface, although dodging the football match in progress when I arrived, did give me pause for thought. It wouldn't take much in the way of rain though to give the rider of the 1800 Gold Wing that arrived after me a bit of a workout. As T.S. Eliot went on to say, 'what are the roots that clutch, what branches grow out of this stony rubbish'.

March 9th marked the third anniversary of our section's Facebook page, something worth breaking out the cake to celebrate. As section leader I'd suggest Taff should be leading from the front in applauding our resilience, and, as a frequent cafe visitor these days, shouldn't have much of a problem in sourcing cake. I'm anticipating including a lot of cake pictures in the next report. 'The fragrant scent of vanilla cream will lure you in just like a dream' A.I. told me when I asked it about cake. 'I hope your baking is better than your poetry' I replied.



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*** NEW SECTION ***

WEARSIDE: Philip Laws

07930 276361

Email: p.laws@yahoo.co.uk

*Meeting on the 1st Tuesday of the month between 6pm and 8pm
The Wearside Farm, 3 Turbine Way, Sunderland SR5 3NZ*

This is our first section report, being a brand new section. We have gone from the concept of a local WhatsApp group to a functioning section in around six weeks, so this report may be a little short on content.

We have already had several coffee mornings and our first monthly evening meeting at our venue the Wearside Farm pub diner. The venue is in the modern style set just outside town, adjacent to the Nissan factory and is absolutely ideal with plenty of room, easy pre-booking of a large table and excellent, visible, secure bike parking. With all the usual food and beverages available including some fabulous cake! The meetings have been well attended and are very relaxed.

Ride outs have started, and also been well attended, with such a wide range of bikes we have quickly adopted a multi-group system following the same basic route, regrouping at the scheduled stops. This may sound complicated but

it is working very well, allowing riders to ride safely at a pace they are comfortable with. It also allows for members who live further to join the ride at any of the scheduled stops.

Yesterday, I led a ride across two counties totalling 166 miles, with bikes ranging from 70s' Vintage Japanese motorcycles to a Fireblade and modern bikes from BMW and Triumph, everyone having a great day out.

We have a very active WhatsApp group with over 35 members already and more than ten attendees at meetings

It has been my pleasure to meet so many like-minded people, and quite surprising how many members exist in the area all keen to participate in club activity at a local level. I would like to thank the members, who have all offered support and help getting this section going.

There is still a lot to do, but the main thing is we are enjoying it.



Section News

WILTSHIRE (NORTH): Hazel Withers

01249 815041 or 07768 988596

Email: hazelmoore.ab@gmail.com

*Meetings held 3rd Tuesday of the month at 7:30pm
The Bell, Bowden Hill, The Wharf, Chippenham SN15 2PJ*

I enjoyed perusing the section reports in the last Tansha. Upon reading the Oxford section write up, I spotted the mention of a Nigel Peck... then I realised he is a regular at our meetings and is a 'branch interloper'! It made me wonder how many other members intermix their support between local areas?

The Scottish (Central) section reported presenting a bottle of single malt whisky to Martin, their co-ordinator, at a haggis gathering. That made me chuckle and I thought we ought to have a Wiltshire Lardie Cake Event!

We have been enjoying fabulous weather this last week or two. There are loads of bikes out, and finally, I too have got back in the saddle. Today we head off to Wiltshire's only motor museum, Atwell-Wilson, for the Ride-It/Drive It day and next weekend Gerry and I will be sneaking off to join the Wiltshire Branch of the Honda Owners Club, for their nearby camping /ride out weekend. Its great to be back on two wheels again.

Looking ahead, we are having our Tiddler Run a little earlier this year, on June 21st. It is due to depart from Calne Town Centre outside The Strand, but roadworks to replace the traffic lights

are not due to be completed by then, so the start will now be in Sainsbury's overflow car park. Locate Sainsburys, go past the store on your left, go over the zebra crossing and the car park is on your right. Do give me a call beforehand if in doubt or you want further details.

Heddington and Stockley Steam Rally is a new show for us this year, followed by the Rona Rally and then Calne Bike Meet. July will be a very busy month for us! (If you are coming to Calne Bike Meet do come and find us on Beach Terrace - opposite the band stage - and say hello.)

Thanks to Ed, we now have a WhatsApp chat group, useful for impromptu rides outs, event reminders etc. Ed has just had a knee replacement operation and we all want to wish him a speedy recovery. Turnout for our section meetings continues to impress me, thanks for coming along. Chatting about parts finding or fixing, the latest trips out or museums visited, planning ride outs etc are all part of the good banter. Now the fair weather has arrived there is an increasing number of motorcycles in the pub car park too, who'd have thought it?



Section News

YORKSHIRE (NORTH): Brian Wallace

01759 373768 or 07796 617119

Email: bsw@mypostoffice.co.uk

Winter meetings held 2nd Saturday of the month from 11am-1pm October-April

Summer meetings held 1st Monday of the month from 7-9pm May-Sept

The Black Bull, Hull Rd, York, YO10 3LF. Just off the A1079 heading into York

The riding season is now well underway, as is the events calendar with all the May events now done and dusted. We are now looking forward to the main events of the season in the North Yorkshire section area.

