

THE
**ViNTAGE JAPANESE
MOTORCYCLE MAGAZiNE**



CBX
Gets Modernized

Inside:

- Show reports from:
Motogiro, Rice-O-Rama,
Barber, Concours
- Collecting literature
- **Hundreds** of classifieds



**Vintage Japanese
Motorcycle Club**
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THE ViNTAGE JAPANESE MOTORCYCLE MAGAZINE



COVER STORY

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1982 Honda CBX goes modern.

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On the cover

J.R. Luksik's sixth CBX was an unexpected find that received a unique modernization treatment.





VJMC magazine
December 2011
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Mission statement:
The purpose of this organization is to promote the preservation, restoration and enjoyment of vintage Japanese motorcycles (defined as those 20 years old and older, until 2011. We will embrace 1990 until then). The VJMC also will promote the sport of motorcycling and camaraderie of motorcyclists everywhere.

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The VJMC magazine is published six times per year, in February, April, June, August, October and December. The views and opinions expressed in letters or other content are those of the author and do not necessarily represent VJMC policy. The VJMC accepts no liability for any loss, damage or claims occurring as a result of advice given in this publication or for claims made by advertisers of products or services in this publication.

Done, undone and farewell

This year signals the end of my time as president of the Vintage Japanese Motorcycle Club. Two years seems to have passed quickly! Most of the changes that have occurred within the VJMC have been behind the scenes, but important nevertheless.

We formalized meeting as a board face-to-face. Board members live widespread across the country, so getting us all in the same room was a challenge. But it was a worthy one.

Insurance was a major topic of discussion during the first nine months of the term. In the end, I don't think there is a perfect policy for a group like ours, but at least we have something in place that seems to serve the current needs. We all recognized that "exposure and liability" is an issue that will never go away; we live in a very litigious society. To that end, we formed an insurance committee to continually monitor our insurance needs.

As the VJMC changes from a "club in a garage" to a thriving

organization, our complexities change too. The dynamics of administration required changes to the by-laws to reflect our growth, and to position the VJMC for positive strides in the future. We made many substantial changes to the by-laws that streamline processes, clarify positions and responsibilities, and lay the foundation for growth.

These were all changes that were overdue. Needless to say, there were many heated discussions along the way, but in the end I believe we are far better positioned now to be a leader in the vintage motorcycle industry than we were two years ago.

And yet, the voting and governing leadership board is comprised of volunteers; volunteers who have professional careers, families to manage and lives to run. They also represent a broad spectrum of experience, and different views of the world that often conflict with their fellow board members. So the process of governing often appears dysfunctional and messy. It can be challenging.



There are several things I believe we have left undone, which the incoming board needs to address.

Membership retention and growth, without a doubt, takes the highest priority in my mind. Our membership has been relatively static over the last several years. OK, maybe some slight growth over the last two years, but not much. The next board will be organizing the VJMC to a central strategy based on membership retention and growth. Tactics may include:

- A "rally-based" growth strategy. This may be a mix of a continued presence in the large national events such as Vintage Motorcycle Days at Mid-Ohio, combined with our own VJMC regional and national rallies, and VJMC-"sanctioned" local events.

CONTINUED ON PAGE 6

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CONTINUED FROM PAGE 4

We have actually begun making strides in this direction over the last two years, (our MetricFest in Omaha, Neb., was a pilot effort that was extremely successful by any measure). I would expect the MetricFest model to be spread further across the country.

• Leadership training. This opportunity may be one that we don't actually have to develop; it may simply be dropped in our lap if we're patient. Another organization is going to embrace leadership training for the broader vintage motorcycle industry, so all we have to do is wait until this comes to fruition and take advantage of it when it does. I would expect this to happen in

2012 or 2013.

- Local level activity. Whether it be rides, events, swap meets, or show-and-shines, there is opportunity for local collaborations with motorcycle dealerships. We have often discovered the dealerships enthusiastically embrace vintage weekends, hosted by the VJMC, as a shared opportunity to market both the VJMC and the dealership for the betterment of all.
- An annual membership drive. Through joining incentives, creativity or out-of-the-box rewards, this is a tactic that has a direct impact on growth. And of course nothing helps membership retention like the continual evaluation and enhancement of the value of a VJMC membership. Bottom line: it's

all about bang-for-the-buck value.

Key to the success of the VJMC will be a strong communication pipeline between national leadership and the "boots-on-the-ground" organizers. And of course, nothing helps like the invitation to join from a friend. That's where you, the member, come in.

So that's it from my perspective. I hope that you will continue to support the VJMC through your membership, your time and your efforts. Get involved.

Hal Johnson,
VJMC president

THE **VINTAGE JAPANESE** **MOTORCYCLE MAGAZINE**

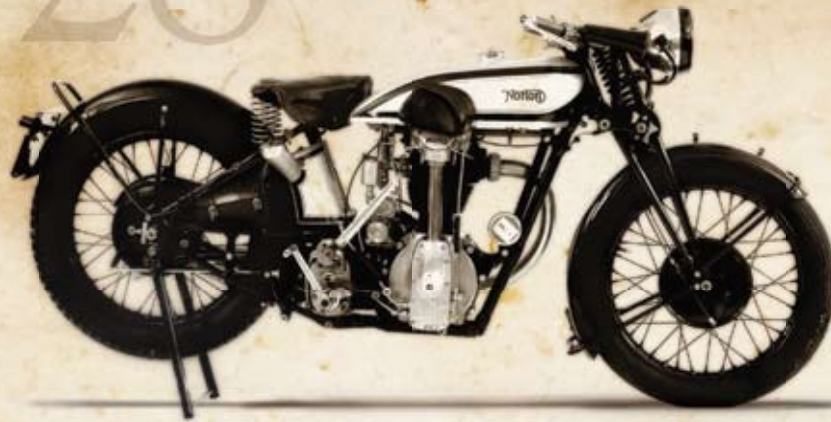
ISSUE DEADLINES

The Vintage Japanese Motorcycle Magazine of the VJMC is published bi-monthly. Story deadlines for each issue are:

February issue (No. 1)	Dec. 20
April issue (No. 2)	Feb. 20
June issue (No. 3)	April 20
August issue (No. 4)	June 20
October issue (No. 5)	Aug. 20
December issue (No. 6)	Oct. 20

