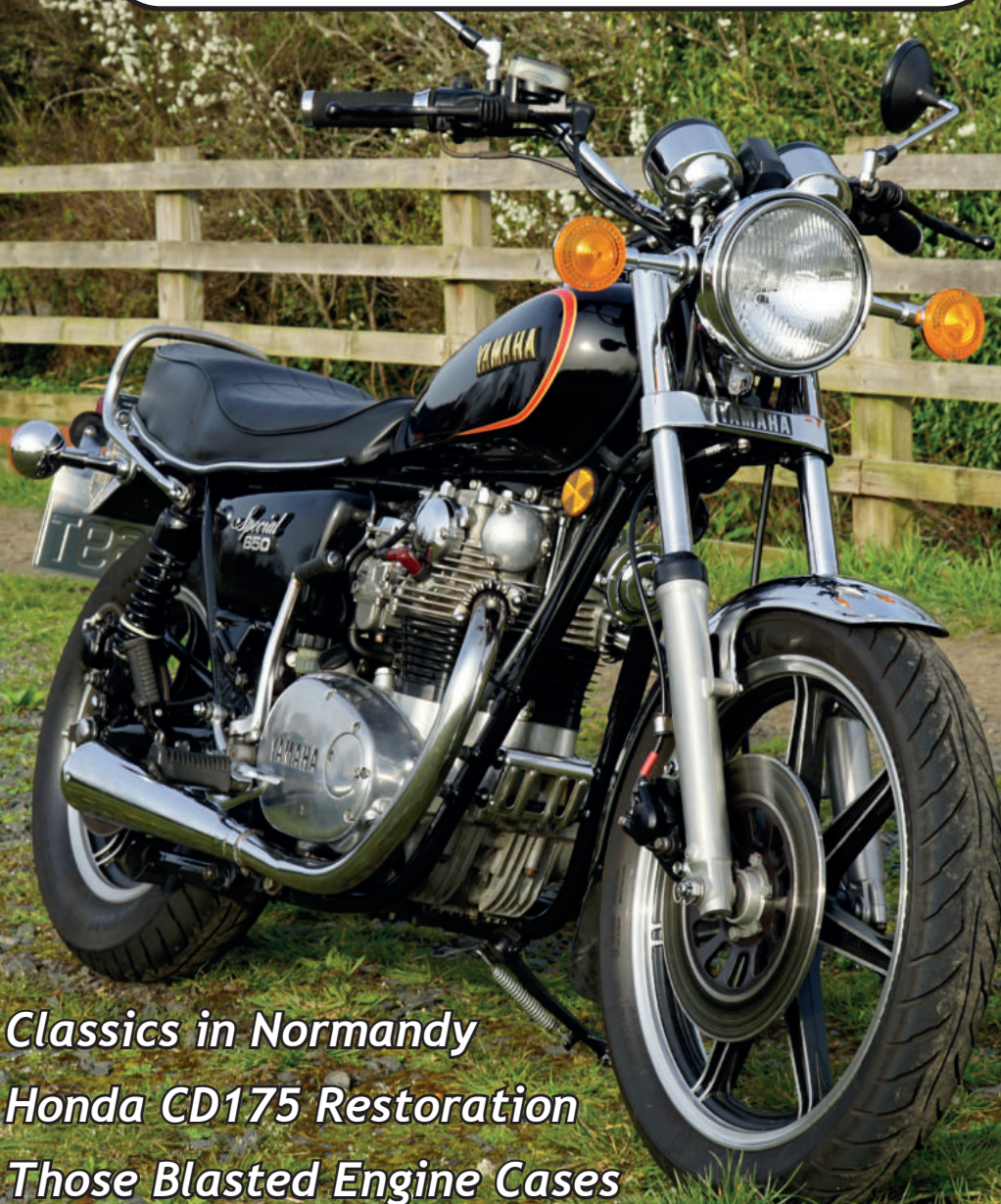




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From the Editor

An unexpected heatwave at the end of May was probably welcomed by those who had organised events over the Bank Holiday weekend and following days.

We ventured to Snetterton in Norfolk for what was our very first CRMC event. Paul had planned to take part in the VJMC parade held during the lunch break in racing. However, the heat got the better of us and, unfortunately, we didn't manage to stay as long as we had planned. A massive well done to those of you who braved the heat, donned your protective gear and ventured onto the track; also to all those who manned the stand. Ella and Andy did a sterling job sorting out all the admin and signing up new members in sweltering conditions.

Are any of you planning trips overseas on your vintage Japanese bikes this year? If so, please do send me your articles as Simon Price has done. The tale of his French adventures along with his daughter and friends proves that it is possible to enjoy touring on older bikes.

In this issue Ken Brooks shares the story of his restoration of a beautiful 1974 Honda CD175, whilst Richard Sykes offers up an idea for refining a blast cabinet to improve its effectiveness. In another article Jamie Norton shares a route around the North Yorkshire area which members may like to try out for themselves.

I enjoy reading members' reminiscences of earlier biking experiences and hope they are of interest to you also. Please do keep sending me all your musings, stories, memories or, in fact, anything bike related that may be of interest to us all, for inclusion in Tansha. In this issue are two such interesting contributions from members. Firstly, Dean Fountain reminisces about the 250cc bikes of his youth, whilst James French writes about his first experience of Japanese bikes with much smaller engines but which endured for decades.

As we are now well into the season there are several reports from various shows, track meetings, fairs, festivals and gatherings all around the country. There are many interesting events happening so you're bound to find something in your local area.

I'm very keen to have more input from members and welcome your articles. Also, please check out page 8 where I have some specific requests from you regarding contributions to the success of future Tansha issues. Thank you to everyone who has already sent me some great material thus far. A magazine is only as good as its contributors.

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

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

THANK YOU

www.vjmc.com
NEW WEBSITE PASSWORD
(case sensitive)
Honda_CD175

Club Chatter

Hopefully, everyone has been making the best of the summer? May was unseasonably hot, which inevitably brought out those that prefer to risk their skin rather than cover up for safety. Reinforced mesh jackets, vented gloves, sweat wicking trousers and much more are all available but perhaps you only get the message after you get the gravel rash? Cool and cool or safe and pleasantly aerated? Everyone must make that call I guess but judging by the crazies in this area a 'Busa' goes well with a vest top, voluminous shorts and trainers apparently. For those advancing years June was just 'too darned hot' with many opting for early morning or late evening runs. Rewardingly, my little Yamaha AS1 positively thrives on a 5:30am blast around the country lanes here on the western fringes of East Anglia... not too sure how my neighbours feel about that mind you!

By the time this issue lands on door mats the Rally and AGM will have been and gone so if you managed to make it, it was good to see you and thanks for your support and input.

There's lots of negative talk flying around about how classic Japanese bike prices are dropping, folk are getting too old to ride, the level of interest is waning etc. etc. Rather like some of the recessions we've been through over the years if people keep saying it long enough there's a good chance it might very well happen. Yes, prices have dropped from where they were previously but those that follow such things will probably tell you it was going to happen anyway. Covid and post-pandemic classic bike values were stratospheric and far too many unfortunate buyers got severely burnt in the subsequent feeding frenzy. When a post-Covid Kawasaki Z900A4 was being

touted for similar money to a pre-Covid Z1B many were left scratching their heads asking had the world gone mad. Thus are the dynamics of a free-market economy as they say.

In other news, I bit the bullet and decided to sell a bike I'd bought off the back of some misty-eyed nostalgia. When you've owned your 70s' classic for almost four times longer than you owned the original example back in the day you might very well say that's definitely an itch scratched - but what to do with the proceeds? Most has gone on an even older Japanese classic that has been on the one-day-I'll-have-one-of-those list for decades. I'm now learning all about disc valve two strokes and enjoying the change; fingers crossed it all goes to plan.

Finally, may I remind everyone please that even the club's most ardent and enthusiast officers are first and foremost volunteers? Many have their stated hours within these pages, and these are the times they carry out club duties and are generally available. A good proportion of these VJMC stalwarts also have full or part time jobs, family responsibilities and other commitments. All those involved in the running of the VJMC are passionate about what they do but also need their own down time. If you don't get an immediate answer to an email or someone doesn't pick up the phone, please bear with them. They could be helping another member, away from their normal place of work or even... out on their classic Japanese motorcycle!

Enjoy the rest of the summer!

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

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Email: chairman.vjmc@gmail.com

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

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Email: vjmcmembershipuk@gmail.com

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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.

Opinions... *Your thoughts, comments, ideas...*

Dan contacted me (see below) after recognising what he believed was a motorcycle he had previously owned. He recalled the registration number and, after looking at some photos sent to me by the current owner Barry Heath, I could confirm that this was indeed his former bike. Dan said "I always wondered where the GTR had got to - and now I know!" Editor

I thought this snippet of information might be of interest to you. In your article about Bridgestones in the February 2026 edition of Tansha, the very last photo is of Barry Heath's GTR. I am guessing that its registration number is MFX***G - am I right? I'm going by the sticker which is just visible on the front fork leg, which is a pass for the bike to the American airbase where the owner was stationed. How do I know this? I owned this bike for several years until 2011 and think that's my last tax disc on it too! The bike was owned by Colin Gibson before I acquired it. We are going back to the earliest days when the interest in old Japanese bikes was just beginning and this bike appears in several books and articles of that period, e.g. Mac McDiarmid's *Classic Superbikes*, where the sticker on the fork leg is clearly visible.

By the way, the photo of the bike is one I took to send to Bonhams for the 2011 Stafford sale where she was sold, nice to see she looks just as good 15 years later.



I am an 'old stager', now 80 years old, and suspect I'm one of the few of us still alive who attended the very first VJMC meeting at the Mike Hailwood Memorial Day at Donington Park. Like most of the people you mention I was lucky to have the friendship of Graham Weeks, whose advice was always freely given.

I also worked in Chester and got to know Steve Murray very well over the years - bikes and politics were our favourite topics, the latter could get quite heated! The story of his association with the Bridgestone brand was told in Tansha some years ago, both of the way the bikes were imported and brought in from Liverpool to Bill Smith's Chester bike shop, and also about Steve's rides on the factory BS 50cc racer. He was very fond of telling these tales and told them to me more than once over the years, but was always worth listening to. He was a real character who is sadly missed.

Dan Robinson

A NOTE FROM THE TANSHA DISTRIBUTOR

We would like to inform you of an important update from Royal Mail regarding changes to their Universal Service delivery model. Under new regulations introduced by Ofcom, Second Class letter deliveries will move to an alternate weekday schedule (Monday to Friday only), meaning they will now be delivered every other working day. This change is being implemented nationally across Royal Mail's delivery network and will be rolled out in phases over the coming months. While these changes are outside of our control, they may impact delivery times for certain mail services.

Opinions... Your thoughts, comments, ideas...

Neale contacted me after reading an article in the last Tansha. It is good to know that there are specialist tools available and that they work well to make the task much easier. Sometimes, however, they can be unaffordable (certainly in our youth they would have been) or tricky to get hold of so, as ever, necessity is the mother of invention and we welcome readers' innovation. Editor

Hello, I've just read the article by Alan Evans about his construction of a puller for his Honda CB250, it's a very elaborate job. I use the Honda puller which is just a 16 X 1.5mm short bolt! I have taken off over fifty rotors during the last fifty years, all successful.

Thanks for your interesting magazine.

Cheers from Neale



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john@classic-motorcycle-valuations.com

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And the good news is he is offering a discount to VJMC members. Just click on the VJMC tab on the website for more information.

You will find the unique 'Club Code' in the members area of

www.vjmc.com

CELEBRATING 45 YEARS OF THE VJMC

In 2027 the Vintage Japanese Motorcycle Club will be celebrating its 45th anniversary, having been formed in 1982. I am planning several items to feature in the first issue of 2027, namely February, to mark the occasion. I'm mentioning it at this point because I want to give members the opportunity to take photographs of their bikes during the summer whilst there is a chance of some good, sunny weather.

Firstly, I would like to hear from members with articles on your biking adventures/ misadventures from around the era of 1982. In addition, if any members who were at the initial VJMC meeting would like to write to me with a little bit about how it came about that would be most excellent.

Secondly, if you currently own a 1982 Japanese motorcycle please send me photos of your bike with the model name and your own name and I will include as many as possible.

Finally, I would like to feature a bike from 1982 on the cover so if you would like to try your hand at photographing your bike for submission please send me those. The cover photo will need to be of high quality (at least 300ppi), of portrait orientation with plenty of space above and below the bike so I can crop it to fit. The Tansha title and logo across the top mustn't obscure anything important in the photo. Toward the bottom there needs to be a clear area for the month/year and price. Plus somewhere there needs to be space for about four lines of text.

I need to have this ready for publication in the February 2027 issue so if you could get them to me by the deadline of 27th December at the very latest that would be very helpful.

I'm really looking forward to your contributions. Many thanks.

Lorraine Johnson

tanshamag.vjmc@gmail.com

A NEW FEATURE

Looking at the lighter side of biking life I would like to hear from members about a specific moment from your teen experiences of riding, owning, or attempting to fix your early mopeds or first 'proper' bikes. We will then turn it into a cartoon version just for a bit of fun.

Here Paul has recreated a scene from when he was sixteen and he and a friend tried to fix a Garelli Tiger. Having no tools of their own they took one of their mother's table legs!

Many thanks, Lorraine Johnson
tanshamag.vjmc@gmail.com

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BE COPIED!**



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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
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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
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VJMC Members' Benefits

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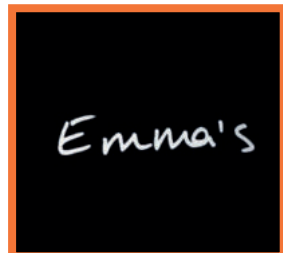
www.alchemyparts.co.uk

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

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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

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
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 OPP
August	12th	Northants Section	Lincolnshire Aviation Heritage Centre Bike Night, Rideout
August	14th/16th	Dorset Section	Thruxton 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

Forthcoming Events

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	Sussex Section	Moto Union, South of England Showground, Ardingly, West Sussex
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
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



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Honda CD175 Restoration



When you have bought back and restored your original 1973 blue Honda CD175 what do you do next? You look to make the pair and go for a red one.

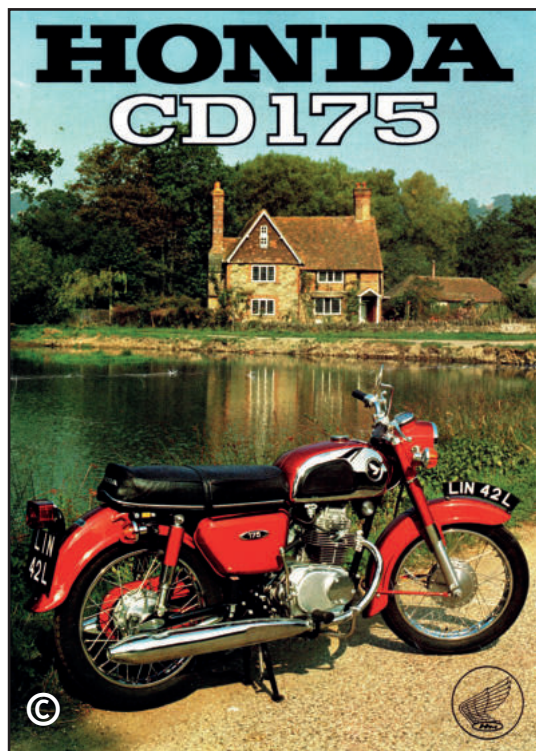
CD175s began in the 1960s with a sporty looking twin sloper engine, strongly inclined and suspended from a pressed steel frame. By the early 1970s the bike had been completely redesigned with a part pressed, part tubular frame and more upright looking engine, giving it a bulkier and reassuringly solid appearance. This was Honda's offering for the ride-to-work buyer whose alternative mount might have been a BSA Bantam, and in the 1970s, many CD175s were seen on the roads. By the late 1980s, however, most had simply vanished off the roads, perhaps scrapped or pushed into sheds. I regularly passed one left out in the open, unloved and slowly rotting away.

When I repurchased and restored my original CD175 A4, in 1994, similar bikes were already thin on the ground and

parts not so readily available. Moving forward a few years to 1999 and finding restorations enjoyable, the next logical step in pursuing a passion for this model was to acquire one in the alternative UK colour of candy red. The hunt was on. This was in the days before I used the internet and searching out old and unloved bikes was not quite as easy as tapping a few keys. It needed persistence, advertising and careful reading of magazines since bikes of little worth were often tacked on the end of adverts for more exotic machinery.