June sees us back at Olivers Mount for the Barry Sheene festival over the weekend of the 20th/21st June. We have a great deal for club members with weekend tickets at half price (£25), as is the cost of staying over all weekend for £25 in your van, camper or tent. This is valid from Friday afternoon to Monday morning, what's not to like? You should just have time to contact me, if you have not already, to get this great offer before the event comes around. If you can only make one day then it's £10 for Saturday and £15 for Sunday, plus you get to do parade laps which take place on the track during the racing's lunch break on both days. Obviously I'll be there all weekend with the VJMC section stand where you can display your bike.

Also, the same weekend is MAG's Farmyard Party at Duncombe Park in the grounds of the stately home. There is also a great deal for VJMC members who wish to show their bikes in the classic marquee on the Saturday of the event at a cost of only £5 (see page 15 for flyer).

The big news, eventwise, is that we have been invited to have the VJMC stand at the Mathewsons' Live event at Harrogate's Great Yorkshire Showground, over the weekend of 22nd/23rd August.

Once again, I have negotiated a better deal for VJMC members at what is going to be a massive event with loads going on, it's much more than just a classics show. For details on how to book please see page 21 for the 'flyer' which has all the information. It's not to be missed as Harrogate town centre is only a mile away so it is easy to get to in the evenings for something to eat and drink.

On the bike front, I have now got the Suzuki TS100C registered and on the road, after the engine rebuild and getting the V5C for it from DVLA. The only thing left to do is to get the tank redone but I will leave that until the winter.

My Kawasaki A7 350 Avenger may be wounded due to a problem with the oil pump as it appears that no oil was getting to the crankshaft bearings, possibly due to air in the supply pipes. I did bleed the oil supply line when replacing the newly painted oil tank and took it for granted there was still oil in the crank bearing lines, bad idea! Being disc valve induction means you can't just run it on premix like you can with Yamaha RDs etc. It still runs fine and I have forced the oil lines but it may be that the damage has been done as it's definitely noisier. So, that's something else to deal with but that's old bikes for you.

That's about all for now so enjoy the summer and I'll see you maybe at one of the many events this year.

Regards, Brian.

Section News



Please note that financial assistance is available, on request, if you are planning an event or attending an event as a section on behalf of the Club. A business case **MUST** be sent in advance by email to the Chair - Steve Cooper at:

chairman.vjmc@gmail.com

together with an estimate of costs and income, if applicable, for approval.

Please be aware requests for payment of expenses after an event may face refusal if an application has not been received and approved.

Please keep all receipts as they will need to be submitted as part of your claim. Copies of the Club's Public Liability Insurance are also available, if required, on request.

YORKSHIRE (SOUTH): Andy Williamson

07591 437626

Email: andywillivjmcsouthyorks@gmail.com

FB: VJMC South Yorks Section Ride Outs

Meeting On the last Saturday of the month at 11am

The Ivanhoe Hotel, Melton Road, Sprotbrough, Doncaster, DN5 7NS

Our first meet of this year went really well. We have now moved our meeting place to the Ivanhoe pub, Melton Road, Sprotbrough, Doncaster, DN5 7NS. Nine bikes turned up, everyone enjoyed it and the new meeting place is perfect for us.

After a long time in the waiting, I think we now have a South Yorkshire section



Section News

up and running. Please can everyone support me in the section as I think it could be the best in the country as it's a perfect place to meet and there are loads of places to have a run out to. The lads went on for a ride out to Buxton. As I was on my PA50 Camino I could not go

on the ride out and it was a good thing I didn't go as I broke down on the way home. Thanks to all of you that turned up today, I really appreciate it. Please let me know if you will attend again.



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Marque/Make/Model Specialists

These members have offered to share their experience on their chosen makes/models, and will offer help and advice wherever they can. Please remember to include an SAE and your membership number when writing to our specialists. As an aid to identification, it is also useful to include an engine and/or chassis number when making an enquiry. If anyone else is willing to become a marque or model specialist and wishes to have their name added to the list, please contact the editor with your details.

Please note Marque Specialists do not carry out insurance valuations.

Please acknowledge/provide feedback on the help received to the specialist.

HODAKA and Steen HODAKA: *Mini Bike Chris Brealey* Tel: 02380 871893

Email: chrisbrealey@btinternet.com

HONDA BROS: *John Freer*, Tel: 07557 401577/01505 863457 Email: iaín_freer@yahoo.co.uk

HONDA C90/C70/C50 Cubs: *Neil Miles* Tel: 07719 849830 Email: neil.miles@gmail.com

HONDA CB500/4, 550/4 SOHC: *Ken Graham*, happy to deal with queries and problems.

Tel: 07703 648938 Email: kengraham2013@gmail.com

HONDA CB1100R: *Trevor Hughes*, offers his services as a Honda CB1100R marque expert

Email: cb1100rtrev@aol.com, Tel: 07568 397343.