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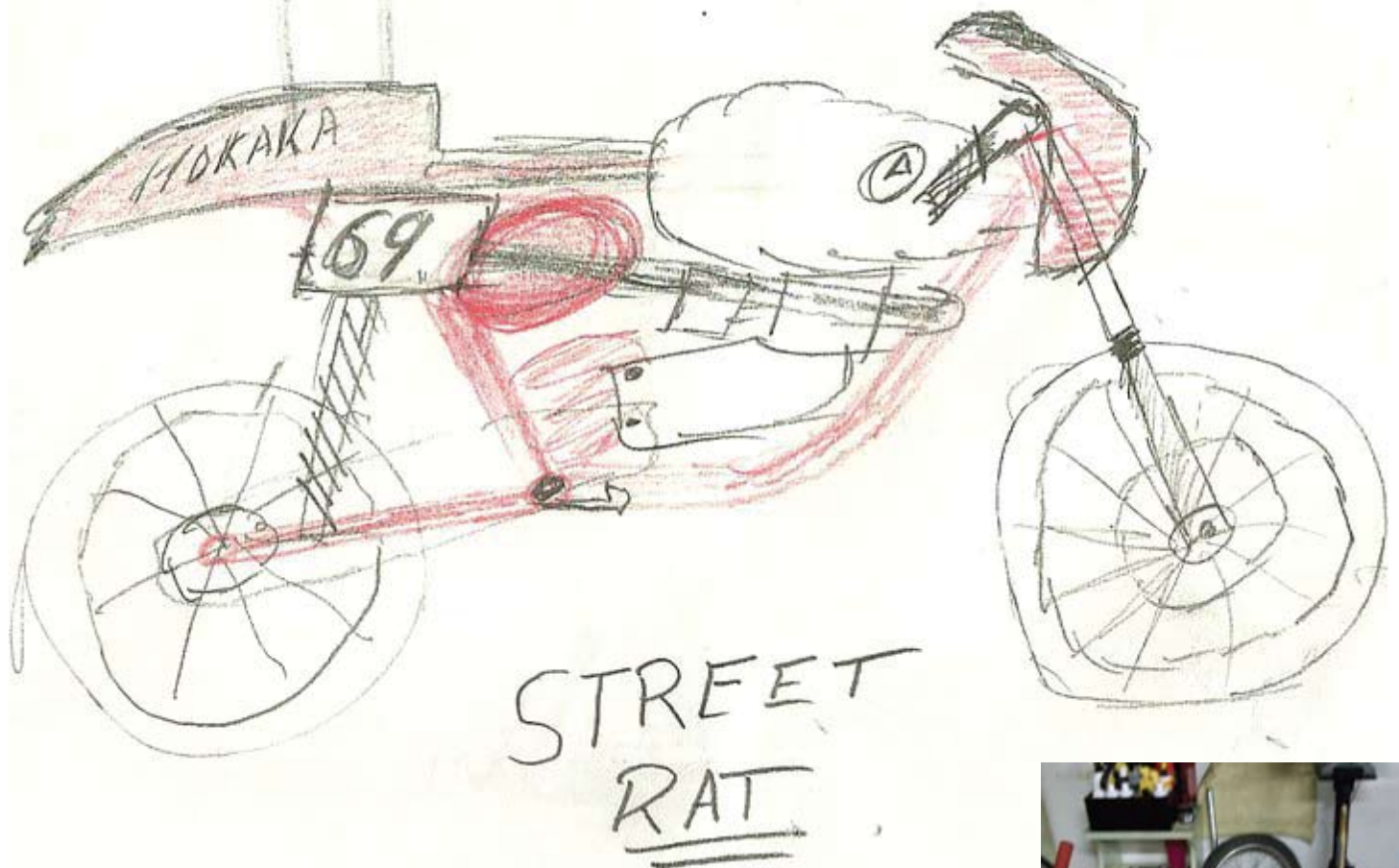
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‘Street Rat’ heals vet, sets record Hodaka project bike is fulfilling diversion

By Aaron Sanders



In early 2006 after returning from my first tour in Iraq, I was in my office daydreaming about a 1970 Hodaka Ace 100B I had recently purchased. It was complete, looked all right and the engine turned over but wouldn't start.

The thoughts of what it could be and what it had been were all jumbled together. The daydreams were fueled by stories of the adventures and the escapades of my Dad and Granddad, who rode and raced Hodakas in the late '60s early '70s. Grandpa had helped start the Hodaka Shop in Anacortes, Wash., in the mid '60s and gone to Athena, Ore., to learn from Harry Taylor how to work on Hodakas, as well as how to make them fast.

These stories and daydreams somehow got intertwined with the pipe dreams of hobby racing, and all this led to a pencil sketch of a café-style Super Rat that was street legal

and really fast. The pencil sketch was tacked to the wall and dreams dismissed.

Over the next few years I completed the Ace 100 and acquired several parts bikes. I also did a second tour in Iraq, attended and completed Officer Candidate School, got married, attended and completed Infantry Officer Basic Course and entered the U.S. Army Ranger program.

In July 2010 everything came to a halt around 4 a.m. during a training event when I twisted my ankle and crashed to the ground. The ER doctor said I had torn the ligaments in my right ankle. These injuries led to a medical drop from the course and some very strong emotions. In the three months following the injury, I was in physical therapy hell bent to go back; this led only to more pain and swelling and unanswered questions. Eventually I was transferred to Brook Army

Medical Center in San Antonio, Texas, where the medical staff found that I had broken my ankle and tore two ligaments. To repair this would require an ankle reconstruction and possibly a bone graft; my dreams of Ranger school were fading fast.

While at Brook Army Medical Center, I was introduced to "Shop Therapy" by Automotivation, a program under Operation Comfort. The program gets wounded service members out of the hospital and into a shop building cars or trucks, giving them something to look forward to during long recoveries. I was fortunate to meet Mike Shannahan of Henkel Corp., a sponsor of Racing for our Heroes, a program that gets wounded service members out of the hospital and trackside with professional racers. Both programs do amazing things for morale and give service members and their family the

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—Kenny Roberts



King Kenny built a career telling it like it is, so we're obviously jacked to hear his thoughts. He's right, of course. *Moto Retro Illustrated* is the only full-coverage—dirt, street and mini—retro magazine around, and because it's written by folks with decades of journalism, riding and racing experience from the very eras and categories we cover, you know the stories are gonna be good. We're more expensive than your average magazine, but we're worth it. *Moto Retro* is large-format, glossy and printed on thick, luxurious paper. We dig deep and go behind the scenes on the bikes, technology, collections, races, events, racers and collectors you remember from the glory days of the '60s, '70s and '80s, and we limit advertising so you get a magazine packed to the sidepanels with great stories, killer photography and hair-raising tales from Back In The Day!

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ISSUE NO. 1

Eddie Lawson, Kawasaki's ELR, Yamaha's first monoshocker.

ISSUE NO. 2

Kenny Roberts, 1975 Indy Mile, Yamaha's DT-1, Honda's SL70.

ISSUE NO. 3

Mike Baldwin & Team Honda's 1982 Superbike, Rupp Roadster.

ISSUE NO. 4

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RESTORATION



chance of a lifetime. Participation in both of these helped my wife and I smile again; they also brought the pencil sketch, boxes of junk and pipe dreams back to mind.

In January 2011, I had the first surgery on my ankle and I started the process of making the sketch a reality. The goal of was to transform a box of junk into a great looking, reliable and fast machine. This wasn't easy, but was made possible through much effort, lots of help and some patience. After 10 months of building, tons of help from sponsors and

support, project "Street Rat" had gone from a pencil sketch and pipe dream to a running machine.

Then the miraculous happened on Oct. 21, 2011, when the "Street Rat," a 40-year-old 100cc motorcycle that was a box of junk only 10 months earlier made a record pass on the Texas Mile at Chase Airfield, posting a speed of

72 mph. That was fast enough to set the record for the Texas Mile in the 100cc class and

to bring smiles and laughs to the pit crew. Contributing parties to the project included Mac's Engine Research, Hodaka Parts Inc., Custom Cycle and Machine, Rich's Taylor's Porting, Chris Polito of Remote Control Hobbies, Stephen Ligon, Llyod Wolf, Brown's Plating Service Inc., Circle F Exhaust, Cycle Gear, Henkel Corp.

Huge thanks my wife, Kimberly, who believed and supported me in this. Thanks also to my Grandpa and my Dad who both introduced me into motorcycles as well as working on them. And the Warriors in the WTU at BAMC, who have that never-quit attitude. ●

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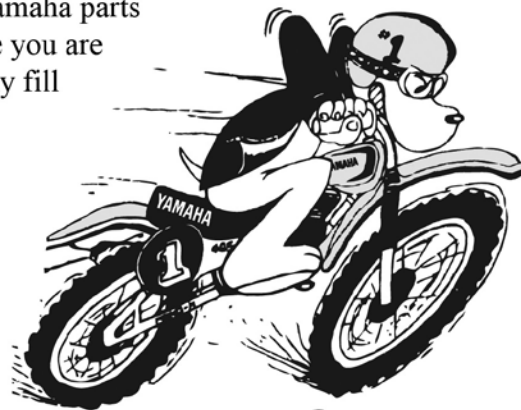
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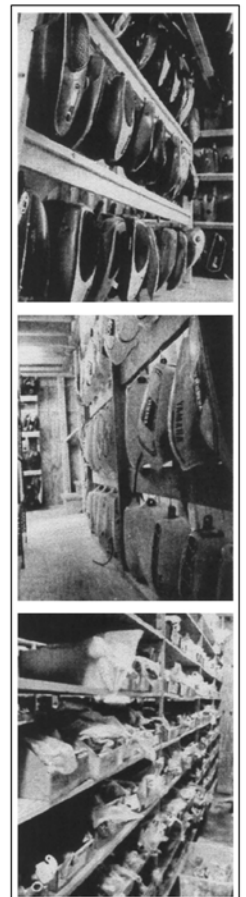
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From Mighty to Mini, Honda has it all.