A 'Wanted' advert in *Old Bike Mart* produced a couple of replies, one resulting in setting off in a hired van to Hemel Hempstead to view two tatty machines, one red, the remains of a black one (not Honda UK colour) and a spare engine in a frame. Although they were inexpensive, arriving with an obviously hired van gives an immediate perception to the seller of commitment, and from

Honda CD175 Restoration



the buyer's point of view a mental state inevitably exists best summed up as not wanting to go home empty-handed. So, the stage was set, and the bikes were brought home. The red machine was soon running but for reasons now forgotten little more was done to it, probably because within a few months a couple more promising red bikes had been unearthed. At this point I now had three, yes three, red Honda CD175s all awaiting work plus my original blue. Mrs B was, and remains, surprisingly tolerant of my indulgence. The worst bike was used as a spares donor; another was restored to almost new condition. When completed it looked fantastic, but I did not bond with it.

However, I was strongly drawn to the remaining third bike. It had been acquired from Royal Tunbridge Wells for under £100 and, with careful removal of a few parts, just fitted in the back

of our car to transport home. As it had such a nice patina I made the decision to do what might be called a sympathetic restoration and is the subject of this little story.

As acquired, this 1974 bike was far from a basket case but looked in need of more than just a little tender loving care. There were the remains of one incorrect silencer, the lower frame metalwork was rusty as were the chrome tank side panels, the seat was torn and the side panels had minor damage. The two-part chain guard was missing. Overall, the impression was one of a bike that had been run into the ground and, after a few parts had been robbed, neglected. Inspection revealed the engine turned over nicely which was an encouraging start. I made up a list of wanted parts and placed adverts for those not readily available, plus trawled dealers with new old stock awaiting discovery by the right buyer. By this time, I had become quite adept at CD175 engine removal and, with all the correctly sized tools lined up, managed to have the engine out in 35 minutes which by dealer standard is perhaps unremarkable. With the engine removed, the swing arm and smaller frame parts were then taken for lunchtime sessions of DIY blast cleaning. This was undertaken at 'Bob's', a somewhat eccentric one-man motorcycle restoration business with premises in a double garage near my place of work. These exercises needed some nifty changes of clothing before returning to work in a suitable state for the afternoons. On one of these blast-cleaning sessions, I could not help but smile when I noticed Bob sitting nonchalantly outside on the pavement on an old dining room chair having his hair cut, all this while mums



pushing prams made their way past the obstruction. That, and him spraying hazardous paints outside in the open all seemed to be accepted as quite normal among the friendly local community in which he operated. Quite a character.

Back to the project. The blast-cleaned parts were soon sprayed in two-pack black gloss along with the swing arm and lower frame. Further adverts produced a pair of used silencers, quite a find as good pattern parts were not to be had then, and I inadvertently became a victim of fraud after someone offered a chain guard. The caller claimed to have more than one, all in nice condition (of course!) and I agreed on buying for his not unreasonable asking price. It was then that he said he did not have a bank account and would like to be paid in cash. You know where this is going. Inevitably the parts failed to materialise, the seller claimed not to have received the cash and although nothing could be proven, thankfully the Post Office accepted my version of events and refunded my cash. All part of the journey of getting the bike

on the road and a cautionary experience. A chain guard was eventually found and this, along with the headlamp shell, were sprayed in candy red.

The engine turned over but one plug thread was stripped. A local garage claimed competence in thread repairs but did such a poor job that their work had to be re-done by others. The head was then taken to a well-known (for his language interspersed with expletives) engineering specialist in Bristol who did an excellent job with a steel insert, and who also helicoiled an insert into a mirror thread on the twistgrip control. Sadly, neither of these fondly remembered and highly skilled specialists are with us now. The crankcase covers were refinished



Honda CD175 Restoration



with the correct shade of silver-grey metallic paint which was protected by two-pack clear lacquer. The bike was soon reassembled and, thanks to the generosity of a good pal, a period 'Lifestyle' rear carrier was added. This allows for the occasional fitting of a white top box which does nothing for its appearance but is very useful. Whilst no show pony, the bike was looking like a used, but cared for, example as had been my intention.

Once finished it was time to enjoy riding, and, over many years, it has provided

many memorable outings around country lanes and visits to local shows and bike meets. I also must admit that its lightweight convenience makes it useful for the occasional light shopping trip although I learned on one of these the inadvisability of risking stability by filling the top box with numerous bottles of wine which were on offer.

I am pleased to say that this bike and my original CD175 are still with me. They are relatively unexciting but easy to use and reliable companions, each accompanied by a store of happy memories.

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Rainscombe Vintage Country Show

And then there were three. Three disconsolate but stubbornly optimistic souls sat in a damp awning looking out at the rain being blown by the wind across the fields of exhibits, including classic Japanese bikes belonging to club members. The show site at Rainscombe (near Marlborough) was really living up to its name today. I sat with Julie and Dean behind a table laden with copies of Tansha and membership application forms that were unlikely to be needed on this stormy Saturday. The more shows the club attends the greater the chance of days like this. With the world and their dog hunkered down in motorhomes and caravans, it was a day to sit, drink tea and put the world to rights. The forecast for the next day was better and so it turned out but it would be mid morning before everything had dried out.

Despite the conditions on Saturday, we still had fifteen bikes turn out, showing just what a dedicated/optimistic/deluded (delete as appropriate) bunch of people VJMC types are. Amongst those fifteen were some real gems, Dave Asten brought along a Suzuki RG250 and an RG500, Brent with his Kawasaki H1F and Chris Ward with an H2. The commendable attitude being that they were made to get wet so what's the problem? Although most owners decided that this only applied to the bikes.

Sunday dawned much brighter with the trials of the previous day quickly forgotten, and through the morning more bikes turned up resulting in about twenty-five on display. In addition to Saturday's collection, Nick Hurst rode in from Bristol on an immaculate red Kawasaki KR1S along with Deb Golding (VanVan) and Kevin Wilmott (GT200





XS). Also riding in we had John Harmes from Guildford on his lovely unrestored Honda CB250N. Gerry Gurke came with a Honda RC162 replica, a four-cylinder 250cc bike that was amazing to look at close up and amazingly loud from any distance. Such was the attraction of the bike that Gerry was asked to ride a few laps of the parade ring on his own and talk about it. This called for a good deal of concentration due to the still wet grass, plus, as the only way to start the bike is with rollers, it meant being

pushed back to the stand afterwards. Soon afterwards all bikes were invited into the ring and about ten of us duly obliged.

Thanks to all those that made the effort to come out on either day but especially on stormy Saturday and to those that took turns on the stand to answer questions about their bikes and the club.



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Classics in Normandy



For some time I have been longing to take a classic bike abroad for the craic. I've toured Europe many times on a modern bike, but never taken a classic. So, a plan was hatched. Rather than rushing through Northern France as we usually do to get south as fast as we can, we wanted to properly pay our respects to the fallen in Normandy. A five-night trip was planned to visit some of the war graves, memorials and museums. There was just one condition, we all had

to ride a classic bike that was at least fifteen years old. As can be seen from the photos, only two of us honoured that agreement with me on my 1979 Yamaha XS650S UK bike and my daughter Jess on her 2002 Ducati 900 Monster. Despite having some nineteen bikes, mostly classic, in his collection from which to choose, my mate Rich bottled it and turned up on his 2025 BSA Goldstar! Then Stuart turned up on his 2019 Ditch pump! Although with open pipes, it does make a phenomenal noise.

I bought the XS650 from a work colleague in April 2021. He had parked it at the end of his garage in 1995 and not run it or moved it since! Consequently it was a non-runner and in some considerable state of disrepair, requiring a full restoration. I did not know much about the model at the time of buying it but quickly educated myself with how reliable the engine is and this proved to be the case. It only required a top end rebuild and even then, all I did was re-lap the valves, lightly hone the bores and reassemble with all new gaskets, seals etc. Other than putting in a new clutch, I left the bottom end alone. The carbs were in a state, however,



with them being left full of 1995 four-star petrol! So, after stripping the bike down, doing the carbs, powder coating the frame, cleaning everything up and putting it back together, it burst back into life in October 2024. It had some niggles that proved difficult to resolve e.g. main battery earth wire corroding within its plastic sheath, and leaking carb brass floats that took some time to resolve, but now it runs well. So, given its lovely parallel twin engine I thought it would be a great bike for the trip with its low daily mileage, and allowing me to cruise around with loads of character.

So, on with the trip. Having strapped on a spare litre of 20-50 mineral oil along with my luggage, taking all the usual easy roadside repair tools e.g. puncture repair, insulation tape, zip ties, adjustable spanner etc., we set off late in the afternoon to Portsmouth for our early morning ferry to Caen. We hadn't travelled more than five miles when Jess on her Ducati disappeared from my mirrors. I turned round instantly thinking that the infamous Italian reliability gremlins had struck, only to find her recovering my tail pack from the middle of the road! Yes, I had not secured my tail pack correctly and it had made a very successful bid for freedom! Or perhaps it was the Yamaha's parallel twin engine vibes that had loosened the straps? The Ducati was running perfectly!

Given the nature of my old bike, we avoided motorways wherever we could and kept speeds down to under 65mph because, physically I am not so happy sustaining those higher revs due to the increased vibration and impact that they have on me! Some 3.5 hours and 140 miles later, with no further 'breakdowns' we made our hotel in Portsmouth meeting up with Rich and Stuart.



In Normandy, we stayed for four nights in total, two in Caen and two in Bayeux, spending each day riding to various Second World War sites. I am no expert but I am reasonably knowledgeable on the D-day landings from years of reading books, watching films and documentaries etc. but despite all this, I was not prepared for how moving the whole experience was. All four of us were deeply moved by it all but probably the most thought provoking was the British War Memorial above Gold beach near Arromanches. Unbeknown to us, the 'Standing with Giants' statues were on temporary loan to France and had been erected in the grounds between the War Memorial and the beach they landed on. Some 1,475 statues stood eerily silent across the land for almost as far as you could see. It was deeply moving.

Back to the bikes, we did not suffer any breakdowns but did have some challenges. The Yamaha has only an 11 litre tank so I needed to top up more frequently than others. I was the only person to top up my tank at one Esso petrol station in Normandy and despite putting E5 in it, the bike ran very roughly afterwards and would not tick over. I can only assume I had some dodgy fuel because as I rode it more and gradually

Classics in Normandy



burned it off, replacing it with new fuel, the rough running gradually disappeared.

The most stressful moment though was when my daughter Jess filled her Ducati tank up with 85ron Super Ethanol petrol, thinking it was Super Unleaded. Fortunately she realised that she might have mis-fueled her bike and did not start it up. After a bit of Googling we established that the French are starting to embrace this type of Super Ethanol fuel which has an ethanol content of between 60% and 85% Ethanol! Yes you read that right.

It was at this point that Rich opened one of his panniers which was full of tools including a multimeter, and pulled out a syphon tube. Jess, as well as I, could have kissed him. He then took one for the team and proceeded to suck out most of the fuel declaring that he had swallowed plenty of petrol over his 67 years but that this was by far, the most disgusting tasting of the lot! We re-filled the Ducati with proper E5 unleaded, crossed our fingers, and it fired straight up (hers is the injected version of the Monster) albeit it ran a bit more lumpy

than normal until it was all burned off. What a relief. So, watch out when filling up in France and avoid this stuff (light blue pump nozzle) unless of course your vehicle can run on it.

Overall, the Yamaha averaged just over 50mpg and used half a litre of oil over a total of 465 miles. It should be noted that, unlike other perhaps more famous parallel twins from the 70s' era (British), nothing vibrated loose, cracked, or fell off (ignoring the tail pack!) and of course, it did not break down! Even though there was the potential for increased jeopardy taking an old classic bike abroad, I found it a thoroughly enjoyable riding experience and ideal for pootling around Normandy.



The Ace Cafe, Here we Come!

Sunday 31st May, the weather was sunny but the forecast, at best, was unsettled. Six thirty am, fuelled up and heading from Southend towards London, ULEZ paid for (Diego the DR600 isn't historic yet). The Ace Café, here we come!

Steve was riding his DT125MX - it's ordeal by fire. Would his ignition system hold up? We trundled down to sunny Romford via the A127, reaching the traffic lights before Gallows' Corner, where a diversion was set up, as the A127 was closed! Merde! Going down the diversion, we got to a mini roundabout with a yellow sign, set at such an angle it wasn't clear which way to go. I chose left... WRONG! After going in a circle, we went down the same road and went right. After going on a magical mystery tour, the diversion brought us to the M25, Chris Rea's road to hell, but not



ours, as Steve is still on L plates. So, we carried on, reaching... the same freaking roadworks as before... double merde! Taking an executive decision, we went through a local road, for local people and, after a tortuous round the houses tour of Romford, picked up the A13. We stopped to refill the DT so Steve had enough petrol before getting onto the North Circular, his first encounter with London traffic and their imaginative lane discipline. My DR was big enough and bad enough to force a passage and the rest of the journey was uneventful, apart from a minor navigation issue, where I sailed past our junction and ended up going around the Hanger Lane Gyratory. Doubling back, we found what we had come all this way for, The Ace Café! We were even waved at by some families as they walked to the Ace!

Once a greasy-spoon transport café, it was founded in 1938, just in time for the Germans to flatten it in their quest to remodel London in 1940. The existing building raised from the ashes in 1949, almost perfect timing for the birth of the café racers of the 1950/60s. They would

The Ace Cafe, Here we Come!



put a record on the jukebox and race around the nearby roundabout, aiming to return before the record finished. Tunes like 'Shakin' All Over' by Johnny Kidd and the Pirates at 2min 40sec were the target, today, you'd need to put the album version of Kraftwerk's 'Autobahn' at 22min 47sec to stand a chance!

As we pulled in, the gazebo was already up, Marky W, Andrew, who kindly (and some might say bravely) drove Mark to the venue with the gazebo, Keith, (sporting a brace of clean, early Hondas, a 1964 CB92 and a 1963 CB77) Martin (from North London) on a Yamaha FJ1200, Graham on his highly polished 1973 CD175 and Alan (from south London) displaying his 1967 Honda C50 Cub, were there, all shimmering in the sunshine. The Suzuki DR600R and Yamaha DT125MX duly joined the line-up, not so shiny, (but then they're trail bikes - that's my excuse, and I'm sticking to it!)

Various Japanese bikes were lined up outside the café, highlights were a



Katana, various Kettles, a GS1000, Z650, a stunning twin shock DT175, an FS1EDX, a slightly modified CB550, an XT500, a slabby GSXR1100 and rarer than even the DR, a Suzuki XN85 - Suzuki's Turbo offering, with the iconic OBRUT transfer proudly displayed on its snout.

The café is a mecca for both bikers and locals, many choosing to spend their Sunday at the venue, chatting with both old and new friends. The Triumphs and Nortons have given way to Harleys for the die-hards, but everyone was super friendly. At 2pm, the 'judging' of the best in show took place, Mark W and Mark Wilshire, the brainchild behind

the resurrected Ace came out to judge the VJMC bikes. The results were:

Best Yamaha; Steve Humm's DT125MX

Best Kawasaki; Not awarded - no Kawasaki's present

Best Honda; Graham Doubleday CD175

Best Suzuki; Gary 'Bear' Humm's DR600R! (Surely not.....?)

Honourable mentions must go to the other Hondas on display; they really were immaculate and a credit to their owners. But Graham got the nod as he had ridden his CD in from north Essex.

After this, it was time to take down the gazebo, load up some of the bikes into vans and the rest of us started putting on our riding gear. I was talking to a very nice chap about the virtues of classic bikes over modern stuff, and he was really interested in the starting procedure for a big single. This was when Diego disgraced himself. Not wanting to keep the chap waiting, I turned the petrol tap on, went through the pre-start ritual, only for Diego to pee petrol all over the floor. It's happened before, so I turned the fuel tap off, turned the ignition on and the stars lined up in perfect alignment and he started on the second swing of the kick-start. (No wimpy electric boot for us!), roaring away until - you guessed it, muggins had forgotten to turn the chuffing fuel back on. Never mind, at least it had warmed Diego up. Once the helmet and jacket was on, I confidently climbed aboard. Half an hour of kicking later, including an offer of a bump start from the group of slowly gathering onlookers, Diego roared into life, to a polite round of applause from our audience. By this time I was also suitably warmed up!