HONDA CBX1000: (incl Moto-Martin) *Mel Watkins*, 9 Trem Y Mynydd, Abergele, Clywd,

LL22 9YY. (SAE please) 01745 827026 Email: CBX6MELUK@aol.com

HONDA CB750/4 -SOHC: *Will Dawkins*, Days: 01905 620127 Email: will750@gmail.com

HONDA C100/S90: *Neil Kidby* Tel: 01473 745492 (no later than 9pm please)

Email: neil.kidby1@virgin.net

HONDA NSR250: *Tom Hofton*, Tel: 07795 958751 Email: t_hofton@hotmail.com

HONDA TL125: *Ed Chapman*, Honda TL125 marque expert. Ed has created a owners and interest website at <https://www.hondatl125.com> See website for details.

KAWASAKI Road Machines: *Phil Alford*, "Z-Power", Unit 3 Royd Street Mills, Royd Street, Longwood, Huddersfield, West Yorkshire, HD3 4QY (SAE) Email: z@z-power.co.uk

KAWASAKI: Two-Stroke Road Machines, *Doug Perkins*, 1 Croft Close, Wellingborough, NN8 3LU (SAE please), Tel: 07971 856620

KAWASAKI Z900: *Duncan Brooker*, Email: duncan.brooker@btinternet.com

Tel: 07977 241357

KAWASAKI Z1300: *OZ*, Zed-parts Ltd, 5 Finstall Road, Aston Fields, Bromsgrove, B60 2EA.

Email: oz.deb@zed-parts.com, Tel: 01527 878237 and 07595 465964 (SAE please)

SUZUKI AP50: *Andy Clark* Tel: 01888 562031, 07789 956499

SUZUKI GS LATE 70s - MID 80s: *Mark Johnson*, Tel: 07917 124280

Email: markjjjohnson@googlemail.com

SUZUKI GT250: *Ian Henderson*, Tel: 07958 991502 Email: hbaalarms@aol.com

SUZUKI GT250: *David Purvey*, Tel: 07690 678087 Email: david.pervey@gmail.com

SUZUKI GT750: + GT125, GT185, GT380, GT550: *Glenn Reay*, Tel: 07703 443044, Email: glenn.reay@btopenworld.com 13 Garton Drive, Eccleshill, Bradford, W Yorkshire, BD10 8AU (SAE please).

SUZUKI T250/T350: *Mark Wheeler*, Tel: 07831 545838 Email: g6dod@yahoo.com

SUZUKI T500: *Steve Cooper*, Email: editor.vjmc@gmail.com.

SUZUKI T500: *Roger Smith* Email: rsmith481@yahoo.com.

SUZUKI GSXR750: *Michael Brogden*. 07973 344987 Email: mbrogden@freshisland.co.uk

SUZUKI GSX250: *Chris Kitching* 07827 337252, Email: chrisk@celta-es.co.uk

SUZUKI RGV 250: (+the equivalent Aprilias) *Andrew Scott* Contact him if you need help. Tel: 07795 213030 Email: amsctt33@yahoo.co.uk

Marque/Make/Model Specialists

SUZUKI STINGER: *Joe Farrand*, 07391 598106 6am to 6pm. Text or WhatsApp preferable at first contact or Email: Joefarrand@hotmail.com.

YAMAHA Two-Stroke: *Peter Spicer*, 1 Cedar Mount, Hope Street, Elstead, Surrey, GU8 6DE (SAE please)

YAMAHA Two-Stroke 1967 - 76: 125 & 200 twins to 1982, all XS650 *Steve Cooper*, Email: steve.the.scribe@gmail.com

YAMAHA AS1: *Ciaran Collins*, Tel: 07785 988685 Email: ciaran750@yahoo.co.uk

YAMAHA FS1-E SPORTS MOPED: *Per Brandt*, 01270 842037 (before 6pm please) 07999 664545, Email: per@fs1eoc.co.uk

YAMAHA FS1/FS1-E: *Richard Peet*, Tel: 07967 044774 Email: richard.peet@btinternet.com

YAMAHA FZ750 (also FZR1000 Genesis): *Kev Foote*, 07895 461127

Email: kfzkfz41@yahoo.com

YAMAHA SR500: (also XS650), 1970/80s model). *Marcus Rex*, Email: marcus@rexs-speedshop.com Address: Unit 5, Russet Farm, Redlands Lane, Robertsbridge, East Sussex, TN32 5NG (SAE please)

YAMAHA TZR250 (3XV): *Steve Horner*, Tel: 07368 607162/01924 627426 Email: steve.vandubs@gmail.com

YAMAHA V-Max: *Exactrep: Henry Doyle*, 024 7644 2054, Email: info@exactrep.com

YAMAHA XT500 & TT500: *Andy Hodder*, 07867 978271 or Email: Lyn.Hodder@outlook.com

Specialist Advice

MOT QUERIES: *Phil Starkey* Mill Lane Garage, Kingsley, Nr Frodsham, Cheshire, WA6 8JB 01928 788 769 Also offers discounted MOTs for VJMC members (SAE please if by mail). (SC3955 12/25)