The time-travel binders

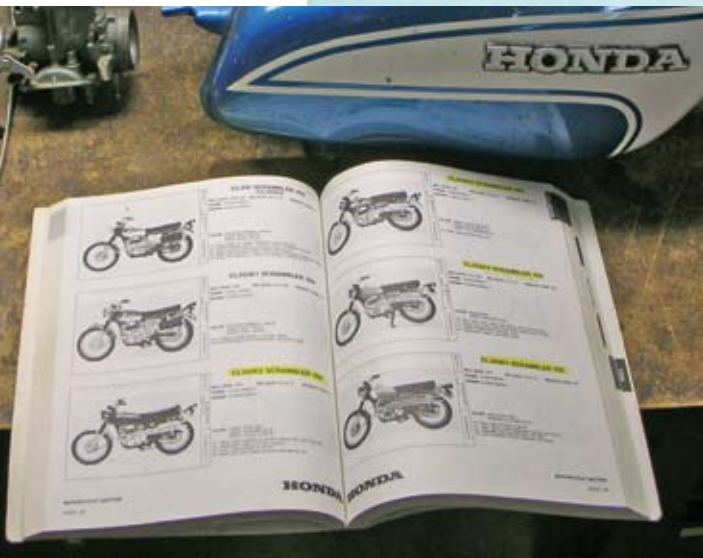
By Vince Tidwell

If your house was on fire and you had but a few moments to grab whatever you could, what would it be?

There are five, red, 4" binders on my bookshelf that contain sleeved brochures of just about every Honda motorcycle from the late '60s to the mid '80s. OK—there's a few Kawi's and Yami's in there, too. (Suzi's got traded. Nothing personal, you understand.) Every time I thumb through them I am involuntarily slapped upside the head

with a memory. I'm not complaining... and indeed I turn the page to keep the high going. The older I get, the more I enjoy reminiscing, so these binders are fairly close to the door in case there really is a fire.

I'm not sure how it all got started. I'm thinking there may be some part of my sub-conscious that believes if I stare at a picture long enough it will just appear, Barbara Eden included. Actually, I really do think I became scripted when I heard my Dad commenting about the 1970 CL175 brochure on my nightstand; and soon traded my '69 CL70 for a CB175 instead (the dealer was all out



of CLs at the time).

I felt like my dad and I came from different worlds back then, but motorcycles were one area we shared. I still remember him driving off on my 1972 CB500 with his crippled right arm that he couldn't bend past 90 degrees. Come to think of it, maybe it wasn't mine after all. And most of my friends' dads rode

as well. While riding these men became boys right in front of their sons' eyes and in turn we were becoming men.

It seemed every trip to the dealership found me collecting as many brochures as I could. There were new dealerships popping up everywhere. For a teenage boy in the '70s, having a motorcycle was de rigeur. It

seemed everyone had one at some time and we all followed rank-and-file to the next, bigger model. It wasn't difficult collecting brochures with so many opportunities. If you owned a Honda dealership in the southeast in the '70s, I hereby thank you. Want them back? No chance.

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hang on to them after all these years. I soon graduated to monstrous bikes (a '73 Kawasaki Z-1) and off to college. All those brochures were neatly folded in cigar boxes at Mom's house in her attic. After an engineering class final, I would reward myself and drive the short trip to a dealer to see the new models and, you guessed it, collect brochures. This continued even after I graduated. Before my children were born, I decided to punch holes in them for storage in binders. Great organization ... except for the holes, of course.

It was some time during graduate school while I was selling motorcycles part time that I put them in proper sleeves and filed them according to the "Good Book" (Honda's Identification Guide, 1959-'88). Honda even reprinted it to include years up to 2000, but I missed grabbing a copy of one. Long out of print, they're difficult to find and if anyone out there has one for sale please let me know. And, if anyone at Honda is listening and would like a champion for it, I recommend another reprint to include not only the last 10 years, but also other countries' deviations, along with better images of the Benlys, Dreams and early Hawks.

So, I not only managed to hang on to my literature collection through multiple moves, a divorce and stuff downsizing, but have kept them in great condition and accessible.

DID I MENTION MY COLLECTION IS COMPLETE? WELL, IT'S NOT. AND I UNABASHEDLY ASK ANYONE OUT THERE WITH ANY TO CONTACT ME THROUGH THE WEBSITE FOR BARTER/TRADE/PURCHASE AS I HAVE MANY EXTRAS.



I spent a decade running a car club for the Mazda Miata and got to travel and meet a lot of Miata enthusiasts. There's a lot in common between a motorcycle and a Miata. In fact, the Lotus Elise notwithstanding, I've always considered the Miata a motorcycle with four wheels and even wrote a comparison article for the Club's magazine. During my travels to events I got to meet collector/columnist Peter Egan. We shared our passion for classic motorcycles and one in particular, the very well balanced and handsome 1972 CB500. It turns out I had an extra brochure and mailed him one when I got back home. I'm betting he just might have it posted on his garage wall.

Last year I brought the collection into the 21st Century and posted thousands of images on a website I created called BoomerBikes.net. After an enormous amount of time and expense of scanning and removing moiré patterns and fold lines, I offered high-res downloads for a couple of bucks to offset my expenses (it didn't fly). However, now

that the images are electronic, I find myself using the find utility on my Mac more often than reaching for the binders. Still, it's not quite the same.

In fact, today's brochures in general are not the same. I've collected a few BMWs and some of their recent efforts leave me cold. The art of the photograph is lost and replaced by Photoshop bling. The images feel inhuman. I've no doubt this is discussed by professional advertisers behind Madison Avenue doors, but BMW hasn't gotten the memo yet (with exception of their new K1600 GTL).

Did I mention my collection is complete? Well, it's not. And I unabashedly ask anyone out there with any to contact me through the website for barter/trade/purchase as I have many extras. I'm shy in a few areas and in particular 1966 to 1970, no doubt from Honda not being yet up to full speed as they were in the '70s (nor did I have a driver's license yet). I have a spreadsheet of the ones I have (surprise) and would like to obtain. And as long as I don't get inundated, I'll be glad to

send you a high res image of your choice if I have it.

Does anyone remember the Honda book covers? You know, a big sheet of UV-coated paper that wrapped around your textbooks. Boy would I like to find a few of those. If you think about it, they are the ancestors to the smartphone promotional covers.

I now have my scrambler, a 1973 CL350. I'm doing the usual restoration typical for bikes that have sat in humid, variable temperature climates—mainly removing rust and replacing rubber parts. But she's starting to shine and even though the Internet is chock full of images to help me restore and remember, it doesn't give me the same feeling as looking at the original piece of paper Honda created to promote it. ●

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UPCOMING EVENT



2012 Boca Concours set for Feb. 24-26

The 2012 Boca Raton Concours d'Elegance is honoring the 50th Anniversary of the Shelby Cobra and the 100th Anniversary of Aston Martin on Feb. 24-26 at the Boca Raton Resort & Club in Boca Raton, Fla.

"As the fastest growing concours in the country, we have made strides through our five successful years of hosting the event, including featuring some of the world's most unique auction items, hosting some of the most renowned automotive icons and comedians in the industry, and raising more money than any other car event for a charity," said Jamie McDonnell, concours chairman. "We set the bar high and have a goal to bring even more exciting elements to the event each year."