The North Circular was heavily congested, stop start most of the way



back, lanes too close together to safely filter on a big trail bike, but suicide jocks on scooters took their life in their hands on some stretches. Coming off the ring road onto the A12, we stopped once more to sate the thirst of the DT with more E5, and a cold drink for the riders. We saw Graham sail past the service station, and he had half hour's head start! Coming out of London, there was no diversion past Gallows Corner and we arrived home hot and bothered, but happy.

Would we do it again? You bet!

Would we encourage others? Ditto!

Stratford Autojumble

On Sunday 10th May, several of us club members headed to Stratford racecourse for what has become one of the most enjoyable autojumbles in the Midlands. With the dry weather and plenty of enthusiasm, it promised to be another great day out.

As usual, all the keenest bargain hunters were through the gates early, determined to beat everyone else to those elusive parts and hidden treasures. Before long, members were spread around the stalls, carefully searching through boxes of spares, racks of tools and tables covered with everything from classic motorcycle parts to old workshop manuals, enamel signs, clothing and collectables.

One of the great attractions of Stratford is the variety on offer. Whether you're restoring a British single, a Japanese classic or simply looking for something interesting for the workshop, there's always the chance of finding exactly what you didn't know you needed! More than one of our members returned carrying boxes of 'essential purchases'.

This autojumble is always a great place to meet up with our fellow enthusiasts, chat with traders we've known for years and to catch up with members from other clubs. We all had many conversations

about restoration projects, upcoming rallies and memories of bikes owned decades ago throughout the day, which made the hours pass quickly.

Wandering through the bike parking area we could see an impressive variety of machines arriving throughout the morning. From immaculate restorations to well-used everyday classics, there was plenty to admire and no shortage of inspiration for future projects.

A big thank you to everyone who represented the club at Stratford and to all members who visited us, it was great to see so many of you.

All in all, it was another thoroughly enjoyable day out and we look forward to returning again next year.

Photos by Andy Bolas





Steam Fair at Castle Combe



The club had been invited to this show previously but we couldn't attend, so this was the first year for us and, as such, we didn't know what to expect. It's held on and around the Castle Combe race circuit which makes for an atmospheric event, especially when walking along the start-finish straight feeling the thick layer of rubber put down by countless tyres struggling for grip. Unfortunately, none of them ours as the track wasn't in use except for shuttle buses.

Julie and Dean arrived on Friday and set up shop in anticipation of a good turnout of bikes first thing on Saturday and were not disappointed, with around thirty-five on each day. Some bikes were trailered to the site but a good number were ridden in each day. You never quite know what will turn up and the entry description doesn't always give much away, as was the case with a lovely pair of Suzuki Katanas, one a 1981 model and the other a lengthened, 1400cc turbo drag bike that sounded amazing when fired up and given a quick run at the end of each day. Other bikes of note included a Bridgestone 350 GTR, Yamaha CT175, 1966 Suzuki Bearcat, Honda NU50 Runaway and a Kawasaki H2. Also making an appearance was a Honda 'Motocompo' which is the small,

foldaway 50cc bike that was an option when you bought a Honda car in Japan. The idea being that as space is so limited in Japanese cities these could be carried in the boot and taken from the outskirts into town. Another rarity was a 1970s' Honda child's three-wheeled 'kick 'n' go' scooter, chain driven from a foot-operated lever. These were designed for kids in Japan possibly just to get them into buying Hondas at a later date. Both generated a lot of interest.

Saturday was generally cool and overcast but Sunday warmed up to be the better day, bringing out large crowds. There is normally a parade ring and this show was no exception with two in use at any one time. The trackside ring was used for the slightly dubious combination of 'classic cars', 'classic bikes', 'The Tigers' (children's motorcycle display team) and heavy horses, the horses seemed to ignore everything around them and just kept eating the hay, a useful metaphor for life in general.

My first small decision was which bike to take around the ring each afternoon. All bikes in the garage had been worked on and checked over through the winter, so it was time to get one fired up. My Yamaha AS1 started then raced, throttle cable sticking. On my Suzuki, I found



a fuel leak under the previously re-sealed tank so this bike was not in use. My Honda, refused to start and my RD was running on one cylinder. It's as if they know. I decided to take the RD 350 in the hope that it would clear, but it didn't. On Sunday I took the AS1 hoping the cable didn't stick, but it did. Still, it is always amusing to see the Honda NU50 Runaway and Kawasaki H2 tearing around on the grass together.

With lots of new members turning up with their bikes and several more dropping by to introduce themselves it made for a fun weekend. Thanks to Julie and Dean for organising our stands and to everyone that hung around to talk about their bikes. Only a couple of weeks to the next show, best get back in the garage.

Photos by John Cozens, Julie Showering and Deb Golding.

Having received two reports from this event, I decided to include both as they show a different perspective. Editor



Steam Fair at Castle Combe

Having spent a week in May last year taking part in the Dorset VMCC section's Weymouth week, I was looking for an event to attend this May. As I have health issues and didn't know what the situation would be around that time I was reluctant to book up too much time away. Having recently joined the VJMC I came across a weekend steam fair at a racing circuit in North Wiltshire at which the VJMC would have a stand. So, I applied to join the event and was accepted with free admission and free camping. Thanks to Julie Showering for accepting my late entry.

I drove down with my recently acquired Bridgestone 350 GTR on a trailer. I had not long had some tuning work done on it which precluded any opportunity to test it beforehand but, as it was basically a static display, I was not too bothered about how it ran. Once my camping equipment was set up, I was able to unload the GTR and test ride it up and down the camping field and it ran well. The following morning, I rode across to the edge of the track and parked up with the other 34 classic Japanese bikes where I was welcomed by Julie and Dean plus some of the other VJMC attendees.

The event was huge with steam vehicles of all sizes, monster vintage trucks, several hundred classic cars plus over a hundred classic motorcycles of all ages, makes and types. Plus, there were several classic push bikes. There was also a funfair and aisles of traders and auto jumblers. Saturday was a bit showery but still lots of members of the public and other exhibitors came to look at our bikes. Mine was the only Bridgestone on display and caused a steady stream of people wanting to know more about a make they had never heard of. In the afternoon we were invited to ride a

couple of hundred yards down the circuit and ride round an arena so that visitors could see and hear the bikes. Most took up the offer. The GTR went well.





Sunday was similar, but with better weather. I had time to look around the other 100+ bikes parked in a nearby area. A gazebo from the Bristol branch of TOMCC also had some interesting bikes on display.

After lunch we had another ride around the arena watched by a good crowd. We could not ride around the full motor racing circuit because of health and safety issues, which was a bit disappointing but entirely understandable. It was then time to pack up, say goodbyes and head north after an enjoyable weekend. I am hoping to ride the GTR to other events and enjoy a long, hot summer of biking.



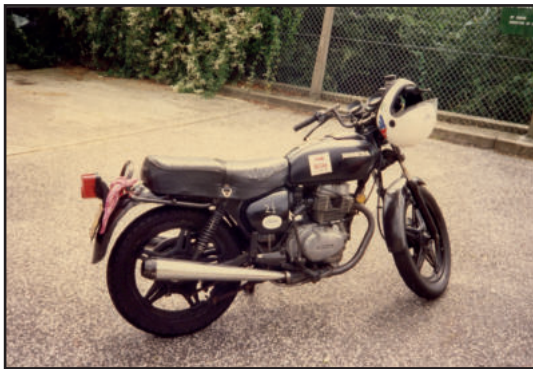
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RUN BY MOTORCYCLISTS FOR MOTORCYCLISTS

A Tale of Two-fifties

'T'was the best of times, t'was the worst of times...' When the government changed the law to restrict learner riders to 125cc, those passing their test in the years thereafter found a ready supply of cheap, quarter-litre machines to cut their big-bike teeth on. Those who'd already passed their tests on such bikes and banked on passing them on to the next generation of learners for good money, found themselves offered 'cents on the dollar'.

Having passed my test at just the right time, I was one of those in the fortunate position of being able to take advantage of the crash in the values of 250cc bikes just a short time earlier. The small ads were full of them, mates knew people looking to recoup what they could, and breakers were chucking them, and the associated used spares, out the door for a small profit before they became stuck with them.



My first purchase was a Honda CB250T Dream, bought through a workmate for fifty quid. He rode it over to my house, as I hadn't yet passed my test and I soon found a replacement for the broken footrest hanger. A few illegal runs up the road found the steering to be questionable but, seeking assistance from a local mechanic, it turned out to be the forks twisted in the yokes which were soon straightened out.

A physically big bike, much more suited to pillion work than its contemporaries, the Dream was a three-valve per cylinder four-stroke twin developing a claimed 17hp. They were replaced by the very successful Superdream, and are now rare beasts. A bodged attempt at fixing a cracked sump (by a previous owner, I might add), failed and so she donated the alternator to another mate's 250T which I swiftly tempted away from him.

Much later I wandered forlornly, to the same mate's house after this Dream also reached the end of its days. On enquiring whether he knew of anything cheap for sale, as I was skint, he dragged the tarpaulin off a Suzuki GT250 languishing behind his shed. "This any good to you?" he asked, "runs and rides, just needs a ticket". "I can't afford that!" I replied, gazing lustily over the little two-stroke twin. "You can have it mate." His wife, clearly delighted to see the back of at least one of his hoards, was smiling almost as much as me. "I'll have the old Honda Dream back though". Only one of us was smiling now so I beat a hasty retreat mumbling about MOTs to the sound of a rather heated 'domestic' beginning.

What a fantastic little bike, wringing its neck would see it giving the remainder of its original 21hp to charge down

by Dean Fountain



the road in some style. It's easy to see why they now command the money they do, a very useable classic for the VJMC membership. Modern brake pads will surely negate the terrifying lack of front braking in the wet. Its only other drawback is a distinct lack of room for all but the slightest of pillions.

I could have lived with the GT quite contentedly for a good while but my head was turned by a rather nice 400cc Superdream. The lure of a bigger machine was too much, and the faithful little Suzuki was passed to a friend of my dad for a useful £40, I remember it with fondness.

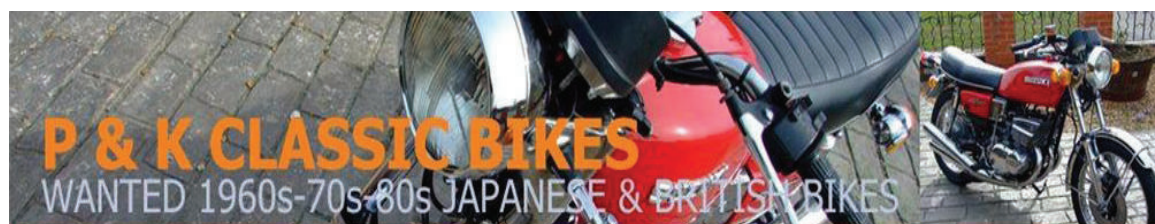
I figured my quarter-litre days were done as I aspired to much bigger things, then my eyes alighted on a Yamaha XS250 custom sitting outside another mate's lock-up, negotiations soon began.



After the delights of the GT the Yamaha proved a little disappointing in the power department, giving the distinct feeling that it couldn't pull the tail off a chocolate mouse. What it did have, being the SE version, was kerbside appeal. The custom look included a different tank, seat, chromed clocks, high bars and the large rear light tucked behind a chunky alloy grab-rail.

I ran the SE until I was offered an XJ650 in exchange for it and a few quid. No brainer, my time with Japanese two-fifties pretty much ended there.

As a postscript I've had a major downturn in my health and whilst looking at the above-mentioned bikes values it's a distinct possibility that an XS250 might replace my bigger machines at some time soon, if I can find one.



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**JOIN THE VJMC AT MSV ROUNDS OF
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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

Forthcoming Track Events



JOIN THE VJMC AT CRM RACE MEETS IN 2026

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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

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



My First Japanese Bikes

Having been inspired by Dean Fountain's 'Best Years of our Lives' story, in Tansha February 2026, I thought I would write a small piece about the two 49cc Japanese motorcycles I had in the 1970s. They were a Suzuki M30 from 1965 and a Honda C50 of 1974. For the last six years I have owned a Honda 400/4 which I have told section members (Northants) when I joined the VJMC, "It's my first Japanese motorcycle". This is not strictly true for reasons I will come to now.

Following an accident on my 1971 Norton Commando going to work in 1972 (or 1973), the bike had to go to Glanfield Baldet in Northampton to be repaired as the accident was not my fault and it was an insurance job. Needing to get a bike as soon as possible I went around the local dealers looking for one at the weekend. In John Lees' shop in Higham Ferrers, Northants, I was offered this 1965 Suzuki M30 step-through at £25 with a windshield fitted. Offering £20 for it and, as the shop wanted rid of it, I bought it as 'sold as seen' with no road test but told it was a runner.

It was my first Japanese bike and my first two-stroke. I kept it and used it to get to work for several months and it never let me down, cruising at 35 mph!

My girlfriend at the time actually learned to ride on it on a private road

and really enjoyed the experience. I ended up selling it to a man at work, so having served its purpose for me, it had another owner. One thing I remember doing, because power was down due to a coked-up silencer, was putting a potato over one end, placing it upright and filling it with caustic soda. It worked.

Around 1984, I was working at a different place where a chap had owned this 1974 Honda C50 from new. He wanted to sell it but had not had any takers and, as he was not asking too much for it, we did a deal as it was a low mileage. Living in the countryside I thought the little grey and cream bike would be fun for Sunday bimbles out nice and steady (I still had my Commando) so going slow was nice. It never let me down and on a few occasions it saw 45mph downhill and though the C50 was revving its nuts off nothing ever went wrong. I kept the bike until 2006, that's 22 years of ownership



and I remember having to buy a couple of batteries and a new rear tyre for it. It was very frugal, returning 130 mpg and I did a couple of thousand miles on it. Oil changes were easy and the centrifugal clutch never gave any problem.

Both my sons learned to ride on it on a playing field with concrete car parking doing figure of eights etc. to learn slow riding. They now both have full bike riding licences. I got £700 for it when I sold it as it was completely standard and unmolested.



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Wiltshire Tiddler Run



I must confess I was not planning to go on the Tiddler Run as, contrary to the rumours, I don't have a tiddler. I used to have a YBR 125 but sold it a week before the invasion of Ukraine and the price of fuel rocketed. So, I had no choice but to go on my Bandit 600 and hope nobody noticed. I arrived on time this year. Last year I was up in plenty of time but sat down with a coffee and some toast and then fell asleep again. Oops. This year I was greeted by three people I didn't recognise: Kev (CG125), Debs (Suzuki VanVan) and Andrew on a Yamaha 125, luckily they were friendly enough but were amused by my choice of bike.

We were soon joined by Terry, XT350, our fearless leader Hazel, SS90, Keith, B120, Ant, DR something or other, and Ken on a YBR 250. Ken was only there to see us off but everyone else was raring to go. We were also joined by hardworking

Dean and Julie Showering, off duty for once. Dean was on a C70 and Julie really disappointed to be in a van.

As punishment for turning up on a 600 Hazel nominated me tail-end-charlie. The job came with instructions but given my limited knowledge of Wiltshire they may as well have been in Swahili.

We attempted to leave but Terry's XT refused to go. Ken kindly volunteered to stay with him while the rest of us set off. We left Calne on the A4, collecting Gerry and his beautiful TL125. The A4 didn't hold our attention for long and soon we were winding our way through Wiltshire's country lanes. Hazel showed us some of the county's better potholes but balanced it out with some actual new tarmac. I had forgotten how good that feels.

While we were enjoying the winding roads Terry somehow managed to find us having persuaded his XT that running was better than a large mallet to the cylinder head!

Our first stop was the REME museum at Lyneham. We only had time to use the café but I may have to go back to visit the museum. We were joined at the stop by Pete Townsend on his immaculate CB750.





Some cake later we resumed our tour of Wiltshire making a brief stop at the 64-brick arch raised section of Maud Heath's Causeway, which has been elevating pedestrians above the river Avon floodplain for well over 200 years, although the creation of the causeway path began in 1474.

Apart from the occasional pile of gravel or tuft of grass in the middle of the road and some idiotic car drivers all went well and we eventually found our second cake stop at the Dandy Highwayman at Cherhill on the A4.