Manufacturing

Rex's Speed Shop: Specialise in classic Japanese and European motorcycle electronics. We manufacture a selection of ignition units to replace those which have been obsolete for many years. We also offer generator rewinds, 12 volt conversions and electrical testing. WE stock a comprehensive range of motorcycle wiring products and service items for Yamaha twin and single cylinder machines. Browse our website to see the full range. We export worldwide. Tax Free. Sales available for non EU customers. Sales 01580 880768 or Email: kate@rexs-speedshop.com www.rexs-speedshop.com Unit 5, Russet Farm, Redlands Lane, Robertsbridge, East Sussex, TN32 5NG, UK. Email: marcus@rexs-speedshop.com (E6815 COM)

Speedometer/Rev-counter Faces: Ultimate quality gauge face overlay kits to original specification from just £20 per kit. Available for almost every model from our main manufacturers Honda, Kawasaki, Suzuki and Yamaha. I simply have too many to list so please enquire for availability. If I haven't got yours on file I can make them up for you. Please note my new contact details: Will Barber Tel: 01948 258692, 07955 302181 Email: Bhuna@talktalk.net (SC2020 COM)

Suzuki T20 / X6 Crankshaft Centre Oil Seals: Remanufacturing crankshaft centre oil seals for the Suzuki T20/X6. Nitrile rubber seals as used by Suzuki with the important six castellations on the face to space them the correct distance for oil flow to the centre bearing. £40 each two required for full crank rebuild plus p&p. Tel. 07727 835675 Email: Malcolm.nettleship@gmail.com Malcolm Nettleship (E3515 10/26)

Marque/Make/Model Specialists

Chrome Restoration Specialists: We offer a wide range of brightwork restoration services for motorcycles all under one roof. Our services include electro-plating Chrome, Nickel, and Zinc finishes on motorcycle parts. Hard chroming and grinding of fork tubes. Mirror polishing and Vapour blasting of engine cases. Aluminium welding to damaged parts including broken fins and refinishing. If you don't see it doesn't mean we don't do it! For free and friendly advice call 01303 257187 WhatsApp 07359 751084 Email: info@chromerestorationspecialist.co.uk (UK001-14534 07/26)

Elite Engineering and Powder Coatings: Top quality powder coatings. Quick turnaround. Grit and bead blasting. 2 pack finishing. Alloy and stainless welding and polishing. Vintage and Classic specialists and enthusiasts. Unit 6, The Boxworks, Heysham Rd, Aintree, Merseyside. L30 6UR. Tel/Fax: 0151 524 2838 (E3536 10/26)

Honda CBX1000: I am now repairing and servicing just Honda CBXs. I have years of experience with these bikes and can travel country wide in a van specially set out to collect CBX motorcycles for repair, service etc. and return them. I specialise in carburettors removal, ultra-sonic cleaning and re fitting carburettors syncing up as one complete job. Also available for CBXs - clock refurbishment, electrical issues, brake repairs, fork seals, wheel bearings, clutch mods, engine repairs. Nigel Sadler 07932 523341 (UK 001-13658 10/26)

Instrument Restoration and Repair: CB250, CB400F, CB500F, CB750F and most other Japanese types. Dial face overlays, new glasses and spares available for some models. Advice freely given. Images of finished examples available by Email. Peter Horton 01634 305567 (eve) Email: peterhortongauges@gmail.com (E5148 12/26)

Kawa Triple Parts: Specialists in new & reproduction parts for the whole Kawasaki Triple range. Also some A1 Samurai & A7 Avenger Parts. Note - we do not sell any used parts. Tony 07538 937555 Email: info@kawasakitrupleparts.com Website: kawatrupleparts.com 5% discount for VJMC members - Quote KTC at checkout (UK001-14913 12/26)

Lanarkshire Vapour Blasting for classic parts restoration in Scotland: Vapour blasting to high standard, dry blasting cabinets for standard work & purpose built room for larger items. Soda blasting for your more delicate parts! Ultrasonic carb cleaning and refurb. Need parts Powder Coated after blasting? No problem, we do that too. Pick up & delivery service available. Phil Quinn 07733 890997, based in Hamilton. Email: lanarkshirevapourblasting@gmail.com (UK001-13501 09/26)

Motorcycle Engineering Services. Mail order hydraulic brake and clutch overhauls. Master cyls and calipers inc. repainting. Polishing including plastics. Small turning and milling jobs. Dave 07391 312261. All prices on www.motorcycleengineeringservices.co.uk Email: motorcycle.engservices@gmail.com Bridlington. East Yorkshire. (UK001-15286 02/27)

Motorcycle Seats: For that professional finish. Our seat spike kit provides total control when re-covering; heavy duty galvanised steel. Only tools needed, 3.2mm drill bit/ electric drill and pop riveter/rivets. Kit includes four strips of spikes plus full instructions to enable that professional finish. Call for details. We also offer quality seat covers made in England by us. Also trims/straps etc. Along with complete bases and foams. Phil 07767 880812, www.pandkclassicbikes.co.uk (SC2049 04/26)