The 2012 schedule of events includes:

- The duPont Registry Live! Hangar Party kicks off the weekend on Feb. 24. Guests can indulge in tastings from some of South Florida's hottest restaurants and peruse a display of exotic and classic airplanes, motorcycles, boats, motor coaches, automobiles, business and private jets.
- A Black-Tie Optional Gala on Feb. 25 includes a silent auction, followed by a sit-down dinner featuring a live auction, the presentation of the Automotive Lifetime Achievement Award and the Lee Iacocca Award.
- The Concours on Feb. 26 concludes the weekend festivities with an

Automobile and Motorcycle Exhibition that spans all eras. Car and motorcycle fanatics from around the world will get to experience an automotive showcase featuring cars and motorcycles from a wide range of time periods. An expert panel of judges will select the finest cars based on a preset criterion to include period, presentation and authenticity, and the day concludes with an award presentation to winning entries.

The three-day series of extravagant events benefits Boys & Girls Clubs of Broward County. ●

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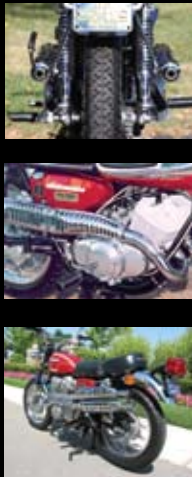
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Some say "no we can't", Brown's says "we will try, if it can be done we will do it."



Pumpkins, mums and Billy Aldrich's Hondas set a seasonal tone in front of the VJMC booth. Photo by Debbie Blythe.

Workshops add to VJMC offerings

2011 Barber Vintage Festival recap

By Tom Kolenko

The Seventh Annual Barber Vintage Festival brought the world's best vintage bikes to the rolling hills of Leeds, Ala., in October for warm, sunny days and cool nights. The motorsports weekend was packed with multiple bike shows, AHRMA vintage racing, restoration clinics, air shows, bike auction, huge 400-plus vendor swap meet, celebrity guests and short walks to the world's largest motorcycle museum.

Everyone entering the Barber Motorsports Park has to pass by the VJMC booth, and our hilltop vantage point is also the best people-watching spot in the whole park. The VJMC continues to have the best spot at the park due to the generosity of the Barber team. The Barber Vintage Festival Fan Guide given out free to the thousands of visitors even listed our VJMC events on a separate page this year. Yamaha Motor Corp. provided us

with red and white logoed popups and paid for this year's commemorative event VJMC T-shirts.

VJMC volunteers manned the booth from 8 a.m. until dark each day, and bagged and tagged T-shirts, answered questions, sold regalia, and pitched membership brochures to all visitors within earshot; 44 new members joined over the weekend. Members from Indiana, California, Wisconsin, Michigan,



In the inaugural seminars hosted by VJMC at Barber, Gordon East demonstrated the lost art of wheel lacing, and Barry Whitley showed how to do electroplating from a kit. Photo by Debbie Blythe.

Texas, Florida, Kansas, Iowa, Canada, and most of the Gulf and East Coast states have become regulars at this event.

Friday's informal bike show and display was at 55-plus bikes by noon. New on the Friday program was our series of restoration workshops. Gordon East led a session on the fine art of wheel lacing, and Barry Whitley demonstrated how to electroplate bike fasteners using the Eastwood kit. In five minutes, he turned a rusty center-stand spring into a shiny example. Based on these successful workshops, we plan to include more restoration sessions at next year's event.

Friday afternoon's Sweet Sounds of Japanese Horsepower contest drew many noise lovers to our booth. Judges Chip Tucker, Steve Passwater, and Barry Whitley picked the winners and distributed trophies on the spot. Greg Pitt put his Yamaha LT3 in the winner's circle for the singles class by popping a wheelie at full song. Buck Mitchell took the twins class with a trick-kitted 1968 Yamaha Van Tech 100cc racer cracked open to the max. Billy Aldrich wowed the judges with the four-stroke bark of his Honda RC163 Replica's four open megaphones, and Randy Pabst's modified CBX captured the six-cylinder class.

Saturday morning, the VJMC Pancake Crew started before dawn to prepare for the onslaught of hungry breakfast seekers. This is the sixth year that Lloyd Blythe's family and seasoned team of chefs brew coffee, stir batter, and grill pancakes until 10 a.m. to raise money for the Children's Make-a-Wish Foundation. This year the crew was easy to locate in their bright lime-green T-shirts made special for the occasion. More than 325 breakfasts were sold.

Saturdays' big event is the People's Choice VJMC bike show. There were 87 stock, original vintage Japanese motorcycles in the judging: 42 Hondas, 19 Yamahas, 11 Suzukis, nine Kawasakis, and six competition/orphan class entries. We thank all 53 club members who brought their best Japanese iron to be judged at this People's Choice show.

While this was down from last year, it seemed we had more single entries from members than the multiple bike registrations from the big collectors. Each VJMC member with a pre-registered bike received two free weekend Barber Festival passes and a VJMC Barber event T-shirt. Our many members make

2011 Barber VJMC Awards

Best Yamaha

- First: 1970 XS1, Barry Whitley
- Second: 1973 LT3, Greg Pitt
- Third: 1974 RD350, Mark Favoino

Best 1950s-'60s Honda

- First: 1965 CB450, Jim Bright
- Second: 1967 CB77, Robert Blakesley
- Third: 1958 C75 Dream, Billy Aldrich

Best 1970s Honda

- First: 1972 CB750, Kurt Gibson
- Second: 1975 CB400F, Steve Passwater
- Third: 1971 SL100, Obis Brea

Best 1980s Honda

- First: 1986 VFR750F, Greg Murray
- Second: 1982 CX500C, Roy Thrift

Best Suzuki

- First: 1974 GT 750, Gordon East
- Second: 1972 T500, David Paryzek

Best Kawasaki

- First: 1972 S2, Sergei Traycoff
- Second: 1985 750 Turbo, Gordon East

Best Competition Machine

- 1968 Yamaha YL1 VanTech, Buck Mitchell

Oldest Japanese Motorcycle

- 1958 Honda C75, Billy Aldrich

Special Merit:

- 1969 Bridgestone 350GT, Corey Moore
- 1965 Suzuki T10, Roy Pope
- 1979 Yamaha Daytona 400, Danny French
- 1973 Honda CB350, Steve Robinson

Sweet Sounds of Japanese Horsepower Contest

- Single: 1973 Yamaha LT3, Greg Pitt
- Twin: 1968 Yamaha Racer, Buck Mitchell
- Triple: No entries
- Four: Honda RC162 Replica, Billy Aldrich
- Six: 1979 Honda CBX, Randy Pabst

SHOW REPORT



The "Horsepower" singles winner 1973 Yamaha LT3 ridden by Greg Pitt doing the winning wheelie. Photo by Debbie Blythe.



A row of Hondas. Photo by Susan Kolenko.



Paul Brown's unique ride is a European model 1982 Honda CBX550F. Photo by Debbie Blythe. special prizes. Mitch Boehm, of Moto Retro Illustrated, donated bundles of his magazines to use as raffle prizes. Other raffle prizes included the book, "The Art of the Motorcycle," an abridged version of the Guggenheim Museum publication.



A1968 Yamaha YL1 100cc Racer, owned by Buck Mitchell. Photo by Heather Franklin.

this great show possible.

This year's bike show awards ceremony began with Barber's Brian Slark thanking everyone for bringing their best bikes to the festival for all to enjoy. More than 25 trophies were awarded to the class winners and contenders. Raffles were held between trophy presentations to reward the voters with

Special pewter motorcyclist awards were presented to the Bill Granade family as the Longest Serving Volunteers, and to Yamaha



1967 Honda CB450D kitted, owned by Bob Archer. Photo by Heather Franklin.



Jeff Suttle towed his 1979 Honda 185 TwinStar from Indiana to Alabama using this Goldwing sidecar rig. Photo by Debbie Blythe.