After a big slice of cake Pete left us to it. We were just not rock and roll enough for him. While the rest of us were stuffing our faces Gerry nipped off to get some more bike juice for his TL. Keith was running a bit low as well but Dean kindly donated a splash to see him to the end.

Eventually, the heat got the better of us and we set off again for a cool down. For the final leg of our run Hazel took us through Calstone and Stockley to the A342 thus bypassing the busy streets of Calne. After a short blast along the 342 through Rowde and across the A361 we did a loop through Potterne, Worton and Poulshot and back to the 361.

A few more lanes took us back through Heddington and Stockley to the finish line at the Atwell-Wilson Motor Museum and some much-needed ice cream. The general consensus was that even at 30 to 40 mph biking can be fun especially in the glorious Wiltshire countryside.

Apart from a few idiots most car drivers were kind and patient. Save for a few reluctant starts and Dean's wobbly mirrors all the bikes performed well thus proving that you don't need big or modern to enjoy biking.

A big thanks to Hazel for planning and leading the ride and thanks to all those who turned up.

Photos by Julie Showering



Donington Park BSB



Following the success of our first British Superbike Championship display at Oulton Park earlier in the month, we were delighted to be invited to exhibit once again at the second round of the championship, held at the iconic Donington Park circuit over the weekend of 15th-17th May.

This time our display was situated on the infield, close to the busy trade stand area, which proved to be a great location throughout the weekend. With thousands of spectators making their way between the shopping village, food outlets and viewing areas, we enjoyed a constant flow of visitors from the moment the gates opened each morning.

Friday was spent setting up the display stand, thank you Mike Simpson for popping over to help us, putting up

gazebos, erect banners and put the finishing touches to what turned out to be one of our best outdoor displays of the season so far. Once everything was in place, we could take a step back and appreciate the results of everyone's hard work.

Over the course of the weekend, we welcomed countless visitors to our stand. Many stopped to admire the bikes, while others were keen to learn more about the club, our activities and the events we attend throughout the year. It was especially pleasing to speak with younger people who showed a genuine interest in classic motorcycles, proving that the passion for older machines continues to inspire a new generation of riders.

Being located near the trade village meant there was always something





happening nearby. The atmosphere around the infield was fantastic, with visitors browsing the many traders, manufacturers and exhibitors before stopping to chat with us. It was the perfect opportunity to promote the club and meet people from all over the country.

Of course, the racing itself was outstanding. Donington Park is one of Britain's classic circuits and rarely disappoints, with its flowing layout producing close, exciting racing throughout the weekend. The sound of the Superbikes climbing through Craner Curves and powering onto the back section of the circuit provided a constant soundtrack to our weekend and reminded us why the British Superbike Championship continues to attract such passionate support.

Whenever we had the chance, we took turns exploring the paddock, browsing the trade stands and watching the action from various spectator areas around the circuit. There was plenty to see away from the racing itself, and more than a few bargains found among the many motorcycle traders.

Donington Park BSB



One of the most rewarding aspects of the weekend was the number of positive comments we received about both our display and the friendly welcome offered by club members. Many visitors took time to chat, share stories of bikes they'd owned, or ask for advice on restoration projects.

As always, none of this would have been possible without the members who volunteered their time to transport motorcycles, set up the stand, spend the weekend talking to visitors and help

with packing everything away on Sunday evening. Your hard work and enthusiasm were a credit to the club and contributed to another successful event.

Overall, our second British Superbike Championship appearance was another memorable weekend.

A huge thank you to everyone who took part and helped make the weekend such a success. *Photos by Andy Bolas*



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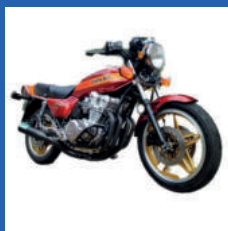
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Stafford Show



The last weekend in April saw us again travelling to the Staffordshire County Showground for the International Classic Motorcycle Show. As always, Friday was devoted to setting up the stand and catching up with other club members.

On Saturday morning there was a steady stream of visitors. As always, this show attracted enthusiasts from across the country, with an incredible variety of machines on display ranging from beautifully restored pre-war motorcycles through to race bikes, Japanese classics, British icons and more unusual marques. The standard of restoration was exceptional and provided plenty of inspiration for anyone currently working on a project.

Our club stand remained busy throughout both days, with many visitors stopping to admire the bikes, ask questions and share memories. Away from the club stands, the trade halls and autojumble once again proved impossible to resist. Whether searching for that elusive part, stocking up on workshop essentials or simply browsing the countless stalls, there was something for everyone.

More than a few club members returned carrying bags that were noticeably heavier than when they set off, although explaining those purchases at home may have been another matter!

The GP Paddock and Competition Hall were as popular as ever, with some wonderful competition machinery on display and regular engine start-ups. The unmistakable sound and smell of classic racing engines running never fails to draw a crowd.

The Bonhams auction, once again, attracted plenty of attention, with collectors and enthusiasts watching some remarkable bikes going under





the hammer. Although for us bidding wasn't on the agenda, it was fascinating and exciting to see such rare machines gathered in one place.

A huge thank you to everyone who helped set up the stand, spent time talking with visitors and packing everything away on Sunday afternoon, and brought their bikes to display on the VJMC stand. Events like this only happen because of the willingness of club members to volunteer their time, and your efforts are very much appreciated.

Photos by Andy Bolas



Don't forget you are an associate member of MAG, the Motorcycle Action Group. Visit www.mag-uk.org to see what they do and what they have achieved for UK motorcycle riders.

Stonham Barns Bike Show

On Sunday May 3rd, 2026 we were not blessed with the best of weather. So, it was with hopes of at least a dry day, that I set off for the 45-minute journey in my trusty old van, loaded with the materials for our stand. The Stonham Barns Bike Show is held in a pleasant spot and features live music, trade stalls, a small autojumble and the famous 'Wall of Death', a feature I always enjoy.

I arrived at the site with good friends, Sue and Tony Chapman. They came from our neighbouring Essex section to support the stand, and we were soon joined by our section members to set up.

Considering that our Suffolk section is quite small, we had a good turnout. The stand soon filled with some very nice bikes including several important examples from early Japanese production history.



A very pleasant day was had by all but, sadly, the earlier weather forecast kept visitor numbers down. However, we still had plenty of interested visitors and old friends to keep us busy all day.

Late afternoon saw the guys spring into action to pack everything away with the section gazebo thankfully remaining dry.

We are only a small section now but we feel that this type of event is the best way to get the VJMC message over, to engage with the public and, more importantly, encourage young people into the movement as they are the key to the future of the club.

A real bonus to the day happened just as we were packing up. The event manager approached me, thankful for our support and informed me that our stand had been judged as the best on the day. So, with wide smiles (and a nice trophy) we made our weary, but satisfied, way home.

Many thanks to all the guys (and Sue) for all the support and help.



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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Jericho Cottage Bike Meet

On Sunday 10th May 2026, the weather was overcast and cold and the world had not been blown up! But hey, we were off to Jericho cottage, a little tearoom facing the green in a small village called Blackmore, for a bike meet.

Originally, the elderly lady that ran the café, organised a meeting of her frail husband's friends; I believe six friends turned up that first year. It grew exponentially by word of mouth during the following years into a meeting that, last year (in great weather), filled the green completely. Unfortunately, the elderly man is now riding his bike in another reality, but the meet carries on.

Steve and I saddled up, Steve on his DT125MX and I was riding my DR600R (Diego) a Spanish import. The journey from south Essex to mid Essex was uneventful, apart from blinking cyclists in the lanes near Jericho. Don't get me



Another immaculate bike, this Suzuki T125 Stinger 125 belonging to Tony

wrong, I've no problem with cyclists per se. Indeed, I always pass safely and with plenty of space, but why do the Lycra army insist on riding down country lanes three abreast, and swear at you for disturbing their road-hogging?



Steve's Yamaha DT125MX still holding together

Andrew's immaculate GPZ750 Turbo busy keeping its turbo oil inside



Mad Mark's Fazer in its new clothes



Diego the DR600 before he disgraced himself

Jericho Cottage Bike Meet

On arrival, we were met by Andrew, brandishing a piece of laminate to put under Diego's side stand - great fella! He was riding his GPZ750 Turbo, an immaculate example.

We met up with several members of the club; Tony with his green Suzuki T125 Stinger, his second choice as it was the first to start; Mad Mark managed the 300 metres to the green, his newly resprayed 1000 Yamaha Fazer on display.

Doug and Meg went all retro on us. Doug on his Norton Commando, and Meg on her Triumph 3TA arrived with Dean on his Honda CB500. Doug and Dean decided to critique the DR's reliability but then admitted that Doug's CBX1000 was side-lined with clutch problems, and

Dean's CB350 four had carb issues (see addendum at the end).

Other Gary was there with a very clean CB900 Bol Dor along with a friend (I forget his name, sorry!) on a cheeky GSXR1100 in Skoal Bandit colours. (Yes, slabbie purists, we know Skoal Bandits were 750s, still looked good though!)

British, Italian and American bikes sat handlebar to handlebar with the Japanese bikes. Even several scooters turned up. People were complimenting the bikes and I was, hopefully, able to guide a fellow DR600 owner as to why his bike kept cutting out.

A big shout out to the organisers, who provided off-cuts of wood to use with side stands as the ground was soft.



More bling, this time, a CB900F2 Bol Dor, this one belonging to 'Other Gary'



Road rage...Me? The 13th Duke of Weybourne? Military side valve Norton combination with machine gun



And his mate's Skoal Bandit GSXR1100



Unusual sight, a Suzuki TS185ER

by Gary Humm

Just after lunchtime, the meeting started to thin out, with the weather remaining cold and damp. The DR started up on the fourth or fifth kick and, after saying our farewells to old and new friends, Steve and I went back to annoy the Lycra army.

Addendum: I got almost all the way home when Diego decided that if it was good enough for British bikes to lose oil, its good enough for him. I stopped at a busy roundabout, only to discover that he was spewing oil smoke, like a wounded Dornier from a World War Two raid over London.

Guess who didn't realise that the rocker caps fitted one way round? I'd bolted one on upside down, the shame. I went as red as Steve's DT tank!



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North Yorkshire: a 150-mile Route



Four of us turned out for this on the warmest day of the year so far. This is just about my favourite place to ride that is reasonably local to me. If you are lucky enough to live in North Yorkshire, or are just a visitor, then you will already know why it's called 'God's Country'.

The route here can vary greatly. In fact, you'd be hard pushed to find a dull road anywhere in the Yorkshire Dales. You could just ride about making it up as you go without a specific destination, as I often do; every road is to explore. Narrow A roads, B roads and 'whites' prevail, making it suitable for all types

of bikes although there aren't many opportunities to fully exploit a very fast bike. That's not what this route, or its variants, is about though. There are plenty of opportunities to ride 'at pace' through the twisties, but you could just pootle along enjoying the spectacular views, making it ideal for groups of mixed bikes and abilities. A word of warning though and I frequently must remind myself of this: you can ride for the thrill of the road, or you can enjoy the view, but it's unwise to try to do both! Some of these roads punish inattention.





In the space of half an hour you can be riding through woodland where the trees meet to form a ceiling over the road, to rolling hills, steep inclines and declines, wide open moorland as far as the eye can see then through stone-built little villages and hamlets. You'll find yourself riding alongside streams and over rivers, seeing waterfalls without getting off your bike, overlooking precipitous drops and skirting rocky outcrops and cliffs.

Road conditions vary, but are generally better paved than most counties I've ridden in. Some are little more than farm tracks. There's even some where you'll have to get off and open a gate! There are quite a few cattle grids on the moor roads and sheep wander about everywhere. If you're not used to riding amongst sheep, beware! They can be unpredictable. Ride slowly enough to be able to avoid or stop, but not so slow as to cause them alarm!



North Yorkshire: a 150-mile Route

These routes are broadly based on, and around, the A684 from Northallerton in the east to Kendal (gateway to the Lake District) in the west. A few miles to the north are the roughly parallel B6270 and the Buttertubs Pass, apparently Jeremy Clarkson's favourite stretch of road.

On the east end of this is the historic town of Richmond which is well worth a visit. Hawes is a very popular resting spot for bikers and the main street will be lined with bikes any summer weekend.

You should not visit without seeing the Buttertubs themselves and behind the Green Dragon pub in Hardraw is a short walk to England's 'longest single drop' waterfall. Old churches, stone barns, castles, abbeys, historic ruins and quaint stone bridges abound. There are



seemingly hundreds of country pubs all of which provide food. Accommodation options range from B&B and flash hotels to pub rooms and camping.

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Japanese Day at Sammy Miller's

This year's Japanese Day at the Sammy Miller Museum, near New Milton, was another great success. The weather was kind, remaining dry but was a little overcast, which was actually especially good for those wearing leathers, but there appeared to be less motorcycles present than last year. However, this year, we had a counter on the gate, so the number of attending motorcycles was accurate at 465, rather than a guesstimate! Despite this, the event was very busy with people, born out by the over-flow parking fields being full of cars, serving to prove what a popular event this is. Personally, as co-

ordinator, I was kept very busy talking with prospective new members along with my wife, Helen, who was handing out membership forms.

Although the Museum is in Hampshire, this is the Seventh year Dorset Section has been running the event for the museum, having originally been devised by Dorset members Nigel Barratt and Stephenie Murchison-Clarke. Last year, they decided to take a break and handed over the reins, although Nigel loaned his dulcet tones for the PA, they both stepped back in to run this year's event, for which we owe them a huge vote of thanks. Not forgetting Sammy himself, of course, and the museum's manager Sharon Bumpstead, for whom nothing is too much trouble.

Sammy Miller MBE is an undoubted motorcycling legend. Eleven times British Trials Champion and winner of over 1400 competition events across various disciplines, all whilst developing



Japanese Day at Sammy Miller's



and maintaining his own machines. He deservedly received his MBE in the 2009 honours. Throughout his remarkable career spanning eight decades, and at 92 still manages to find the time to restore rare and interesting motorcycles; transforming unrecognisable 'rust buckets' into stunning factory condition and perfect working order, along with Jim and the workshop team. These he kept as a private collection until 1980 when he opened his collection to the public to share in the sights and sounds of these iconic machines. All bar five of the 500 or so machines on display actually run and as Sammy says, "of those five, one of them is made of wood"!

Sammy's latest acquisition is a 1959 Lilac 250V-twin obtained directly from Japan only back in May and is in original mint condition with only 88.7 miles on the clock. This was on display outside of his workshop where he was giving talks, and was spotted by our judges, Neal, Wayne, and Doug. Its rarity and condition made it a just winner of the Best 50s and let's just say Sammy was absolutely delighted to receive the award, presented to him by Sharon.

The 2026 awards:

- 50s: Sammy Miller MBE - 1959 Lilac 250V twin
- 60s: Ray Humphries - Honda 300





- 70s: Alan Angold - Kawasaki H2
- 80s: Colin Campbell - Yamaha 350
- 90s: David chant - Honda Valkyrie
- 00s Rob Dunn - Kawasaki 1200R
- Ladies' bike: Michaela Trunwitt - Suzuki SV1000
- Best in Show: Rob Wood - Suzuki Turbo

This was also the first time we have used the new VJMC slate trophies and we must admit, they look very good indeed.

Having formed a great relationship with the museum, the DocBike charity was

in attendance, as they are with most events at the museum, and their James Giggins presented the winner of 'Best in show' with a First Aid Trauma Kit, not your triangular sling and sticky plaster kit, but what would be really useful and the scene of a motorcycle RTC. Incidentally, James is also the charity's liaison with the military, as a lot of those serving ride motorcycles too!

All involved are looking forward to next year but we will be asking for someone new to take over the running of the 2027 Japanese day.

Those Blasted Engine Cases

Over the years I have had to rebuild a few motorcycle engines, and, in each case, I wanted to make the outside attractive as well as ensuring that all the internals are in perfect condition.