Northamptonshire Vapour Blast Cleaning Services: Classic Japanese bike enthusiast is now able to offer aqueous blast and ultrasonic cleaning to fellow bikers. Competitive rates and a personal top quality service guaranteed! Andy 07971 265793 or Email: northantsvapourblasting@gmail.com (SC5938 02/27)

Rea Repairs: Rather than full restorations we carry out the tasks and elements which can stall a restoration at home. Electrical work from a repair to making a full loom, turning up spacers, spindles etc on the lathe, weld repairs and modifications to steel frames and so on. Examples of what we do and contact details can be found at www.rearepairs.co.uk (SC6717 12/26)

Member Services

Redline SF95 HAND POLISHED stainless bolt sets: For Vintage and Classic Japanese motorcycles. Engine, casings, carbs and turbo sets. All available via eBay acc [redlinesf95](#) 10% discount to all members. Andy Miller (UK001-17113 08/26)

Replica Rubber Brake Hoses: Professionally made to order and pressure tested to look just like the original factory fitted ones. I can make hoses for most models but will need your original ones to copy, protective springing can also be fitted in either stainless or satin black. For more information please call Michael Brogden on 07973 344987 or Email: mbrogden163@gmail.com (SC4049 04/26)

Rev up your ride with Albaweld: Scotland's go-to for aluminium, stainless steel, metal fabrication and repairs. Fast, reliable service by post or in-person. Bikes, parts, and custom jobs welcome. Quality craftsmanship, every time. Albaweld - Engineered to Last. www.albaweld.com Mark 07805 371335 (UK001-16754 04/26)

Rust: Removed from inside of petrol or oil tanks, this treatment is not a coating or passivation process, tank internal surface restored to clean steel. For details of the process and pricing. Email: steve.the.scribe@gmail.com, Steve 07715 747856 anytime until 8pm. (E5377 COM)

Seat Locks/Tank Locks: Are you using one key for your locks, or have you got one that uses another key? I've had some success modifying fork and tank locks to match ignition key (when applicable originally). Also I can sometimes help with general switch problems. T10 Suzuki hydraulic rear brakes resurrected David 07815 512206, Email: davecwillis66@aol.com (SC3723 08/26)

Sunrise Graphics Clearance Sale: Caution and Service labels suitable for Honda and Yamaha. Also **FABfastenings** - Genuine Japanese fasteners Clearance sale. John 07925931317 (may need to leave a message) Email: seeley836@aol.com for details. (E0318 09/26)

The Super Sport Shed: Honda CBX1000 specialists and part suppliers. Comprehensive works carried out, specialising in engine and carburettor works. Parts shop stocking a vast amount of CBX1000 parts and parts for other classic Honda Bikes. 01258 722148 www.thesupersportshed.com (TN2105 05/26)

Ultrasonic Cleaning, Dry Blasting, Aqua Blasting: In York, North Yorkshire by TIGER BLAST. All engine components, Wheel Hubs etc. Call Damien with your requirements on 01904 737717 Mobile 07927 365807 or Email: enquires@tigerblast.co.uk Website at www.tigerblast.co.uk (SC8521 08/26)

Ultrasonic Cleaning and Soda Blasting: In Irvine Scotland, specialising in carburettors, singles or banks, cylinder heads, engine and gearbox components. Anything non porous. Also that will fit in my tank, 685mm x 190mm x 150mm. Soda is environmentally friendly and ideal for stripping without harming the substrate. Cabinet blasting in Aluminium Silicate and shortly I will be small batch zinc plating. Email: sonicsoda@btinternet.com for before and after pictures. Merv 07759 492659 (SC5103 04/26)

Welding Requirements in Yorkshire: We will try to weld any metal; cast iron, cast aluminium, aluminium, copper, brass, stainless steel.. you name it. Don't scrap it, weld it. We are just off the M62 near Ferrybridge Tel: 07542 278116 or 07503 080812 *Badfoot Customs* with your requirements to Russell (SC8521 08/26)

Zed-parts Ltd: Specializing in providing genuine Japanese Industrial Standard (JIS) fasteners including pre-1967 thread. We offer a diverse selection of JIS fasteners, including screws, bolts, nuts, and washers. Materials available include steel with various finishes like trivalent white Cr-3 yellow passivate Cr-6, chrome and A2 stainless steel. We cater to various needs, including professional restorers, enthusiasts, and hobbyists. Zed-parts work with Japan's largest fastener supplier giving us access to a huge fastener inventory. Contact Debbie 01527 878237 www.zed-parts.com Email: parts@zed-parts.com (SC3094 06/26)

Spare Parts

Honda CB750: Phil Read/Honda Britain bodywork, I have all of the fibreglass moulds for the full fairing, (including headlamp mounting panel), seat humps and front mudguards for the above machines. If you need these parts please contact. Andy 0161 9417873, 07720 449991 Email: andrewphasey@talktalk.net (E0492 10/26)

Honda Nos Parts: For C92/95, CB125/175K3, C/CB72/77, CD125A, CD175A, CD175K3, SS125A, CB160, CB92 and s/h parts. Some brochures, lists available. John 0121 7793394 (E0709 12/26)