Barry Whitley is pleased with the Best Yamaha trophy; presented by Heather Franklin. Photo by Debbie Blythe.



The 1979 Honda CBX six-cylinder "Sounds" winner with Randy Pabst firing it up. Photo by Debbie Blythe.



A row of Yamahas. Photo by Heather Franklin.



2011 VJMC booth at Barber Vintage Festival. Photo by Heather Franklin.

for their continued support. Outstanding 2011 Volunteer trophies were presented to Heather Franklin, Ken and Cristy Gray, and Melody and Steve Adams.

Our traditional Saturday night members' picnic featured pulled pork, pecan pies, healthy salads and drinks for the 46 folks who bought meal tickets. It was a great chance to enjoy a picnic with old friends and to make new ones on a full stomach. New this year was the VJMC booth lighting ceremony each evening

at dusk when the generators were fired up. More great ideas for next year's festival were shared over beverages into the night.

Sunday morning brought more fine weather and anticipation for the special VJMC parade laps of the track at noon. More than 30 members hit the track for two laps, riding everything from CBXes to CT90s.

As you make your 2012 plans, mark your calendars now for Oct. 12-14 to join us at the Eighth Annual Barber Vintage Festival. ●



The VJMC Pancake Breakfast Crew was easy to spot in lime green. Photo by Debbie Blythe.



VJMC bikes make the track for parade laps on Sunday. Photo by Debbie Blythe.

Vintage motorcycle event success story

2011 Rice-O-Rama recap

By Roger Smith

Over the years, many of us may develop a pattern that is predictable to the point that wives will ask, "When is Mid-Ohio this year?" or "Are you going to Barber again in October?" We are creatures of habit, especially when it comes to attending motorcycle shows, to the point of having certain plots of grass and dirt declared "our spot" because we have been there so often and sit in the same place year after year.

After attending the other shows repeatedly, we decided in 2011 it was time to try some different events and meet some new people. Our 2011 calendar included the Rice-O-Rama vintage motorcycle gathering at the North Brookfield Sportsman's Club in North Brookfield, Mass., on Sept. 11. It's a one-day event that we have heard about for years and thought it was time to see it for ourselves.

Rice-O-Rama features all Japanese brands with a huge emphasis on vintage. It was originally an idea of brothers Mike and Dan Hayes and their friend Mike Murphy. It has grown from a small local event to one that draws thousands of people and motorcycles; 2011 was its fifth year.

We grabbed a couple of discount flights into Hartford, Conn., then drove one hour north to the event site. We appreciated the event signs as we got closer to the field because the North Brookfield Sportsman Club is well hidden. We found ourselves on a single lane



Rice-O-Rama founders Mike and Dan Hayes and Mike Murphy have established a must-see one-day VJM event.

forest road that weaved its way through mature trees until we came to a huge open area with vintage Japanese bikes everywhere.

There was a steady flow of traffic all day for the one-day-only Sunday event from 10 a.m. to 5 p.m. If you slept in, you could miss most of the event.

We were impressed by the number of mint Japanese machines from the very early '60s right through the current models that were ridden in and put on display. In the center



Announcements throughout the event informed about special offers in the swap area.



A Honda 305 Superhawk custom with handmade pipes.



Mike Vashon brought this 1971 Honda CB750 that was original and belonged to his father.



Young John Hibbard with his 1977 Honda 50 and 1972 Honda CT70.



Shawn Greeney brought this 1969 Honda CB450.



The pavilion was packed with magnificent vintage Japanese motorcycles, including this 1977 Honda CL305 owned by Paul Paddock.



A Honda CB1100F in red drew a lot of attention.



A beautiful Kawasaki 650 was entered in the judging.

of the event was a covered pavilion for the bikes that were going to be judged; some were finely restored while others were in original condition. Judging, with trophies, covers for more than a dozen classes.

After we returned home one memory kept coming back—people laughing and having a good time. The VJMC members who live in the Northeast are lucky to have such a great event nearby. Now if the founders can just be convinced to expand the event to two days! ●

Rice-O-Rama also has a huge swap meet, running along one side of the field with truckloads of Japanese parts and complete bikes for sale. If you want to sell and swap, a group of four can attend, have a booth space, and get advertising plugs over the public address system for just \$50. Little wonder that traffic backed up a quarter-mile from the entrance to the facility.



Parts for older Japanese bikes abounded in the swap area.



A 100-point restored Honda Mini Trail was sitting on a table at eye level for the crowd to examine.



Rice-O-Rama Show Winners

Vintage Classes (20 years old and up)

50cc to 90cc

- First: 1971 Honda TC70, Will Simone.
- Second: 1969 Honda Z50, Jake Councilman.

100cc to 250cc

- First: 1965 Honda CA95, Rich O'Connor.
- Second: 1970 Honda CD175, Al Preece.

260cc to 380cc

- First: 1966 Honda CL77, Paul Paddock.
- Second: 1966 Honda CA77, Owen Campbell.

400cc to 700cc

- First: 1978 Kawasaki KZ650, John Hibbard.
- Second: 1977 Honda CB400F, Emily Castro.

750cc to 1,000cc

- First: 1969 Honda CB750 (sandcast), Kevin Dodge.
- Second: 1974 Kawasaki Z-1 900, John Hibbard.

Over 1,000cc

- First: 1983 Honda CB1100F, Matt Strout.
- Second: 1979 Honda CBX, Bill Bitter.

Two-Stroke Streetbike

- First: 1973 Kawasaki 52A, Brian Jordin.
- Second: 1974 Kaw H2, Dan O'Connell.

Competition (Dirt)

- First: 1978 Yamaha TT500, Fred Shaw.
- Second: 1973 Honda XR75, Paul Zaros.

Competition (Track)

- First: 1965 Honda CB77, Doug Markey.
- Second: 1962 Honda CB77 Drag, Will Alcorn.

Custom Classes

Best café racer

- 1974 Honda CB450, Kevin Dinsmoor.

Best chopper

- 1979 Yamaha XS650, Phil Larrow.

Best cruiser

- 2003 Honda Valkyrie, Bill Hammell.

Best sportbike

- 1979 Suzuki GS1000S, Mark Menard.

Best touring

- 1978 Honda GL1000, Steve Grundt.

Best rat

- 1983 Honda V65, Dean Seder.

High mileage

- 1978 Honda GL1000 (81,376 miles), Steve Grundt.

People's choice

- 1980 Kawasaki KZ1000, Ron Smith.

My **SIX** sixth

1982 Honda CBX
goes modern

By: J.R. Luksik



What started out as a visit to a local bike collector to do some reference work for my brother's 1983 Honda 1100F ended up as a fun winter project for me.

I was in the process of getting my brother's 1100F repainted when I got a call from the paint shop that they didn't have correct dimensions to apply the tape stripes. I found a collector (we'll call him "Eddie") through the 1100F website. Eddie lived close by and let me look at his bike and take a few pictures and measurements.



for an 1100F in red (exactly what we were going to be painting). So, we took a short walk to that building. This place was filled to the rafters with boxes of parts; many of the boxes were unopened from eBay deals and he had forgotten what he had. It took hours opening and looking through all his stuff.

I finally located a complete set of body parts for the 1100F project, some NOS and the rest nearly NOS. I decided to swap out Eddie's parts instead of painting what came with the 1100F. I could purchase the whole set for less money with the added benefit of being able to assemble my brother's 1100F the next day.

The sixth one

While sorting through all the boxes, I uncovered another CBX that Eddie had forgotten about (probably because it was buried under a mound of boxes). He bought it as a parts bike 10 years ago and it was missing all the bodywork, tank and seat. The tires were flat and Eddie had a piece of pipe zip-tied to the fork tubes to act as handlebars. The only way I knew it was a CBX was because of that distinctive six-cylinder motor and the aluminum ProLink swingarm. Closer examination of the VIN tag proved it was a 1982 model.