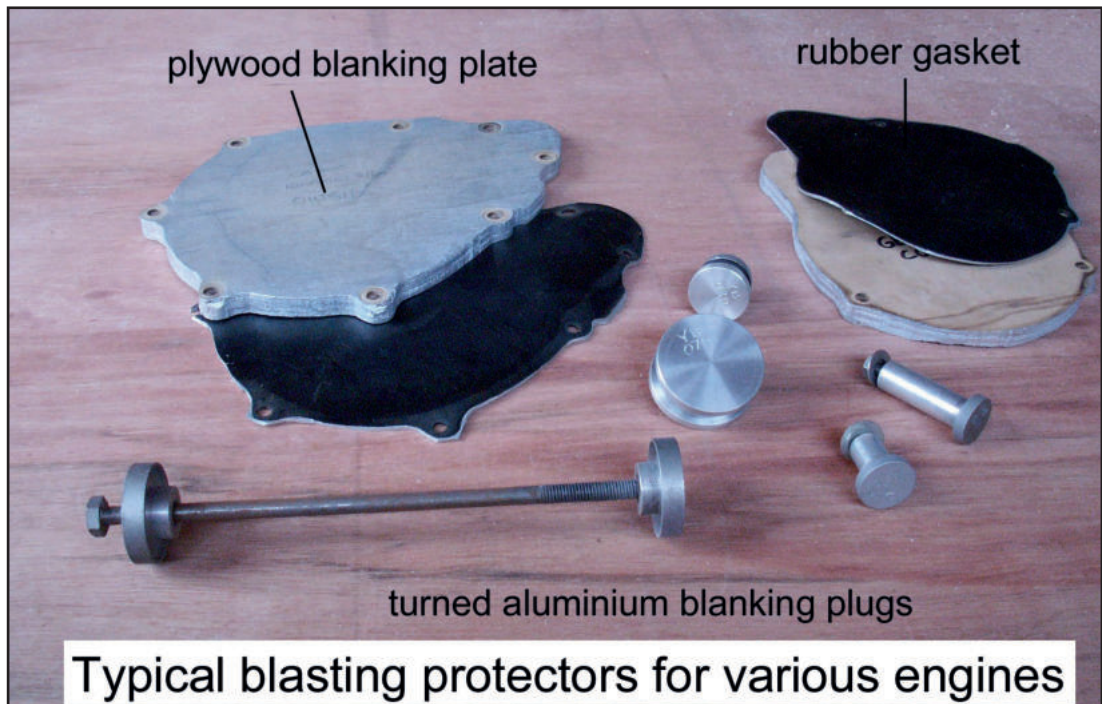
I have a blast cabinet with either glass beads or fine aluminium oxide as the abrasive media, depending on the job being undertaken. When I first used it, I was astounded by how much blast media managed to get inside closed cases despite carefully blocking off all the holes with duct tape etc. I could understand why some people say that engine cases should never be blasted.

When my Honda Firestorm engine needed to be refurbished, I made plywood blanking plates for all the big flat joint faces which I sealed with beads of silicone sealant. I machined aluminium plugs with O ring seals to block off all the round holes that would normally have had shafts through them. When it

was disassembled after blasting, I was disappointed to find there were small amounts of blast media inside and it took quite a lot of effort to completely clean it. It was rather fortunate that I had access to a proper engine build workshop that had all the special equipment to thoroughly wash engine cases.

Over the next few years, I pondered as to how the beads were getting past the seals and carried out a few experiments with test pieces. The turned aluminium plugs with O rings sealed perfectly although small amounts of abrasive could be trapped in the minute gap outboard of the O ring. So, the guidelines are to position the seal as close to the outside as possible and disassemble such things very carefully so that nothing falls inside.

I also experimented with thicker plywood blanking plates sealed with 2mm thick rubber gaskets, bolted on with new nuts, bolts and big diameter penny washers. It

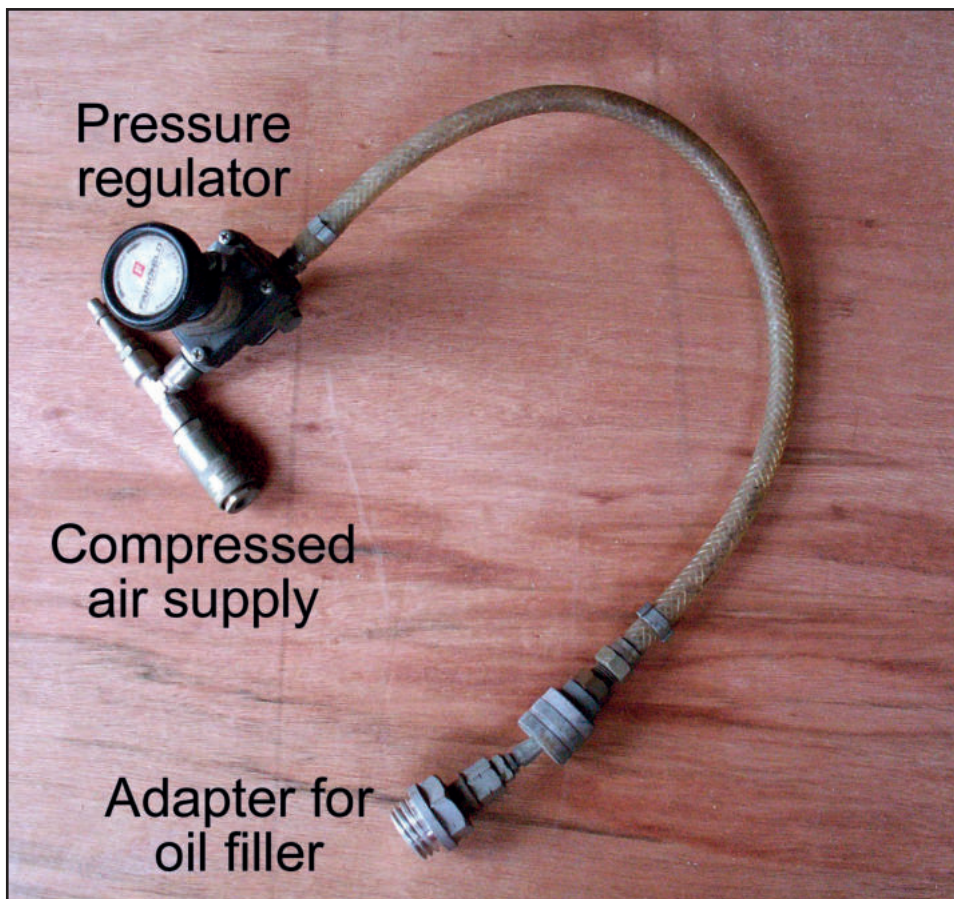


seemed that, even with carefully made parts, a small amount of the blast media still managed to get through. I thought this was probably due to the stream from the blast gun flexing the rubber gaskets and allowing the grit to creep along between the surfaces.

When it came to rebuilding another engine years later, I was too busy to do it all myself and the blasting was carried out by a friend who had a bigger cabinet, but more importantly, a very much bigger compressor. In addition to making all the blanking plates and plugs, I turned up an adapter with a large coarse thread that would screw into the oil filler neck. This had an airline fitting and was connected to an in-line pressure regulator.

Before we started blasting, I turned on the internal air supply and found that, despite my best efforts, there was a little air leaking from the blanking plates. Interestingly some was migrating along between the thin wood sheets that formed the plywood. Since the internal pressure was similar to that feeding the blast gun. I hoped that it would prevent the abrasive from flowing inwards, and it worked! After a very comprehensive blasting we disassembled the cases to find not one trace of any beads inside.

So, having an internal air supply is not a substitute for making the most effective sealing plates and plugs, but it certainly helps by stopping the blast media from getting inside when there are tiny gaps.



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OCTOBER 2026 EDITION IS 27TH AUGUST 2026**

Email: tanshamag.vjmc@gmail.com

*****NEW SECTION*****

NORTHUMBERLAND: Max Hall

07376 457663

Email: jml.hall@yahoo.com

*Meetings held on the 1st Sunday of the month from 7pm to 8pm
Willow Farm Inn, Willow Court, Northumberland Business Park,
Cramlington NE23 7GA*

ABERDEENSHIRE and NE SCOTLAND: Martin Whelan

07884 090604

Email: mj.gs@btinternet.com

*Meetings held last Tuesday of the month at 7:30pm
The New Inn, Ellon, Aberdeenshire AB41 9JD*

Our year got off to a flying start with the Scottish Show at Ingliston. It was a great success, and busier this year than last. I was



fortunate to receive a Highly Commended rosette for my GS425, and Dan got the same, albeit on the Ayr club stand, for his T250. He also got another rosette for his Bonnie, but we won't mention that! Central section did a great job of sorting the stand out, as always, and we're grateful for that.

The next event of note was the GCMCC's Cairn O'Mount Run, which saw a good strong number of bikes entered by VJMC members (eight if my sums are right) and success in the form of two prize winners. Graham Buchan deservedly won Best Classic (1960-1979) and Best Japanese for his superb Kawasaki Z1,

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and Phil Roberts won Best Modern Classic (1980-2000) for his Kawasaki GPz750. Not a bad result! There were a good few other Japanese bikes there, ranging from Honda Cubs to Fraser's Z1300.

The weather has allowed us to get out on a few ad-hoc runs and, hopefully, there'll be more to come. Keep an eye on the WhatsApp group for info. There were a few of us at the Distinguished Gentleman's Ride at Shirlaw's in May, thankfully none wearing tweed, where we partook of bacon and burgers and



decided that all the modern stuff on display in the shop was a bit meh, but there were a good few interesting classics outside.

Dusty's bike nights in Keith are back on again now, despite him being injured in a bike accident. We understand he is on the mend now, thankfully, so wish him well and hope he's back riding soon.

This month we've been up to the Broch for the Vintage show there. Not so many bikes there this year, but some very nice cars, and a good run out. Later, three of us went down to Kilmarnock to use that as a base, going down the East coast and across the borders to get there. The second day involved a run down into the Lake District via the Cumbrian Coast, where troubles with currency and understanding the lingo gave a flavour of foreign travel. We came back over the Dunoon ferry and covered some glorious roads through the Highlands. The weather didn't let us down and the heatwave made it memorable. I enjoyed watching the football in the Thistle, Kilmarnock, despite the results! None of the bikes missed a beat, and despite being very different, all got us around and were great fun to ride, showing that it's not so much the style of bike, more the experience and company.

That's all for now, keep your eye on WhatsApp and email for information about where the monthly meetings are, as the Sheperd's Rest option is great for warm, dry evenings, but if we need to be inside, it'll be the New Inn. Let's see you there on your classics!

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 short report again this time. The 2nd of May saw very good weather so I decided to ride over to the Oxfordshire section meet. A most enjoyable ride there through Risborough, Thame, Oakley and Bicester. The GPZ500 got a bit of a workout. I was clearly not the only one with this idea as nearly thirty bikes gathered at the Ben Jonson pub.

On 10th May was my section's usual meet at the Wheel. This day was cool and cloudy so maybe that's why we only had six members on five bikes. Although all the bikes were classic Japanese. Roy has damaged himself moving his Gold Wing. A word of advice is to stick to mopeds in future.

The weather was much better for the 14th June meet at the Wheel. There were about a dozen riders there but by no means all on classic Japanese motorcycles. I don't even know if they all were members or just dropped in to the pub on the off-chance.

During summer there are many places holding bike nights. These have become common as it seems that every café, village and surviving pub is having bike nights these days. All through June and July there is a bike night to go to somewhere locally nearly every day. Meetings continue to be at the Wheel at Naphill as usual.

Yours, Elvis Evans

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, more discourse from the Duchy. Section meetings are still carrying on with various problems being solved by our intrepid and well-informed members striving to assist other members where possible, although I don't think Wetherspoons would put up with an engine rebuild in their bars! Headlight problems, not a problem sir!

A few of us had a Sunday breakfast at the Bay Tree cafe in Goonhavern on 14th June, thankfully the weather was kind.

Our first show this year was the Crofthandy bike show, organised by our very own Shelton Grigg, who as usual, put on a splendid show and maybe had a hand in organising the sunny day too. There was a good turnout of members displaying their bikes, ranging from John Barnett's Yamaha Townmate, to Graham Paterson's very nice Kawasaki



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Z1100R Eddie Lawson replica. Also there were Keith Tippet on his Honda GB500TT, Trevor Barker with his Yamaha R1-Z and Rob Evan with his immaculate 1969 Kawasaki mach1. Regular show attendees, Steve Long, Andy Pooley, Geoff Marks and Paul Johns also came along with their bikes.

All in all a very good day and more show reports in further issues.

Cheers, Andrew.



The VJMC's Public Liability Insurance

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

DORSET: Ade Oliver

Email: adhjoliver@talktalk.net

07929 019821

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

The long-awaited summer is now with us, and we've been enjoying some great weather, although as I type this, a thunderstorm is winging its way across the channel to Cornwall where I am holidaying. It's not as hot here as it is back home, but it's certainly hot enough for me! I was also fortunate enough to meet up with Cornwall's co-ordinator, Andy George, which we try to do twice a year! Andy did comment I looked more like a tourist than tourists!

Our first big event of the season was the Japanese Day at the Sammy Miller Museum on the 7th of June. This is always a highlight, and all went very well. Then we had the Dorset Bike Festival, on 19th/21st June, which is a relatively new and developing event, this being only its third year, but our first attending. It is primarily a huge fund raiser for the DocBike charity and where a new Fast Response bike was presented to Dorset by Marks Masons, becoming Dorset DocBike number three. This is an absolutely huge event as each fully equipped machine

costs well in excess of £60,000. We fielded nine classic bikes in our display, and a great time was had by all, especially as we were able to get to know and enjoy the company of two new members displaying with us for the first time. I'm pretty sure this will now be a permanent event for us.

Going forward, we are having our first ever clash, where we are attempting to attend two events at the same time. We had agreed to attend the Wallop Wheels and Wings event on Saturday 11th July at the Army Air Corps Base at Middle Wallop (North of Salisbury) but a number for members also want to attend a local transport Festival, Pilford Heath, over the same weekend, so we will have to see how that works out. More on that, and other events next time. FYI - Our Loveadmin section is now at 225 and our FB page has reached 847.



Section News

ESSEX: Mark Wilson

Email: mrxr13@icloud.com

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

FB:VJMC Essex

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

The 6th of April, a hazy Easter Monday and my birthday, that means only one thing... The Southend Shakedown!

Steve and I fired up the DT125 and DR600 (eventually) and arrived fashionably late at Doug's house, where Doug, his wife Meg, and Dean were waiting on a Triumph 3TA bathtub, a Honda CB250 and a CB550 respectively. We set off in convoy for the seafront, joining other bikers along the way, riding past the Kursaal and along the Golden Mile, which had been closed to all other traffic, to prime parking spots opposite the arcades just as the sun broke through.

We stood by the bikes as hundreds, nay thousands, of bikes and scooters inched along a packed promenade and under the pier (the longest in the world) along the

western esplanade where they parked up four deep as far as the eye could see. The noise was incredible! Thousands of motorcycles, Harleys, sports bikes, Vespas etc. Some of the Harleys and sports bikes running with slightly iffy silencers, the sports bikes bouncing their engines off their limiters, to set parked bikes alarms off. The ground was shaking beneath my size 13s.

I thought about the wreck of the *Richard Montgomery* (A WW2 American Liberty ship, laying off the coast of Kent, opposite us in Essex, still with its cargo of ammunition, bound for the D-day landings, lying within its rusting remains). If anything would set that ammo off, thousands of motorcycles would. But it didn't.

We walked the length of the seafront, meeting up with Mark and his Pan European along the way. Last year it was estimated that 12-15,000 bikes and scooters were in attendance, this year, estimates were 20,000+ and I can well believe it! Unfortunately, Steve and I got separated as I had to join the queue for the ahem, facilities, (Thank you Captain Prostate). Over thirty minutes later, we arrived back at the bikes, but Meg, Doug and Dean had already left as they had plans for the afternoon.



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Steve and I stayed by our bikes for the rest of the afternoon, talking about the bikes to many people, (it's amazing how many people had DT 125/175s back in the day). Several people shook our hands, thanking us for bringing old classics to such a meeting and we also caught up with some friends we made at last year's shakedown.

The event was well organised by Southend council and the Ace cafe, a shout out to the marshals and helpers who gave up their time. It was nice to see bikers and the public enjoying the day. It isn't a show; there are no prizes. It's just a celebration of everything two and three wheeled. The feelgood factor, a chance for bikers to show that we're human (almost) as well as a chance to blow away the winter cobwebs. Yes, a lot of modern bikes were revving off their limiters, the noise and the smell being part of the atmosphere. There was a young lady,

who used a wheelchair, sitting by the side of the road as bikes stopped beside her, the bikers encouraged her to rev their bikes up. The look on her face was priceless!