Honda Keys: Large quantity of new genuine Honda pre-cut metal keys for all models up to approx. 1978. Also some plastic head keys for bikes such as 400/4, GL1000, etc. Chris 01777 948352 Email: sandcast302@talktalk.net (E0413J 10/26)

Suzuki Kickstart Lever Repair Kits - Stops the lever arm flopping around on the pivot boss. Kits contains full instructions along with ball bearings, E clip, correct spring, and special retaining washer. Fits T/GT500, X7, T250, T350, GT250, T20 and may fit others, please ask for details. £27 inc. postage to the UK. Email: steve.the.scribe@gmail.com Steve 07715 747856 anytime until 8pm. (E5377 COM)

Yamaha RD250LC (4L1) and RD350LC (4L0): Replica black plastic rear mudguards. Uncut with no holes drilled on the rear edge, so they can be drilled as UK or German spec. All original markings intact, including part numbers and date stamp underneath. Photos on request. £80 plus p&tp. **Yamaha RD250LC (4L1) and RD350LC (4L0):** Replica plastic side panels. All original markings. Fixing lug as per original panels. Made from a new type of plastic that is less likely to crack. Ready for prep and paint. £55 each plus p&tp. Both sides available. **Yamaha RD250LC (4L1) and RD350LC (4L0):** Replica rear tail piece - seat cowl. Stainless 316 inserts so will not rust. Made from a new type of plastic that is less likely to crack. Ready for prep and paint. £65 plus p&tp. Rob 07733 964343 Email: 4L0@oldmoto.co.uk (E3670 03/26)

Yamaha Replica Barrel Profile Handlebar Grips: Used on a wide range late 1960s and early 1970's Yamahas circa 1969 through to 1973/4. Typically these grips were used on YR3, DS6, some YR5s and YDS7s, XS-1/XS-2 and most of earlier RD twins and singles. These handle bar grips feature the same double ridged cleating, wide inner cuff, slightly flared ends and raised/barrel shaped centre section that fits into the palm of the hand. Typically replaces Part Nos. 235-26241-00 & 235-26242-00. No longer available from Yamaha £25 per pair plus shipping. Tel: 07715 747856 until 8pm Email: steve.the.scribe@gmail.com (E5377 COM)

Accommodation

Holiday Cottage West Norfolk Village: Available for short, or week long, breaks. Sandringham and Norfolk coast close by (approximately eight miles). Secure driveway and parking. 2 bed, 1 double 1 single, pet friendly with garden. TV and WiFi and w/machine. Contact: Cate on 07775 856986 Email: cswietonowski@gmail.com (UK001 11719 07/26)

SOMERSET: Double bed in room, shared toilet/bath/shower room, shared dining room, shared kitchen. Off road parking, walking distance to pub. Ex-motorcycle shop owner, tools if needed. WiFi, minimum 2 nights, Coleford, BA3 area of Somerset. Rideable to Haynes, Cheddar, Wookie, Longleat, Stonehenge, etc. FYI we have dogs and chickens. Double room £45 per room, per night (2 doubles available), Single room £35 per night, phone/text 07474 128407 Andrew Stoker (UK001-12530 02/27)

Bikes for Sale

**PLEASE NOTE THAT THE
DEADLINE FOR ADVERTISING IN
THE AUGUST 2026 EDITION IS
27TH JUNE 2026**

Email: tanshamag.vjmc@gmail.com

Honda CB175, 1972

13.5k miles, understood to be 'Silvers' USA import, has been re-comissioned with new pistons/rings/cam chain/tensioner/cards./battery, new front tyre/genuine air filters(£160!), red paintwork in average condition, chrome good, generally tidy and original, cover and manual, £1,995
07813 845894 Andrew, Worcs



Honda 50ST Dax 1992

Two previous owners, MOT, recent new battery, 366 miles only, very good condition as picture shows, £2,500ono
07597 396685 Andrew, CT5



Honda CB100N

Restored by previous owner, has issues at present, new spares, £1,250 open to offers
07947 257584
Chris, London



Honda CB250RS 1980

Over £3,000 spent (frame powder coat, forks re-chromed, wheels rebuilt with stainless spokes), 22,000 miles, V5 in my name, £2,300 07708 702363
Martin, Swinford



Honda CB400T (Hawk) 1978

USA import, UK registered, 14,700 miles, MOT and tax exempt, £3,500 01506 843029
James, West Lothian



Honda CB450 K3 1970

Good condition, professionally repainted tank/side panels, replacement battery, master cylinder and caliper, £2,750 or p/ex for smaller bike.
07813 160902 David, West Kent
davidvanns@icloud.com



Honda CB550 F2 1979

Candy Swordfish blue, exceptional condition, too heavy for elderly owner now, priced to sell, £3,000 07961 948279
Paul, Somerset



Honda CB750K6 1977

Superb condition following extensive restoration. £7,000 or will consider exchange for 500 cc + two stroke with cash either way. 07852 883906
Neil, North Yorkshire



Honda CBR 400RR 1995

Original condition, one owner, 16,770 miles, MOT until July, always garaged, £3,900
07980 925098
Barry, Bridgnorth, Shropshire