Since he was in a bargaining mood, we struck a deal on all the CBX parts he had accumulated over the years plus the hulk of the CBX motorcycle.

Frankly, my intention was to part out this CBX as I knew what parts had value. In my quest to see if there was any engine damage, I decided to see if I could fire it up. I installed a spare set of carbs, connected a battery and an IV bottle, and in a few minutes I had her running (albeit smoky). Something told me to turn it back into a roadworthy machine, and the fun began.

My two current CBXes are a nicely restored '82 and a naked '81 that I built several years earlier. I really liked the naked look that showcases that inline six for all to see. Having gone naked before, I decided to take it up a notch or two building this one.

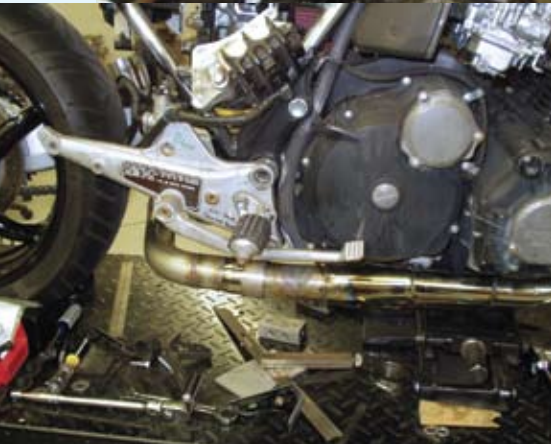
My two-point theme was to build a bike on the cheap (didn't happen) and to build this CBX as if Honda might have done it today—a modern CBX.

When I got to his house, the 1100F was buried in a sea of 17 bikes in a two-car garage. As we moved a few of the bikes to get to the 1100F, I noticed that he had three CBXes. Eddie told me that he had just sold all three to a guy from Texas and I was a day late. However, I could buy almost anything else in the garage as he was in the process of "thinning the herd."

I was a bit disappointed that I had missed a local CBX deal, and I didn't want a 750F, 900F or one of the three 1100F models that he was looking to turn. My only interest is in CBXes, having owned five with two still in the garage.

During my photo and measurement session, Eddie said that he had another garage full of parts and bikes and a complete set of "like-new" body parts





I wanted a more robust front end and within a few days I located a 2008 GSX-R 1000 front fork assembly. Now, with a modern front-end I would need a modern rear suspension. That came from a 1997 Honda VFR-750F single-sided swingarm assembly. I wanted to customize the seat and that was donated by my friend Doug, along with a few



other odds and ends.

The GSX-R triple trees mounted up relatively easily utilizing the CBX center stem and a fabricated spacer. I had to re-work the upper tree in order to connect everything together. I planned this set-up because it gave me the ability to use standard Honda 1100F handlebars, a stock CBX ignition switch/lock and gave me the ability to mount an aftermarket electronic gauge cluster.

The VFR750F swingarm mounted rela-

tively easily, as the pivot adjusters are the same thread size as used on the CBX. Again, just some minor machining to make this work. The difficult part was modifying/stiffening the frame to accept the offset Yamaha R-1 shock absorber and designing the mechanism for the new ProLink. The stock airbox remains in position, but the original air filters had to be removed and is replaced by a single K&N filter.

The two major suspension modifications effectively lower the bike 4.5", thus lowering the center of gravity and lengthening the wheelbase about 2". These suspension modifications achieved my goal for a much better handling modern-style machine

I fabricated the exhaust into a 6-2-1 system starting with stock CBX down tubes. Then I joined the down tubes into two aftermarket collectors. Next, I used 2" stainless steel tubing from the motor rearward and finally brought the two pipes into one 3" collector that I welded together. The muffler was another donated part, from my neighbor Ken. Initially, I thought the 3" muffler was too large, but soon realized that it was the perfect size and with a carbon fiber covering would fit my modern theme just fine. When completed, I had all the parts ceramic coated and polished.

The headlamp is a personal favorite of mine having used this style on several bikes. It's from a Suzuki 1150E. They made these 200mm in diameter and are just the perfect size to stay in scale with the wide CBX motor and fuel tank.

The fuel tank could be a story all by itself. This was just another piece I purchased in the initial lot from Eddie. It looked good, but I soon realized after stripping that it had about 40 rust holes in it (some were 1/4" in diameter). After I TIG welded all the holes shut, finished the metal finished, checked it for leaks and sealed it with POR-15, it was ready for paint. Then it was a six-week process to prime it, let it cure, prime and block it numerous times, paint it, clear it, block it again, apply the stickers, clear it again, let it cure a week in the sun, block it and polish it before it was ready to put on the bike.

I never intended this to be a two-up bike. So, I stripped the stock vinyl seat cover off of the seat pan and came upon a design that



would give me a single seat, but in my modernized theme. I began sculpting the foam by cutting about 2" out of the middle section and then I added more foam to the tail area to give it somewhat of a café racer seat, but



still mating up to the stock CBX tail section. The result is a modern seat shaped to fit my height and riding position.

Next, I fabricated a steel plate sub-frame for rear support, turn signals, taillight and license plate mounting. I had this support



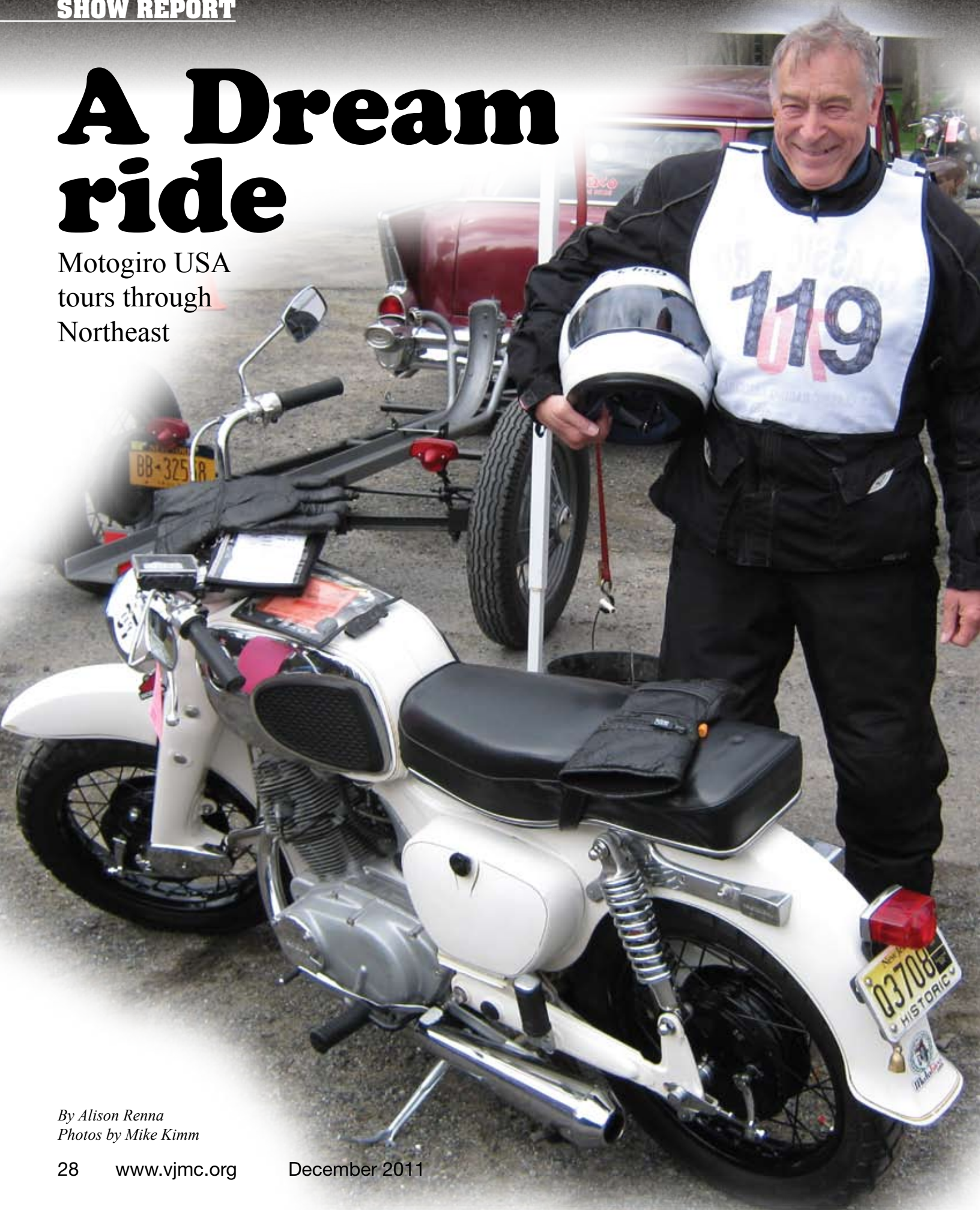
powdercoated in a wrinkle vinyl finish to resist stone chipping. The newly shaped seat went to a trim shop that I've used many times. I specified a black leather covering highlighted by some red stitching. I took this to the trim shop early in the project, as I knew that they needed a few weeks to fit this into their busy schedule.