A six-year-old lad posted videos of the event on Facebook, all building positive connections. Yes, the police were in attendance, and yes, they booked several no insurance/no licence and wheelies and for dodgy numberplates. There was even a truck from the Norfolk area selling numberplates near the pier, they must have made a fortune from the small numberplate brigade, but apart from these things, the police were doing a public relations exercise too and were laughing and chatting with bikers, swapping hats for photo opportunities.

Finally, we decided that it was time to head off, the moment I had been dreading.

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Would the DR600 start? A gaggle of onlookers gathered to witness my humiliation. But no! With a triumphant roar, he started after a few kicks, behaving impeccably and we headed off, making a detour to dear old Halfords for some two-stroke oil, via a local high street. All the cafes had bikes parked outside in both the high street and even along London Road, as bikers enjoyed a final beverage in the late afternoon sun. When we arrived home, my next-door neighbours came running out (or the nearest to running an octogenarian can manage) asking if we'd been to the seafront, as they had walked to the end of the road earlier in the day to watch thousands of bikers travel through the town on their way to the event. The perfect end to a great day! Gary, The Bear!

Wow, our club is busy, sometimes! Good day all. What has gone on that makes me say the club is busy? Well, our visit to the Ace Café had a reasonable turnout, bearing in mind the distance to travel, cost by the government to get there and the British weather, all of this is covered by my enthusiastic friend the Bear, in a separate article, I took pictures of the winning bikes and riders. What else? Well, the May club night was a good one! Lots of club members all circled round the collection of bikes all talking about, bikes,



what else? Next, we had the club stand at the Ekco Car, Trike and Motorcycle show where we had at least thirteen bikes, from a Honda SS50 to a Honda CBX1000. My article is short but I don't know about sweet, possibly bland, but my friend Gary who I believe has a certain flair for writing (don't tell him) has done a report. Regards to all, Mark, trying to do his best, unless you want to join in?

Ekco Radio, formed in 1924, made, believe it or not, radios, moving to a large factory in Prittlewell in the 1930s, where they pioneered the use of a material called Bakelite to make the casings for their products. As was the thing with large factories, they set up the Ekco Social and Sports Club, to promote leisure activities in their workers.

Ekco diversified into TVs and radar as the 1960s dawned, but the company was sold to PYE then Phillips before ceasing trading. The main building was initially sold to Access credit card company but Access pulled out and the different parts of the factory were sold for housing. The one remaining part that still exists, is the Ekco Social and Sports club, surrounded by old housing on two sides and new housing on the remainder.

What's the old chucklehead going on about this for, I hear you shout? Well, every year, there is a Classic Car and Motorbike show, held on the football pitches of the aforementioned club!

The week before did not bode well, rain, rain and wind, followed by rain, and we're supposed to be in the driest part of the country! Why is a little bit (a lot) of rain so important, I hear you ask. Alright, I can't

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hear anyone, but I'll answer anyway. If the football pitches were too wet, the show would be cancelled, as the club can't afford to have the football pitches cut up by wheel spinning minis (Or DR600s for that matter), but our glorious fraternal leader, Marky W, did not issue a cancellation e-mail, so Sunday found Steve and I riding the short distance to the ground, arriving just as the gazebo was going up. Mark was there, showing off his new (to him) VW 'Up'! Parked nearby, was Doug's CBX, twice as many cylinders, same displacement. Meg forwent her Triumph, choosing a nice, red CB360. Other Steve was the other early bird, riding an unusual DOHC

CB750 Custom, and Dean arrived shortly after on his CB77.

As with the Ace café, it was a case of Hondas over one side of the gazebo, Steve's DT 125MX and my DR600R skulking over the other (dark?) side. Graham was next to arrive, on an absolutely pristine CB250, choosing the dark side to park up. A gentleman called Jeff brought a rather nice Yamaha RD350 YVPS N2, which attracted a stream of admirers.

The sound of a fruity Delkevic exhaust, heralded the arrival of Mad Mark, who parked in the middle, in front of the gazebo. After Jeff had to leave early, we were swarmed by Andrew and two of his friends



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from Chelmsford (the friends being non-members). They had ridden around twenty miles, on two Honda SS50s and a C90 (Okay, one SS50 was sporting a big bore cylinder, the other, has a Chinese copy of the Honda engine, but displaced 125ccs. Even the C90 had a big bore and free-flowing (i.e. noisy) exhaust! They were all made welcome.

Prize giving was a bit of a let-down, there were prizes for best Yank tank, British car, German (Marks 'Up' not on the short list), even best custom wheels, but only one prize for a best motorcycle, which went to, an admittedly nice Norton Commando.

The questionable weather kept the crowds away, the loneliest person was the lady running a kiddies' merry-go-round, who had no more than three families taking a ride all day. But we at the VJMC stand talked bikes and more bikes, including Doug and Dean discussing the best mopeds, Garelli and Fantic being judged the best (fastest) while admiring the SS50s.

The show was interesting, but we fell afoul of the bad weather Gods - better luck next year, I suppose!



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



The first Furness section open day of 2026 was held at the Lakeland Motor Museum at Backbarrow near Newby Bridge on Sunday 24th May. With the sun out and a slight wind to keep the VJMC flags flying, we looked forward to seeing lots of visitors. The gazebo was up and ready by 10am thanks to club volunteers. Then with a steady trickle of motorbikes and spectators arriving throughout the morning, by midday it was estimated that there were around seventy bikes on display. The judge of the day was Mark Newsome, a local motorcycle restorer by profession and owner of Tanks Classics Ltd. based in Ulverston. He mainly restores Velocettes and has loads of parts.

The first round of judging was done before 12.30pm and, after a coffee break, some people had already decided to call it a day and left. The results were: Best Japanese motorcycle, Gavin Jones from Carnforth on his Yamaha XS650 custom, with runner up prize to Joe Munford from Southport on his Honda CB450 (black bomber). Best overall bike of the day went to Martin Murray of Barrow in Furness on his Kawasaki Z900A4 and runner up went to Rob Phizacklea of Leece on his Suzuki GS850 special.

I would like to thank Phil Craig for the excellent slate trophies and Phil Adams for

the laser cut out trophies, not forgetting the excellent staff at the motor museum. We look forward to seeing you all on our next open day on Sunday 6th August.



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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

On Saturday 13th June the Greater Manchester and Cheshire Section held their Annual Show at the Cock O'Budworth, Great Budworth. The show was a huge success, a bit more successful than we had expected which, unfortunately, resulted in me missing the photographs of a couple of our winners. See below for Alan's report on the event:

Hurray and hurrah, were the reactions from our section members' to our VJMC Cock O'Budworth Classic Bike Show. After three consecutive shows with bad, and I mean bad, weather and three changes of venue we may have turned a corner. Rewarded with an

overcast but dry day, things were looking good as we had two rows of entrants in place even before our 10.30am start and while we erected the flags, banners and new gazebo they just kept on coming. We had decided not to separate the 'just visiting' from the show bikes. This could have been a problem for show judges Ruth and Chris but bikes entered for the various categories were carefully labeled. Everyone looked like they were enjoying themselves, plenty of food and drinks were consumed as we struggled to squeeze in the continuing arrivals. With a total of around 200 very nice and varied old, new and classic bikes we conceded we



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were full to overflowing. After lunch, show organiser Paul assisted by Ellie presented the trophies to the winners and eventually people started to drift away or linger and chat a while longer. Everyone agreed the show was a success. We have some things we need to address for the future but thanks to all who came and kept the faith, friends old and new. Alan

The results were as follows:

Best in Show Kawasaki Z1R Jim McNab

1st Honda CBX1000 John Dootson

2nd Honda CB450 Joe Munford

3rd Honda CB400/4 Paul Mann

1st Suzuki GSX750 Ken Mitchell

2nd Suzuki GSX1400 Shaun Walford

3rd Suzuki T20 David Woods

1st Yamaha RD250E Paul Curzon

2nd Yamaha XS1100SE Andy McKie



3rd Yamaha HS1 90 David Johnson

1st Kawasaki H1E 500 Alan Lister

2nd Kawasaki Z1B Jim Bean

3rd Kawasaki Z900 Paul Marklew

Best British or European BSA Super Rocket
Karl Bertenshaw

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*

Our new meeting venue, The Black Dog is working out very well, with the landlord delivering everything he promised, long may it continue.

On May 10th we had the section car boot sale. After much planning and hoop jumping all that was left to do was hope the weather played ball, with only one event per year all our eggs were in one basket. There is no point worrying about it as it changes nothing, luck was on our side with reasonable weather in the week running up to the event which is always a great help. On the day we were greeted with dry weather and a cool breeze I'd settle for that any day. In the run up I did ask sellers to pre-book, this was in the event of a cancellation so I could contact and save them a wasted journey. In the event we had 51 pre-bookings and on the day sold 51 pitches, I'm not sure if the 51 who pre-booked were the same 51 who attended the event!

Anyway, it went off very well with bikes sold, parts purchased and lots of bike chat. The food counters did a brisk trade, and the queue for the loos was not too long! Thanks to Dave Howell, IC signage, Garry Thayne and Jo for overseeing sellers' parking. John and Norma Wheeler for collecting the all-important pitch fees. Thanks to all who supported the event, see you next year.

May 14th was Chris Brealey's midweek run to the Choppers Café at Burbage on the A338 south of Marlborough. The Hampshire southern section left from Ower services to meet up with the Northern section at Stockbridge. Chris then took us on a fantastic ride through the back lanes and villages of Hampshire then on to Salisbury plain, we back tracked at a road closure before swooping down to Burbage and the café. After breakfast we went our separate ways,

the Northern guys headed for Marlborough then Newbury and home. Eleven bikes made the trip.

On May 31st was Greg Beacom's run to the Ceasefire Cafe. Eleven bikes and riders left Wickham Square with me leading and Graham Medland as back marker (thank you Graham!). One was a new member called Steve from Fareham on a Kawasaki Enduro. We stopped briefly at Loomies Moto Cafe and picked up another two members from the Hampshire (North) section. The cafe car park was already filling up with bikers from near and far. The 'Lucky 13' set off towards Petersfield via Froxfield using the hilly and twisty roads.

The ride across the Harting Downs gave us spectacular views of Hampshire. We then headed Southeast into West Sussex towards Chichester which gave us more views over Kingley Vale, passing Goodwood Circuit just as the 'Breakfast Club' was turning out which meant some very expensive supercars passing in the other direction.

A brief run along the A27 eastward then through Eastergate, past another track, this time the original kind of horsepower, through Westergate, then finally to our destination at Yapton just as my very own fuel light came on. I was starving and more than ready for breakfast! We were joined by another member at the Cease Fire Cafe. He is from Bognor and was on an original condition Honda CB250. Food was ordered and served by the efficient staff so everyone was happy!

Afterwards, everyone went their separate ways, some taking the scenic route towards Bury Hill, or back home on the A27 west. The weather was perfect, not too hot and the forecast rain showers held off until everyone got home. Greg Beacom

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June 12th: John Barter's Welsh weekend. Dave Couch and James Ebejer rode up from Portsmouth to our meeting point at Tot Hill services on the A34 south of Newbury, Dave on his Hayabusa, James on his GSX 1400, and me on the much underrated but ideal for touring one up, Honda NC750. After coffee we used the A4 towards Bristol, a stunning wide road with magnificent views of the downs. We turned off onto the A46, crossed the M4 to Chipping Sodbury then a twiddly route to the original seven suspension bridge which we crossed with a 10° lean angle in the wind. We met up with Bob Headley on his Fazer 600, who had been visiting a mate in south Wales, at the First-Class Café on the old railway station Chepstow, for lunch. Then on to Aberfan to pay our respects at the memorial to the children and staff who died when a slag heap slid down the hillside and buried the village school. After which we headed for Ebbw Vale and our hotel.

We spent the next two days riding the Brecon Beacons and the Elan valley which didn't disappoint, stopping off at wayside cafes and viewpoints. The area was full of bikes and the weather perfect. At one dam I attempted a drone flight but despite many suggestions, and words of encouragement from the others, could only get it 2m



off the ground! Later, after reading the manual, I realised my mistake! On the way to the Devil's Bridge, we took the road from Rhayader which was an exciting switchback with sheer drops to the left to concentrate the mind. On the way back we took the Tregaron to Llanwrtyd Wells road, another spectacular one full of hairpin bends, climbs and drops.

On the last day we visited the Big Pit at Blaenafon, descending 90m into the old workings for a very enlightening guided tour. Those miners certainly earned their pay, it's hard to imagine spending a lifetime bumping down the pit. As with any trip you seem to bump into people from your area, this time a school party from Wellington College in Crowthorne, about fifteen miles from where I live.

On Sunday 21st June was the ever-popular Nick and Mary's Middler Run. The run set off from Ower Services and the route was via Middle Wallop then on to Tidworth and Marlborough. We stopped at Devizes for lunch at the Rowdey Cow Café, Rowde. Afterwards, we headed to Calne then back towards Marlborough, and on to East Kennett, Honey Street, Upavon and back through Ludgershall and Andover. The ride was just over a hundred miles. As always, Nick and Mary made a big effort planning the route. I think it being Father's Day kept the numbers down this year.

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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

The main activities since the last issue have been the Rugby Bike fest and the Vintage Japanese day at Industry and supply. Apart from a good day out for members, the purpose of these events is to raise club awareness and attract new members. Based on that the days were a big success, well supported and with large crowds in attendance. We had the largest club display at Rugby with over twenty bikes in the line-up and a twenty-bike display (all different, no duplicates allowed!) at The classic Japanese day augmented by over 300 visitors bikes, the vast majority of which were classic Japanese. If you joined the club after one of these events, please make yourself known and join our future activities.

Apart from the normal meetings and local runs there have been two memorable June trips to report. Eddy led a group to Swanage for an overnight camping trip, apart from some significant sea fog and intermittent rain the run passed without incident. Our intrepid FJ pilots completed another epic trip, this time riding to the Bruno MotoGP round (Dean will be providing a full report).

There are some developments on the new bike front, Graham has purchased a Yamaha Niken Tricycle, he seems to love it and has already been to the top of Scotland, Steve traded his troublesome VF1000 for a Carb fed Fireblade but unfortunately, he had some problems in June with record temperatures.

We are now preparing for the National Rally on 3rd July and Founders Day on the 19th July, both will be over by the time you read this but section members have been informed on email through the club Love Admin system. If you don't get these but would like to, or do get them but now wish to opt out then please let me know. Until the next time, Martin



Section News

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*

The main activities have been the Rugby Bike fest and the Vintage Japanese day at Industry and supply. These events were jointly arranged with the Heart of England Group, (see the HOE report).

My RD400 special is now back on the road with a set of standard ported barrels, work is ongoing to seek further improvements (as we know, a special is never finished) Is anyone out there interested in a set of good 2R9 ported barrels (Claimed to be Stans Stevens)? Too manic for an oldie like me on the road. Contact me if interested for details.

Graham finished his 350 Honda in time to join our display at the Classic Japanese day, I must say it does look vey nice.

We are now preparing for the National Rally on 3rd July and Founders Day on the 19th July, both will be over by the time you read this but section members have been informed on email through the club Love Admin system. If you don't get these but would like to, or do get them but now wish to opt out then please let me know. Main events in central Leicestershire for July will be the Donington WSB and Donington Classic festival. These

have been well publicised in Tansha, if you attended, I hope you had a good time! Did you display a bike on the VJMC stand? There will also be a club presence at the Mallory festival of 1000 bikes. I know it clashed with the national rally but again I would be interested to know what you thought of the event as I have heard mixed reports on previous years' events.

Chris and I had a very pleasant morning run to Rutland, everyone else seems very busy this year, so hope to see you out next time. The improving weather facilitated a good attendance at the June Chequer's meet with only one non-Japanese in attendance (you know who you are!)

Until the next time, Martin



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*****NEW SECTION*****

LINCS (S): Malcolm Judd

07545 560117

Email: Malcolm.judd@yahoo.co.uk

*Meetings held on the last Wednesday of the month at 6.30pm/7pm
The Wishing Well Inn, 21 Main Road, Stock, Dyke, Bourne, PE10 0AF*



The first meeting of the South Lincs section was held at the Wishing Well Inn at Dyke, near Bourne, on 28th April. We had a good turnout of fifteen members and bikes and, many thanks to those from the Northampton section who also came over to support us with a ride into Lincolnshire. Hopefully, everyone enjoyed the informal evening of chat, swapping ideas and technical tips as much as I did. I'm in touch with Stan Holmes

at the central Lincs section with plans for a ride out in the near future for a meet up between the two sections.