Honda CD200 1981

Owned over 40 years, low mileage, factory correct, virtually blemish free, excellent condition, old MOT certificates. £2,250 07878 970177
kenbrooks007@btinternet.com

Bikes for Sale



Honda CRM250 MK2 1993
Trail enduro. 9,335kms, V5 present and dating certificate, Hagon rear shock, new brakes, good mitas tyres, fork socks, hand guards, full DEP exhaust system, renthal bars, £2,750 07572 427430
Pete, Northamptonshire



Honda Deauville 650 2002
27,000 miles, new MOT, same owner for last eighteen years. Not laid-up, but used infrequently. £1,200, 07880 947591, Gordon, Swindon
SELLING FOR NON MEMBER



Honda DN01 2009
17k miles, in very good original condition, will come with new MOT, Ermax screen fitted, Givi screen included. Some history and owners' handbook. £4,500 07754 010967
George, near Edinburgh



Honda GB500TT
USA model 6,700 miles, stored in the living room, reflected in condition. Original tool kit, Dealer PDI sheet. Stainless spokes. Find one better!! £5,500 07949854360
A S Calleyne, Preston



Honda Gold Wing 1976
Blue, good condition, 60,950 miles, stainless spokes, needs recommissioning £1,850ono 07796 094894
Alan, Stockport



Honda VFR800Fi-Y 2001
Owned 10 years, 23,123 miles V5C in my name. steering head bearings and full stainless Black Widow system, spares £2,000ono 07831 595200
Tony, Northampton



Honda XBR500 1987
Good condition, has carburettor problem (have spare), new jets, needle and seals, workshop manual, £1,200 07837 661221
Andy, Preston, Lancashire



Honda XLR80R HD10, 1987
JDM with Nova. 5,777km, original, good condition except engine cases need refinishing, new road legal tyres, brakes, chain etc. £2,700ono 07891 176999
Geoff, Kidwelly or Bristol



Kawasaki AR50 1993
13,700 miles. In fabulous condition, has been prize winner at the Barn Owl. Runs really well, keeps up with traffic as it has a 93cc barrel on it. (50mph+) £3,250 01942 745322
Alan, Wigan

Bikes for Sale

PLEASE NOTE THAT PHOTOS FOR ADVERTS NEED TO BE LANDSCAPE ORIENTATION WITH THE SIDE-ON VIEW OF THE BIKE THANK YOU



Kawasaki KH400 1978 (S)
25,600 miles, full restoration. Original rims and pipes, re-built crank, powder coated frame and ancillaries, new chrome and zinc plating where needed, starts, runs and rides nicely, £9,700 07821 141556 Martyn, Colchester



Kawasaki Z650B, 1977
Good condition, 32,000 miles, original pipes, owner's manual and tool kit. £5,500 07801 819787 Phil, Stafford
NON MEMBER



Kawasaki Z650B1 1977
38,000 miles, full sympathetic restoration using original parts and fasteners only replacing where required. Retaining original patina looking like a looked after mint bike. £5,250 01978 824747 Paul, Wrexham



Suzuki DR400S 1981
8,000 miles, frame stove enameled, engine, paintwork revamped, new shock absorbers, chain, spare seat and chrome rear rack, historic status, £5,500, 07763 552422 Peter, Oban



Suzuki GS550 1978
US import, 14,200 miles, good running order and condition. nos tank with repaint, wire wheels and single disc £2,000 07564 978748 David, West Yorkshire



Suzuki GS550B 1977
In outstanding, unrestored condition, 4,875 miles, V5 in my name, £3,500 but would p/ex for smaller bike 07813 160902 davidvanns@icloud.com David, Kent



Suzuki GS650GLZ 1982
US import, V5 in my name, rebuilt, original except ignition system and paint, running, tidy, but not concourse. £1,995 or sensible offers, 07771 504380, steve_a_burge@hotmail.com Steve, Cardiff



Suzuki GT500 1977
Tank and side panels resprayed, frame powder coated, twin discs, alloy wheels, expansion chambers, Giuliani style seat, single disc forks inc. £4,995 s.denning@blueyonder.co.uk 07876 687645 Stephen, Bath



Yamaha FZ600 1988
Restored throughout, carbs rebuilt, stored with winter fuel/optimax, MOT, original body work refinished, new tyres, brakes oem parts whenever possible hagon shock, history handbook runs well £2,399 07976 566578 Matt, Towcester

Bikes for Sale



Yamaha R1 2001

Rare Harris exhaust, Galfer discs, rear sets, HEL braided hoses, steering damper, custom seats, Pirelli tyres, well maintained. £3,750 nikcva@hotmail.co.uk 07833513171 Nik, Banstead Surrey



Yamaha RD350B 1976

Owned by father/son from new, sympathetic restoration ten years ago, many genuine parts, seat, full exhausts, rims re-chromed s/s spokes, new chain set, not run for many years, needs recommissioning, 07967 212743 £3,750 Mick, Derby



Yamaha Serow 1987

First year of manufacture, kick start model, nice condition for year, MOT until March 2027, £2,200 07899 892950 Graham, Melksham