The color scheme was de-
CONTINUED ON PAGE 38



A Dream ride

Motogiro USA
tours through
Northeast



By Alison Renna
Photos by Mike Kimm

The bike only had 1,700 miles on its speedometer about 5 years ago, when Pete Bartholomew came into possession of his Honda CA77 Dream. He bought the bike from the father of a member of the golf club where he works.

“Rumor has it he only rode it to Florida and back,” said Pete.

The original owner bought the bike in 1966 and only used it until '69, when he put it in a barn where it sat until Pete picked it up. Pete's first move was to buy an owner's manual, and he had the Dream running after a few months.

He became interested in the bike after riding in a motogiro event. Pete first found out about the motogiro when his friend Frank Smith decided to ride in one with his daughter. For his first motogiro, Frank lent

Pete a Honda CB160 to ride.

The \$400 Dream became the right motogiro bike for Pete because it fit in the motogiro standards: pre-1968, and less than 305cc. The Dream's top speed is about 70 mph, with cruising at about 60 mph. Pete said the Dream is an agile and light bike with high handlebars and nice handling for this kind of rally. Though it's traditionally Italian bikes in a motogiro, there are a lot of



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SHOW REPORT

Japanese bikes, because of their reliability from that era.

He has since added chrome work on the side stand and the brake arms. The engine and points are still stock, but he replaced some items, like the mufflers, which he found in the cellar of a big Honda dealer's storage. He replaced the old back shocks with YSS shocks, which are about 10mm longer than the originals. He made his own urethane bushings for the front.

Pete replaced the old white-walled tires with new Kenda 16" dual-sport tires. The roads of a motogiro are 30-percent dirt roads, which take a toll on the tires; the dual-sports work really well in the environment though.

All the paint is original, but some of the nuts and bolts are replaced. He still uses the original seat, although he's currently in the process of replacing it with a reproduction Indian single-seat. The CA77 has a stamped

frame, with a 360-crank engine, which makes for a really smooth ride. The bike is a city bike, but Pete said he had no regrets about riding it in the dirt.

"After all," he said, "Steve McQueen also had a city bike."

A motogiro is rain or shine, and begins

early in the morning. The Motogiro USA is a two-day event over a weekend. In Italy, the race is a four-day event and Frank and Pete rode there as well. They rode in the tourist class, with bikes rented from Ducati in Bologna. The race there was pretty intense, but he said American races are more relaxed. They







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usually begin in the morning, with the smaller displacement bikes sent out first. An agility test is given first, and every rider begins half a minute apart. There are checkpoints at different intervals around the route, where you have your card stamped.

“Without your card, you have no chance of winning,” Pete said.

Riders are given a lunch break to eat and adjust their bikes. The average speed for the rally is about 25-30 mph, “so there’s no need to rush,” said Pete.

CONTINUED ON PAGE 33



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Replacing the air cleaner bar on a Honda CB350

By David Hellard

Instead of trying to slip the stock bar through two air filter elements, cases and side covers, try attaching side cover mounting bolts to the air filter elements. This allows for quick and easy disassembly if you need to remove carbs, get to wire connections, etc. Steps to do this are:

1 At the workbench, fit the air filter case to the air filter element. The case should snap-fit tightly to the element if aligned properly.

2 Run a 1" long 6mm 1.00 bolt through the large hole at the back of the filter element and through the attached case. You'll need a needle-nose pliers to guide the bolt through the holes.

3 Fasten a nut and lock washer to the bolt to keep the case tight against the filter element. You now have a mounting bolt for side cover attachment.

4 Bolt the filter element (now with attached case) to the frame as you normally do.

5 Fit the side cover over the case and the bolt will slip through the side cover grommet. Grease the inside of the grommet to help the bolt slip through more easily.

6 Thread the finish nut onto the new mounting bolt.



Air filter element and case with mounting bolt.



Side cover mounted to the air filter element case.

CONTINUED FROM PAGE 31

“It helps to make up some time on the paved roads,” he said.

On Sunday, Pete became caught up in the

ride itself in gorgeous weather. He stopped in Sherborn Falls, Mass., for some sightseeing and even missed the last time check. ●



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SHOW REPORT



My '79 CBX was in the shop having the carbs redone, so VJMC member Steve Steenrod from Albuquerque was kind enough to ride up with this perfect red beauty that won trophies at the VJMC rally at the Sandia Raceway down there. Steve's CBX is almost completely original.



This rare shot shows all four inline-six motorcycles ever made under a single roof! By the numbers, they were 24 cylinders, 12 carbs, 12 exhaust pipes and 72 valves.

SIX CAPADE AT “CONC



The 1979 Kawasaki KZ1300 is a bit of a brute; this water-cooled, shaft-driven six-cylinder monster weighs in at 710 lbs., so its 120hp actually make it a bit slower than Honda's 103hp CBX at only 550 lbs. For long-distance cruising, it can't be beat, and Kawasaki added a fairing, trunk and bags in later years, re-naming it the "Voyager."

THE SANTA FE ORSO”

By Vince Ciotti

SHOW REPORT

THE Second Annual Concorso Car and Bike show in Santa Fe, N.M., was held in September at the La Mesita ranch just north of town, and it was a treat for lovers of vintage machinery on either two or four wheels.

I was invited to bring my collection of three vintage inline six motorcycles (Benelli Sei, Honda CBX and Kawasaki KZ1300), and the local BMW dealer joined in to display their new K1600.

The views were fantastic of the sixes ... and the other vehicles they had on display. If you've been looking for an excuse to take a nice long ride next September, come out to Santa Fe for their third Concorso; the fall weather in Santa Fe is almost as beautiful as these fine old machines. ●



Famous for his eponymous riding school and another racing great, I got Bob Bondurant to also pose on my Sei, after he finished his judging duties. That's me on the right trying to explain just what drove DeTomaso to want to squeeze six cylinders into a two-wheeled chassis.



La Mesita is a horse ranch just north of Santa Fe nestled in the foothills of the Rockies. If you've never ridden the High Road to Taos on your bike, you haven't lived. Come out and I'll show you the way through these twisties—the West's version of the "Tail of the Dragon!"



The BMW K1600 six engine on this GT model is hidden behind the fairing; riding one is so smooth and quiet compared to the vintage sixes, it makes a VJMC member happy their vintage machines still give such a great feel and sound of the road.