The April meeting went well with Alan Barker and Mark Glitherow taking advantage of the good weather to ride to the Wishing Well Inn. I'm looking forward to the June meeting for some updates on members' projects and current bikes.



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NORFOLK: Carl Squirrell

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07852 673167

FB: VJMC Norfolk

Meetings held 4th Sunday of the month at 10am

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

Another busy couple of months for our section (nothing new there then) which started with a hastily arranged display at the very popular Rickingham Autojumble on the Suffolk/Norfolk border. Despite a few problems with the organisers regarding the placement of our pitch, I think they thought there would be just two or three bikes and nothing else) we had a great day with a huge turnout of all sorts of bikes from our members. As always, lots of interest from the public and several VJMC information packs were handed out.

Greg organised another of his 'Last of the Summer Wine' runs on May 22nd, and Compo and his friends enjoyed a good day out which culminated in a visit to the Langham Dome where they were allowed to have a look around even they were just closing when they turned up.

A couple of days later we had our regular monthly meet-up where we just about filled the Route 11 car park with a huge range of VJMC eligible machines. Just before mid-day a good number set off to visit the local classic vehicle show at nearby Great Ellingham. Sadly I was unable to join everyone on the run due to ongoing family issues, but everyone had a good time and thanks go to Ian who led the run. We will say nothing about the lost keys and jacket incident that led to a considerable



delay in the departure time of the ride out by a certain prominent senior member of our section.

We had a busy weekend on the last two days of May as were just down the road from our



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HQ at Attleborough for the Snetterton CRMC race meeting, where we were joined by the VJMC National events team to celebrate the circuit's 75th anniversary, and what a weekend we had! Ella's in-depth report will appear in the October issue; but from our point of view it was fantastic, with great weather, good company, a huge number of bikes on the VJMC display area from all over the country and lunchtime parade laps on both days (with about forty bikes on Sunday). It really was a brilliant weekend where everyone pulled together to make for a great two days. We received so many favourable comments from both the visiting public and our members which made all the hard work involved leading up to the event worthwhile. I know that several new members joined the VJMC following this event.

It was good to see our regalia man, organiser of the Tiddler run and highly valued member of our section, Robert Bird doing the parade laps at 'Snett' after breaking his collarbone just a few days after April's run. Yes, the accident was on a very small bike too!

We were due to pay a visit to the Cambridge section for their regular section meeting on the evening of June 16th, but after I said that I wouldn't be able to attend as my father passed away in the morning, our members decided that out of respect they would postpone the ride out and visit until another day. I appreciate this and thank everyone for the very kind messages that I subsequently received and we will indeed endeavour to visit our Cambridgeshire friends later in the year.

On Saturday June 20th we put on a display at the Tibenham Festival of Flight weekend, this



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was very well received and well supported by our members. We had opportunities to take to the skies as well ! Heather went up in a glider which she really enjoyed and I went up in a plane which was OK but let's just say I will stick to motorbikes thank you! It was a lovely day though and everyone enjoyed themselves and because members came and went throughout the day our display was always changing.

Just before the Tansha editorial deadline ten of us braved the hottest day of the year and met up at Page Towers for another 'Last of the Summer Wine' runs A couple of us made use of the swimming pool and jacuzzi at this luxurious establishment whilst others gorged themselves on the pre-ride food and cold drinks that was made available to everyone. With some reluctance we all donned our bike gear and set off north towards the coast in

the hope of finding some cooler weather, Greg had chosen a nice route with a lot of it through tree-lined roads which were a few degrees cooler. A nice meal was enjoyed at the lunchtime stop at Salthouse before we headed back. We then decided to abandon our plans to call in to a local bike night and somehow resisted the urge to head back to Greg's to get in his pool again. As we headed inland the temperature soared, reaching 39 degrees at one point, and the road was melting in places so I think we were all glad to get back home. It was a great day though, enjoyed in good company,

There will be lots to report on in October's Tansha as for us August and September are very busy with shows and runs etc. If you look in the Events sections of this illustrious journal you will see we have something going on most weekends in these two months.

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*



When we set our events calendar for the year it is always predominantly made up of events that we have done for a number of years on, or around, about the same dates as previous years. I am the first to acknowledge that it can look more than a little repetitive on paper and, believe me, it is not for the want of looking for something different. The thing that I perhaps underestimate is that

although it may well be the same event on the same weekend as last year it will be different. The people and bikes will be different, the event itself may well have changed in some way, the conversations different and no doubt the weather as well.

So, yes we went to Woodford Classic Festival for the second year and we will return in 2027. The same can be said for Daventry

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Bike Festival (if it is on), the Summer Haze Two Stroke Day, our Northants Section BBQ and Bike Night at Chester House all held in June. All of these will be different in 2027 as none were the same as last year, particularly. This was the first year that a bike night had been held at Chester House. Even though it was 32 degrees during the day, attendance

from our section was great. However, there was a lack of other bikers, possibly because BBC News incorrectly reported that Chester House was closed due to the heat - surely this cannot happen again in 2027?

It has been great to see new faces (and bikes) at the shows, as well as the old dependables. If you have made the effort to come along thanks for doing so, I hope you enjoyed yourself and we look forward to seeing you again soon.

If you have ideas for other local shows and events we could attend please contact me and I will put it to the section when we plan for next year. But 2026 is not done yet, by the time you are reading this we will have completed another series of events through July and there will still be August and the rest of the year to go - so please come along and make the most of your VJMC membership. Ride Safe, Ian

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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.

NOTTS & DERBY: Mick Linehan

07807 843457

Email: mick.linehan@ntlworld.com

On 3rd Wednesday of each month, at 8pm,

The Shakespeare Inn, 117 London Road, Shardlow, Derby, DE72 2GP

On the 1st Monday of each month, at 7pm,

The Old Ashfield, Kirkby Rd. Sutton-in-Ashfield, NG17 8HX

The meeting at The Old Ashfield, Sutton-in-Ashfield, on April 6th was well attended with six members arriving on bikes. A few subjects were discussed, including up and coming rides that I was still in the process of arranging.

On April 12th we had our ride out to Hickling Wharf. Well, what is it they say about 'best laid plans'? Four bikes started off OK, and I was full of confidence because I had tested the route on the MyRoute app only a couple of days prior, and it worked perfectly. However, even though I had amended the route, to miss out a closed bridge, the app still insisted I go the wrong way. Anyway, arriving at Hickling Wharf we gained another

two bikes and enjoyed a brew and a snack, along with the conversation.

The ride back was going well until nearer home when, once again, my navigation app developed a mind of its own, and decided to send us around in circles a couple of times. Time was getting on, and some dark clouds were looming, so I abandoned the app and headed for home via the most direct route. By now people had peeled off from the group to head towards their respective homes, leaving just me and Simon on his Honda 400 Four. As it happens, we only live about half a mile apart, and were only a matter of minutes away from home when, unfortunately, the heavens opened, giving us a good dousing of

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rain and hailstones. Despite the navigation and rain issues, I think everyone enjoyed the ride and the company.

The meeting at The Shakespeare Inn, Shardlow, on April 15th was a good night, in my opinion, it was going so well that we were the last leaving the pub. It was attended by eight members who all seemed to get on well. I think Alex Mair was the only one arriving on a bike, so well done to him. I would have used mine, but I had been riding earlier for much of the day and didn't fancy getting kitted up again (it's an age thing).

On April 26th we had a ride out to The Old Smithy in Bakewell. This was an attempt to get members from the Sutton-in-Ashfield area and those from Shardlow together. It was a big ask, because for those joining me from Shardlow, it meant a ride of over 100 miles. However, I was impressed when five members joined me there and we then set off to meet up with the Sutton group at a service area near Swanwick, albeit arriving



a little late, the less said about that, the better. The good part is that another eight riders were patiently (or not) waiting for us. After a very brief 'hello' and excuses for keeping them waiting, we set off to The Old Smithy café for bacon cobs and coffee. It was extremely busy and difficult to find parking spaces, but with a bit of shuffling and squeezing, everyone found a space.

I think we spent well over an hour there by the time we had queued to get served, a few chose the smarter, but more expensive

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option, and went to the adjacent pub for coffee and 'posh' sandwiches, which were apparently very good and no queues.

Once everyone was fed and watered, we made our way home, again, not via the route I had originally planned, but it seems that this is 'par for the course'. Alex Mair sent me these two pictures, with his TZR Yamaha, and Andy's very nice Zed. Several people showed an interest in owning the Zed, but Andy wasn't having any of it, and I don't blame him. I think there were only two, two-strokes on the ride, Alex's TZR and a very nice Suzuki 750 Kettle. Looking forward to getting lost with you all again sometime.

On June 7th we had a ride out to the Low on Fuel Café, near Tansley. The ride from Shardlow was enjoyable but uneventful, just three bikes, my CB1300, Peter Metius on a Kawasaki ER7 (I think) and Chris Minshall on his Suzuki GT 550. All went well, until my CB1300 decided to have a lie down in the café car park, only minor damage and a bruised ego. As a result, I forgot to take any photos and had to ride home with half

a clutch lever! Despite that 'event', we enjoyed the coffee and baps and I'm sure we will go again.

On June 17th our Wednesday group met as usual at The Shakespeare Inn, but others, including me, went to The Hucknall Test Flight Museum bike night about fifteen miles away. The pub meet appeared to go well, and there were a lot of bikes at the museum.

OK, I'll come clean, I went on a BMW, but Andre Mooker and his brother I think, turned up on a Kawasaki KH 125 and a Kawasaki GTO. Andre sent me a photo of both bikes from when they had been playing earlier in the day. Philip Summerfield brought his Kawasaki ZX7R, and Alex Mair came on his TZR.

June 20th: The Shakespeare Inn, where we hold our Shardlow meetings, were holding a Hog Roast and Classic Bike Day, the Shakey Fest as it is called, is in aid of a Derby based breast cancer charity, so it was only natural that we should attend. We were slightly outnumbered by British Classics,



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but still managed to attract attention, and I had numerous enquiries about the club from not only Japanese owners but also our British counterparts, in fact we share the Shakespeare Inn with The BSA Owners Club on the third Wednesday of the month.

Overall, I think the section meetings are quietly growing, in fact although we only have between six or eight at each one, if you count both venues attendance has doubled, so more than happy with that.

Thanks for your support, Mick



SCOTLAND (CENTRAL): Colin McGugan

07496 422776

Email: centralscotvjmc@gmail.com

*Meeting on the Last Wednesday of the month at 7pm
The Livingston Inn, 2 Main Street, Livingston Village,
Livingston EH54 7AF*



On a warm spring evening, in a historic village setting, a fine turnout of classic and modern motorcycles made the first gathering of the year at the Red Lion Inn in Culross one to remember for the VJMC Central Scotland section.

There is always something special about that first proper bike meet of the season. After months of cold starts, garage tinkering and watching the weather forecast with more hope than confidence, we finally got the chance to roll out, catch up and put faces to the messages and winter plans. This year's opening gathering at the Red Lion Inn in Culross delivered exactly that kind of long-



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awaited reward, with a packed line-up of motorcycles and the sort of golden evening sunshine that makes every polished tank and chrome mudguard look even better.

As you would expect, there was plenty to admire for anyone with a soft spot for the great machines of Japan's glory years. Older bikes drew a steady crowd, with lovingly maintained classics showing off the shapes, colours and engineering that made them icons in the first place. However, what gave the evening even more character was the mix of old and new. Alongside the vintage metal were newer bikes that proved enthusiasm for motorcycling is never fixed to one era. That contrast worked brilliantly: restored classics sitting beside more modern machinery, each with its own story, each owner just as happy to talk about the ride in as the bike itself. That is what makes these meets matter. Yes, the bikes are the main attraction, but the real value is in the atmosphere around them.

There was the usual easy conversation, plenty of laughter, and a steady flow of stories about restorations, parts hunting, near-forgotten models and favourite roads. Members and visitors drifted from one machine to the next, comparing details, swapping opinions and taking in the broad spread of styles on display. Whether your taste runs to two-stroke screamers, big,



air-cooled fours, practical all-rounders or modern retros, there was something there to stop you in your tracks for a closer look.

The venue played its part too. The Red Lion Inn, set on Low Causeway in Culross, offered an ideal backdrop for the occasion, its character and location adding to the sense that this was more than just a casual stop-off. With the evening sun lighting up the village and the rows of bikes, the whole



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scene had the relaxed, timeless feel that every club hopes for when the season begins. It was the kind of evening that reminds you motorcycling is as much about where you end up and who you meet as it is about the ride itself.

If this first meet is anything to go by, this sets for a strong season ahead. Good weather always helps, of course, but sunshine alone

does not create a successful gathering. That comes from the people, the machines and the shared enthusiasm that keeps the club scene alive year after year. At Culross, all those ingredients came together beautifully. It was a cracking turnout, a great showcase for bikes old and new, and the perfect reminder that the biking year has finally begun. Peter Bannard

SUSSEX: Graham Prevett

07973 719948

Email: gpsussexsection@gmail.com

*Meeting on the last Wednesday of the month at 7pm
The Wheatsheaf Pub, Handcross Road, Plummers Plain,
West Sussex, RH13 6NZ*

The Sussex section has now settled in comfortably at our new monthly meeting venue: The Wheatsheaf Pub, Handcross Road, Plummers Plain, West Sussex RH13 6NZ. We're delighted to have found such a welcoming spot that's become a true hub for members to gather, share stories, and enjoy our shared passion.

The pub offers a fantastic covered outdoor area next to the car park, complete with a BBQ and an outside bar – the perfect setting for our relaxed and friendly meets. Chris, the landlord, goes above and beyond to look after us, ensuring our visits are always enjoyable. He offers us an incredible smash burger, chips, and a pint for just £15 – a deal that keeps our members coming back!

With the improving weather, our gatherings have been growing steadily, attracting more members each month. It's also been wonderful to see members from Surrey and Kent joining us, making our meetings a truly regional affair. The sense of community and camaraderie continues to flourish.

In response to the enthusiasm and to make planning easier, we've recently launched a new WhatsApp ride-out group. This allows members to coordinate trips for coffee, breakfast, or fish and chip runs – weather permitting, of course! It's a great way to stay connected, share ideas, and make the most of the great British weather.

Looking ahead, we're excited to announce that the Sussex section will be taking an active role in the upcoming Moto Union Motorcycle Show, which takes place on September 20th at the South of England Showground in Ardingly, West Sussex. We'll be participating in the event and showcasing some amazing bikes, which is what our community is all about. Come along and say hello!

We look forward to seeing even more members at our upcoming meetings and ride-outs. The Sussex section is thriving, and we're excited about the future. Whether you're a seasoned member or new to the scene, everyone is welcome to join us for burgers, beer and endless talk about motorbikes, a welcome break from the hectic mad world we now find ourselves in!

See you at the Wheatsheaf!

Moto Union 2026

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See you there!

*****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*

By the time you are reading this summer should have arrived, not that the weather has been bad, just more changeable than recent years, making ride outs and show visits a little more challenging.

However, one event in late May stands out, Gary's ride in Northumberland has been going some time now but this was my first. Seven members of the Wearside section attended the event which starts with a

gathering in a country pub car park at Dyke Neuk between 9 and 10am. Butties, tea and coffee are made available for the assembled hundred or so riders, followed by a ride up the Northumberland coastal route to Bamburgh then after regrouping, across to Wooler and back to Morpeth to display our bikes at a beautiful riverside location. It was a fabulous day in glorious sunshine. The photos show the initial gathering and Phil Knowles' very photogenic GT750J.



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Since the formation of our section earlier this year I have been amazed at the number of club members who have contacted me showing interest. Many have come to meetings and quite a few have met up at the ride out coffee stops, especially in the Northumberland area, highlighting the demand for another section north of the Tyne. Therefore, I'm pleased that Max Hall has stepped forward to form this new section and I'm sure they will enjoy the same success we have had.

Hopefully, we will be able to announce a classic bike day for some time in August that is currently being planned jointly by a Wearside and a Northumberland member. This full day event will involve both sections and other clubs. As soon as it is finalised I will post the details on the Northern coordinator group and local groups

Ride safe, Philip Laws

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

As has become the norm, our meetings are well attended, except I couldn't go to the May one thanks to a rescheduled AGM meeting that I had to attend. Grrr... I made up for it though in June, when I actually rode my GPZ over to the pub. Miracles do happen then!