Yamaha SR400 2016

Immaculate and unmarked, 975 dry miles, kept in heated garage since new, Hepco & Becker C Bow pannier system fitted. R&R oil temperature gauge, tank knee pads. £4,000 firm 07817 560845 Chris, Newquay, Cornwall



Yamaha XS750F 1980

Rebuilt, full list of parts, historic registered, parts book, workshop manuals, tools. Service and other parts, family ownership £4,250 02083 371254 halftwin49@gmail.com Geoffrey, Worcester Park, KT4



Yamaha YR3 350cc 1969/70

Owned most of my life, full restoration, rides well, comes with some used parts, long history, factory manuals, MOTs and V5 in my name, £5,500 ovno 07747 690084 Graham, Ipswich

Project Bikes for Sale



Honda 400 Dream 1978

V5 in my name. A project bike. Some parts missing, i.e. exhaust, battery and stator. Haynes manual and spares included. £600. Buyer to collect. 07933 739175 Dougie, West Calder



Kawasaki GT750 1984

V5 in my name. A project bike. Some parts missing, i.e. exhaust, battery and brake seals. Haynes manual, Kawasaki manual. £700. Buyer to collect. 07933 739175 Dougie, West Calder



Yamaha XS650 1977

Project bike, engine completely reconditioned with new parts. New stainless steel headers and chrome silencers, shocks, Firestone tyres. Parts to finish inc. new Triumph tank and panels, handlebars 07767 250660 Max, Rushden

Wanted

Rear Luggage Rack for Honda XL250S or XL500S (1979-1981 models) Can anyone help please? I would like to purchase a period correct rear Luggage Rack/Luggage Carrier for the Honda XL250S XL500S models. Many thanks, David 01904 490764

Piston Kit (standard 88mm) for 1979-1981 Suzuki DR400S. Standard 88mm Piston Kit, Standard 88mm Piston or the Standard Piston Rings. I believe the same parts were also fitted to the GN400 MODEL Piston 1211137100 superseded to 1210337810050, Ring Set 1214037100 Many thanks, David 01904 490764

Currently starting a restoration of a 1982 Suzuki Katana GSX 1000/1100 and interested in any parts members may have for sale, thanks. Colin 07496 422776

Suzuki TS100 - 250, 1977-79 (pre-ER model) or Yamaha DT100 - 400, mid-70s to about 1980, must be UK model and in A1 show condition and standard spec (restored is fine and expected but using OEM parts), damawe23@outlook.com or 07531 059959, Dave

Suzuki TS125M Speedo cable part number 34910-21230. Suzuki Tachometer cable 34940-34030. These cables fit L M A & B models. New or good used condition. 07903 565146, Barry

Bike Parts for Sale

Spares, mostly for CB750K/F, inc. oil pump, regulator, rectifier, timing plate, points, condenser, cam chain, starter solenoid. Honda CB750 SOHC spares inc. side casings, generator windings..., garage full. NOS 6/12V bulbs and fuses. Also many tools... Job lot £499ono 07729 933625 Ken, Manchester

Bridgestone 90cc Deluxe parts inc. tank, mudguard, rear light lens, headlight, front fork covers, chain, two air filters, open to any offers. Jerome, Leicester 07980 965130
NON MEMBER

Honda CB72 Type 2 right front fork lower casing, silver, NOS, £45. Pair of used white casings £35; **Honda CB450** 1966 front fender, silver, good condition £190; **Honda CB500 Four** 1973 4 into 1 exhaust pipes and silencer, good condition £95
07860 727582 James, Staffordshire

Honda CX500 new headlight/surround/cowl and fly screen in blue. FOC plus postage. Paul Hannon, 07809 720276
NON MEMBER

Non-Japanese Bikes for Sale



KTM Duke 790 2020

One owner, 1,820 miles, excellent condition, 12 months' MOT, genuine KTM added extras, £5,000, bank transfer 07884 439800 Peter, Co Durham



Scott Red Squirrel 1957

600cc twin cylinder water cooled two- stroke, the original LC, in outstanding condition, £6,500 may p/ex for smaller bike 07813 160902 David, Kent davidvanns@icloud.com

Advertising in Tansha

PLEASE NOTE: THE PREFERRED FORMAT FOR ADVERT COPY IS ALWAYS DIGITAL! <i>Written copy is open to misinterpretation and if we have to scan your film images they do not always show your bike to best advantage</i>	
To advertise in the small ads or the members services section.	Fully paid up members can advertise free in the small advert pages and the members' services section. ALL emailed adverts will be acknowledged within seven working days of receipt. If you do not receive a response please resend.
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Restrictions	Adverts should be no more than 40 words max . If space is limited adverts may be shortened. ALL bikes & individual parts for sale MUST be priced or will not be inserted. A photo (minimum 1200 x 900 pixels) of the BIKE can be included; side on and close up please! Non-members may advertise For Sale items only. Bikes for Sale, Bike Parts and Wanted adverts will appear for one issue only unless advert is renewed . Members services' adverts are linked to fully paid up membership. Current members can sponsor a service against their membership number that they think would be beneficial to other members.
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