A couple of weeks ago our section 'crew' or 'Hazel's Angels' put on a display at the Devizes Lions on The Green. I was unable to assist not only because I have been very busy of late but that day I was out swanning around on my Triumph, but for good reason, doing a timed ride of the Tiddler Run. I managed to pop over in the afternoon on my Kawasaki and was impressed by the variety of machinery on display. The crew took everything down, packing it away neatly, ready for the next show. I later complimented them on our WhatsApp group, saying it had run like clockwork, thanks guys. The reply

from one person said, "Hazel's hit the bottle early this evening!" I thought it was a deed done good anyway, so thanks to all involved.

I have just taken a merry band of riders out on the annual Tiddler Run, (78 miles) this last weekend gone. A change in date to the usual August for a couple of reasons, one of which I thought might gain us some new takers. With the bikes getting bigger in cc every year and the attendees less, I was quite sure I would finally be knocking this on the head after many years. Just thinking back... Colin Gibson ran it first, then Les took it over, then me. It's been happening since well before 1999... scary! I was delighted to see new faces, smaller bikes and fresh enthusiasm. It made all my planning worthwhile. So, roll on next year!



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By the time you read this, Heddington and Stockley Steam Rally and the Rona Rally will have passed, Calne Bike Meet too? September will see the now familiar Wiltshire Run, where I plan a route that doesn't take us out of the county boundary, but visits the lesser known places or buildings/monuments of interest along the way.



Ed, our section stand-in 'second in command' seems to be recovering well from his knee op. Sadly Alan, however, seems to be having a very unfortunate run of bad luck. His hand injury has now been superseded by a nasty knee injury. I really do wish him a speedy recovery. Let us hope that's the end of the injuries for us now, fingers firmly crossed.



YORKSHIRE (COAST): Nigel Glover

07502 135802

Email: allmankindnigel@hotmail.com

FB: Vintage Japanese Motorcycle Club Yorkshire Coast

www.facebook.com/groups/154128235196004

Summer meetings held 1st Monday of the month at 7-9pm

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

Hello everyone, welcome to the Yorkshire Coast section. We have been busy riding through East and North Yorkshire in the very nice hot weather of late. We had a tour around East Yorkshire coastal towns starting from Bridlington. We didn't take a direct route to these towns but, instead, used B



roads and single tracks. It's only twelve miles to Hornsea although we covered 27 miles. It was intended to include an hour-and-a-half stop for a break on the front, however, it was so busy, full of visitors that we didn't stop for tea. We then set off to the Castle Café at Withernsea, a well-known bike stop, for tea and cakes, bacon butties and ice cream. We then made our way, again not on a lot of main roads, to the Riverhead café on the canal at Driffield, intending to arrive at 2pm but were an hour late, only just in time for tea and to feed the ducks. After that I made my way back to Bridlington. It was a good day out; a trip of some 80 miles.

Another outing was an evening ride, on the longest day, to the Yorkshire moors, via Egton, for tea. After a small rest it was on to Rosedale Abbey and then up chimney bank; a very steep climb on my Honda

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CM200 but it was fine. Then on to Hutton-le-Hole and Pickering. We joined the A170 to Scarborough A64 and for me it was the A165 home to Bridlington just as the sun was setting at 10.15pm, altogether 110 miles.

The last event was the first Driffield bike night held in the main street with the help of pubs café and some stalls selling old t-shirt artwork, which was very well attended. Regards, Nige

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

Hi all, I'm having to write this on my tablet as my computer has just decided to give up the ghost on me. All this after my email was hacked in May, but now back up and running thank goodness. Anyway, it means I can't put any photos in this report but will, hopefully, do so on my next report in October so please bear with me.

May 10th saw members and the section stand displaying a good selection of bikes at The Mile cafe, Pocklington's annual classic bike show which, once again, was blessed with fine weather so everyone enjoyed themselves.

Next up was the annual classic car and bike show at Ellerton, just outside York, on June 7th which is a small but very popular local show. Refreshments were provided by the villagers at the village hall and a good number of our section's members' bikes made up the numbers.

Following on, we had our VJMC section presence at Oliver's Mount for the Barry Sheene festival on 20th/21st June with lots of members staying over for the weekend. One of our members, Andrew Holey, won best bike with his 1980s' Yamaha YPVS 350LC so congratulations to him and his bike.

As you will be reading this in the August edition here's a reminder that we will have the VJMC section stand at Whitby on Saturday 8th August. As usual, there will be a best in show competition voted on by members and the general public. This event takes place on the green behind Whitby Pavilion so just follow the brown tourist signs for Whitby Pavilion.

On bank holiday Monday (August 31st) the classics show will be held at the Langlands garden centre in Shiptonthorpe where, once again, I will have the VJMC section stand from 10am to 4pm so see you there if you can make it. Regards, Brian



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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: ian_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: chairman.vjmc@gmail.com

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

Marque/Make/Model Specialists

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

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

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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&p. **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&p. 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&p. Rob 07733 964343 Email: 4L0@oldmoto.co.uk (E3670 03/27)

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

Honda CB72 1963

Full bike dismantled, lots of money spent, powder coating, NOS parts and over £2k spent on the engine rebuild, many other additional parts, £2,500 for the lot. 07961 917571. Colin, South Shields, Tyne and Wear

Honda CB 500/4 1974

Non-runner, high mileage, new exhaust, stainless rims, new tyres £1,000 07742 538507 Trevor, Southend-on-Sea

Honda CBR125R. F-L 2015

Factory Repsol Ltd edition, 4,200 miles, dry stored since 2017, v5 in my name, all handbooks, service book and tool kit, £2,750 ono, 07961 917571 Colin, South Shields, Tyne and Wear

Honda VTR1000 Firestorm 2000

W reg, only 2,200 miles, dry stored since 2003, all standard condition, V5 in my name, handbook and service book etc., £3,500 ono, 07961 917571 Colin, South Shields, Tyne and Wear

Honda CB175, 1972

13.5k miles, understood to be ex. 'Silvers' USA import (2024) re-commissioned with new pistons/rings/cam chain/tensioner/carbs/battery, new front tyre/genuine air filters (£160!), red paintwork (average), chrome good, generally tidy and original, cover, manual, £1,995 ono, 07813 845894 Andrew, Worcs



Honda CB350 Four 1972

American import with V5c in my name, project bike in condition as purchased, lack of time forces sale, needs full refurbishment, £1,200 davidvanns@icloud.com 07813160902 David, Kent



Honda CB350SG 1987

21,400 miles, excellent condition, recently refurbished at great cost(!), runs and rides very well, standard specification except for Motad exhaust, MOT, £2,650, 07525 373753 Nick, Windlesham, Surrey



Honda CB360 1975

Very good condition, new speedo, mileage 18,973, workshop and parts manual included. £3,000 or sensible offers, 07850 226114 Rod, Bedford



Honda CB500 four K2 1973

Beautiful condition following extensive restoration, £5,500 or very near offer, 07999 513293 Ian, Benfleet, Essex



Honda CL160

Very rare, in really good condition. I have looked after it and used it for local rides with club members. £3,500 07941999252 Stuart, West Yorkshire



Honda GL1000 1977

One owner from new. 51,000 miles, complete history, runs properly, including many valuable spares, some mods but all parts included to put back to original. £3,000 ono 07434 810312 Lionel, Hailsham, East Sussex

Bikes for Sale



Honda Goldwing 1000 1976

Nice bike, good condition, 34,647 miles, £4,250 07739 515339 Ivan, Dickleburgh, Norfolk



Honda NSR250 MC28 smart card 1997

Three smart cards - two stock, one HRC. Norick Abe 1994 Suzuka GP Mr Donut replica Tyga bodywork and pipes. Also original bodywork and pipes plus spare shock, £9,000ono 07711 141478 Dave, Nottingham



Honda VFR750 1997

Very nice condition, under 10,000 genuine miles, owned since 2000, V5 in my name. Will MOT at point of sale, £2,500, 07946 843218 rogerfarris125@gmail.com Roger, Kent



Honda VFR 750fg 1986

First generation, original, VGC rides and stops as it should, still has standard exhaust, service history, soon to become historic vehicle eligible, solo seat hump included, MOT 12/4/27 £2,800 ono. 07889416264 Chris Hailsham E Sussex



Honda XLR80R HD10, 1987

JDM with Nova. 5,777km, original, good condition except engine cases need refinishing, new road legal tyres, brakes, chain etc. £2,250ono 07891 176999 Geoff, Kidwelly or Bristol



Kawasaki GPX 600R 1989

Full MOT, maintenance kept up to date, owned 20 years, runs well, kept under cover, under 24,000 miles, £2,000ono bluboy125@yahoo.com 07715 139467 Martin, Ellesmere Port CH65



Kawasaki Z1000A2 1977

38,200 miles, local show winner, carbs recently overhauled, had a mild restoration a few years back, £7,750ono 07479 553102 Andrew, Cornwall



Suzuki GS650GLZ 1982

US import with V5 in my name. Completely rebuilt and is original except for ignition system and paint. It's running and riding, tidy, but not concourse. Full details of the rebuild on request, £1,995 but sensible offers considered. steve_a_burge@hotmail.com 07771 504380, Steve, Cardiff



Suzuki RGV250 VJ21 1989

Starts and runs very well, loads of history, owned since 2011, some spares including fairing panels, front callipers and two 17" rear wheels, £4,250 07825 676174 Richard, Pontefract

Bikes for Sale

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



Suzuki TC120 Trail Cat 1972
Starts and runs OK, owned 15 years, reasonable condition for year, nice little tiddler, many spares, some NOS, 07967 212743 Mick, Derby



Yamaha IT175G 1980
Road reg, ground up rebuild, far too much to list, £4,000, 07442 228979, £4,000, Mick, Basildon, Essex



Yamaha QT50 1987
Professionally resprayed: frame, engine, tank, forks, wheel hubs. Working 2T oil pump lube system, new tyres, all electrical systems work, 9,000 miles, light at 43kg, £1,000, 07949 496210 Phil, Woking, Surrey



Yamaha R1 2006
18,500 miles, Datatag, heated grips, ULEZ compliant, good tyres and long MOT, £3,600, ljs@iosl.co.uk Ian, Bromley, Kent



Yamaha RD 350 LC2 YPVS 1983
German import 65,000 km, recent top end rebuild, £6,500, 07399 940814 Steve, Burnley, Lancs



Yamaha RZV 500 R 1984
7000km, featured in Tansha October 25, fully original paintwork, mechanically restored, engine rebuilt 1,000km ago by Stan Stevens, MOT, £17,500 07399 940814 Steve, Burnley, Lancs



Yamaha SR400 2016
Immaculate and unmarked, 975 dry miles, kept in heated garage since new, Hepco & Becker C Bow pannier system, R&R oil temperature gauge, tank knee pads. £4,000 firm. 07817 560845 Chris, Newquay, Cornwall



Yamaha SRX600, June 1986
Original and unmolested, last service/MOT 2024, sorned and stored since, 30,974 miles, service guide, wiring diagrams, tools, £2,250, 02083 371254 halftwin49@gmail.com Geoff, Worcester Park KT4.



Yamaha T80 1985
Discovered in a garage unused for years, two previous owners, 6,000 miles, recent new battery and tyres, MOT, £1,600, 07811 288570, Mr J Barnett, Cornwall

Bikes for Sale



Yamaha XS750 1978

Owned for 28 years, older restoration, standard apart from Motad exhaust, rear shocks and newtronic ign, lots of history, VGC, 23,860 miles, £3,100 ono, 07889 416264 Chris, Hailsham, East Sussex



Yamaha XS750(2D) 1977

Unique Gold colour for Gunk Golden Anniversary 1977 competition prize, one owner, £6,000+ nut and bolt restoration, restoration photos and receipts, 13,243 miles, £4,750, 07867 392226 Rick, Stonehouse, Gloucs



Yamaha XV750 Virago 1995

Good condition, owned 31 years, MOT Jan 2027, 32,000 miles, FSH, heated grips, spotlights, engine protection bars, rear rack, saddle bag supports, smoked screen, twin horns, runs well, £3,500 07716 117489 Martin Shrewsbury

Project Bikes for Sale

Two Honda 400/Fs with documents, enough to make both bikes. I don't have time to finish them. £4,500 0151 608 5770, Mick, Wirral



Suzuki GSXR400 1988

Project bike, V5 in my name, complete except fairing, carbs cleaned, new battery and tyres, brakes need sorting, £800, 07722 509192 Pat, Luton

Wanted

Please help unstage my restoration of a Bridgestone 175 dual twin from 1969. I need a decent useable pair of cylinders with, preferably, useable pistons and rings. I would also consider buying a complete engine if it is known to be good. Nigel Mitten 07910 763358

Used Bike Guide, May 1999, Issue 124, 07989 032504 Dean, Ipswich

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

One pair of matching headlamp brackets for a 1966 Suzuki K11 80cc Sport, preferably black, if possible, 07910 121664 Norman

Yamaha RD250 or RD400, in any condition, would consider a project, 07961 560860 Mr Marshall

Non-Japanese Bikes for Sale



Triumph Bonneville T100 865CC 2005

One owner, alarmed, 9,774 miles, £3,700
07796 094 894, Alan, Stockport

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

Email: tanshamag.vjmc@gmail.com

BMW 450 1981

Stainless steel exhaust, £1,000 07742
538507 Trevor, Southend-on-Sea

Bike Parts for Sale

All used items. Yamaha 250LC barrels, about 1mm o/s, RD 350 aircooled barrels on 2.0mm o/s and will ultimately need resleeving. YR5 and RD 350 Heads. 4L0, 351 and 522 carbs. RD 350 B airbox and rubber. Loads of random pistons and rings all second hand but useable. YR5 generator complete. £500 or will split. 07531 781196
Will, Chester

Used genuine factory workshop manuals for: Honda VTR1000 SP-Y, Honda CB600F-W (Hornet), Honda CB250N/P/R, authorised photocopy, Suzuki RGV250 90/93, Yamaha FZR750 RT. Also, Clymer manual for Suzuki RM125-500, 81/88, Haynes manual for Yamaha XS 750 triple 1976 onwards. £20 each or £120 the lot, plus p&tp, proceeds to the Homestart charity, 01747 811802
Jeff Morgan, Shaftesbury

Honda CB72 Type 2 Right front fork lower casing silver N.O.S £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
James 07860727582 Staffordshire



Honda Clone
(similar to
Honda Cub
C90) parts:
engine, seat,
wheel, tyres,
rims, exhaust,
swingarm
stand, £50,
07799 628037,

Steve, Lyme Regis, Devon



beam indicator, bulb holders, bulbs and
plug-in cables. £250,
07542 248711, Roy

Honda CB72/CB77
speedo/rev counter
for anticlockwise front
wheel drive. Restored
and in good working
order but has some
bezel distortion on
bottom edge. Main

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.
How to advertise	Adverts can be emailed to tanshamag.vjmc@gmail.com or posted to Lorraine Johnson, VJMC Admin, PO Box 1949, Yate, Bristol, BS37 0BX. (<i>Digital copy preferred</i>) Mobile: 07515 965778
Requirements	Please include when emailing in the subject line your name, VJMC advert and membership number . Always include a phone number and nearest town in advert. Please include your name in digital photo files.
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.
When will it appear?	Publishing months for Tansha are: February, April, June, August, October and December. Adverts must be received by the editor by the 27 th of the even numbered month before publishing to appear in the next copy. i.e. adverts received by 27 th August will appear in the October copy etc. Late adverts will be automatically carried over to the next copy unless space is available.
DISCLAIMER	The VJMC is unable to vet items for sale. The seller is wholly responsible in ensuring items do not break INTELLECTUAL COPYRIGHT law. Although the VJMC provides this opportunity to advertise, it does not imply that the VJMC is promoting or guaranteeing the goods being sold or the services offered. Typing errors - adverts re-run, as requested. The responsibility for deciding whether a service is suitable or the goods being offered are acceptable and of good value lies entirely with the purchaser. This is particularly relevant to surface treatments such as paintwork and chroming when the finish could be viewed as good quality by one member when another sees it as poor. Such finishes are subjective and you need to satisfy yourself before proceeding.
TRADE ADVERTS	Please contact the Chairman or check the club website for details regarding sizes, file types and pricing if you are interested in advertising in Tansha. Tel: 07495 381082 Email: tanshamag.vjmc@gmail.com

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