Most vintage VJMC members should remember Stirling Moss from the 1950s-'60s when he dominated Formula I and sports car racing. Sir Stirling was the honorary Grand Marshall at the Concorso and gracious enough to pose on my Benelli for this shot. Stirling said he no longer drives cars, but rather a 50cc Honda scooter to get around town.

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CONTINUED FROM PAGE 27

cided by a committee of friends and relatives. I initially envisioned a red frame and silver bodywork, but I saw the benefit of other folk's opinions and settled on just the opposite combination: red bodywork with a silver frame and wheels. I was glad I made this choice, as this is a traditional color combination for Honda racing motorcycles. I sprayed the Viper Red color that now adorns the machine. The frame and all the hard parts were powdercoated.



The old, original motor that smoked like a two-stroke needed head work and rings (at the least), and I had put off rebuilding it knowing this was going to be a big job. During my procrastination I found a "school bike" motor that had less than 5 miles on it. This is where the "on the cheap" aspect of this build went sideways. When I got the motor I soon discovered a couple of issues. While at school, the motor was damaged when a ball bearing fell into one of the cylinders and was crushed by a piston when the motor rotated. Additionally, one

of the cylinder fins had been broken off sometime in the last 30 years of moving it around.

This necessitated the teardown of the motor to the cases, replacing a piston and welding on a replacement fin. I elected to replace all the

valve seals with new Viton rubber while it was down, just for insurance. Finally, I rebuilt all six carbs even though they were essentially new. I did use Viton seals and O-rings to prevent any future issues associated with today's ethanol-laced fuels.

During final assembly, I fabricated new wiring harnesses, relocated the forward fuse panel, installed one of my alternator conversions and mounted LED turn signals front and back, along with LED taillight.

It runs great, being virtually a new, modern bike—it's the smoothest CBX I've ever ridden. The handling reminds me of my Yamaha FJR-1300, being lighter and nimble and the brakes are so much better than the 30-year-old parts that were removed.

Thanks for this project go to Dee Luksik, Roger Luksik, Ken Sperry, Doug Carlson, QC Coatings and Randakk's Cycle Shakk. CBX No. 7 is waiting for me patiently in the attic of my garage, along with a bunch of spare parts.

Who knows what's next? ●



Avintage Japanese motorcycle for the VJMC is 20 years old or older and, of course, Japanese.

Be aware of publication deadlines. Ads are due by the 20th of the month in which a magazine is issued for the next edition. For example, ads for the April 2012 magazine will be due to the editor by Feb. 20, 2011.

If you have business related ads, please consider taking out a commercial ad. Contact Bob Billa 760-636-3288 or ryding@earthlink.net, or me (contacts below) for details and rate information.

earthlink.net, or me (contacts below) for details and rate information.

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FOR SALE

HONDA

1957 Honda Dream ME 250. Purchased in Japan. Bike kicks over and has good spark, missing silencer and exhaust but have one to make a copy from. \$3250. Alan Curtis, 01886884668, Worcester, sosalancurtis@aol.com.



1964 Honda C200 90cc. Black, better to be used by someone than to let it just sit in my garage. \$925. Rex Chaney, 925-451-3560, Gilbert, Arizona, Buellv@gmail.com.

For 1964/69 Honda CA/CB/CL160 and S65. Lots of parts. Plus SL70, VT500, CT90. Contact me and I can bring them to the Barber Festival or send them to you. Paul Enz, 321-268-5461, Titusville, Florida, penz@cfl.rr.com.



1966 Honda CA110 50cc. I bought this bike about a year ago with a locked engine and missing parts. I bit the bullet and took it to my favorite Honda

mechanic. \$800+ worth of work (itemized bill is available), it is running perfectly, all electrics are ready to go and this baby just purrs. Rebuilt transmission with 3 new gears and shift fork, new battery, horn, new key switch, brake shoes, total top end rebuild with new piston, new valves and new fender. Pictures available at www.youtube.com/watch?v=HQxuL1j-hQ. \$1750. David Hellard, 614-975-4488, Columbus, Ohio, david@classicjapanesemotorcycles.com.

1967 Honda CB77. Restored Super Hawk, \$5500. Greg Girard, 231-884-2062, Michigan, gdgirard@hotmail.com.

1969 Honda SS125. 8000 miles, limited production, original owner, runs good, stored inside, original paint. \$1750. George, 586-286-3793 Macomb, Michigan.

1969 Honda Dream CA160. Red, 3065 miles, original paint. Motor is rebuild, motor serial # CA-160-E-1012821, bikes serial # CA160-1012808. Needs restoration and a good home. \$1600. Pete Geisler, 407-688-1966, Os- teen, Florida, orlmust@aol.com.

For 1970 Honda CT70, NOS K0 exhaust. Two complete sets in Honda box. S90 gas tank, black, ready to install, complete. S65 NOS chain guard. Email for particulars and prices. Robert Brandner, 561-776-6212, North Palm Beach, Florida, suncycle@msn.com.

1970 Honda SL175. Blue, only made for two years. Twin cylinder on/off road four stroke. This 41

year old innovative machine didn't start to redline until 11500 rpm. Bike is in excellent shape for being parked for 30 years. Tires still hold air, engine turns over, but I can't find parts. Only serious inquirers, please. C, 225-571-6538, Hammond, Louisiana, Cvidrine@aol.com.



1971 Honda CB450 K4. All original, 22500 miles, drives great, looks great. Fresh tires, tubes and battery. Chrome is in excellent condition. Everything works. Have original owner's manual, Honda brochure, tool kit and shop manual. \$2500 obo. Email me for additional pictures. Scott Roos, 772-631-7244, Stuart, Florida, sroosfl@aol.com.

1971 Honda CL450. Engine running well before breakdown. New cam chain put in, frame repainted, seat recovered. Tank, air covers, fork ears and headlight repainted. New tires, etc. Please call for

further details and pics. Steve Hilleson, 641-860-2113, Clarion, Iowa, stevehi@goldfieldaccess.net.

1972 Honda CB175. 9139 miles, second owner, good original condition. Email for details. \$2000 obo. Peter Pasquantonio, Venice, Florida, ppasquantonio@aol.com.



For Sale: 1972 Honda CB350 and 1975 CB125S. Selling as a pair (breaking up is hard to do). Both near show condition. Local garaged since new, second owndr. Both ave current CA titles in my name. CB350

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has 6800 miles, CB125S has 2100 miles. \$2200 for the pair. Contact me for details. Greg MacDonald, 760-723-7121, Fallbrook, California, gregmacdonald1059@earthlink.net.

1972 Honda CB350 K4. 6900 miles, new tires. Had it tuned professionally before winter, but it still stalls at idle quite a bit. Have a couple of extra fenders as the one that the bike comes with was not original. Asking \$975 locally, will take \$875 from VJMC member. Scott Fishman, 248-767-3586, Bloomfield Hills, Michigan, scotffishman@aristotlewilde.net.



70s Honda 500 Premier Drixton with 2 decades of racing history. Formerly owned by Rick Doughty with successful wins.

Last raced at Gratten 2003 with 1st place win in Premier 500. Fresh new motor. Bike is ready to race. Just needs tires. \$10,000. Contact me for more details. Brent, 760-473-0520, brent520@cox.

1973 Honda CL125. Good condition, runs well. NOS seat and tank. Bike is red and white. Single cylinder. \$800. Ian, 951-789-1523, Southern California, Torryburn@aol.com.

1973 Honda CL350 K5. Original 'Flying Dragon' custom Honda paint that was offered as a special promotion. Loaded with chrome. Well maintained, all original condition. 6700 original miles, starts with 1 kick, electric starter works. Street and show ready, everything works. Original tool kit and Honda manual, Honda service manual and clear title. First Place trophy at the 2011 Crusin 66 Car and Motorcycle Show. \$3495 obo. Bill Kiddon, 708-352-7871, LaGrange, Illinois, wwwk00@yahoo.com.

1974 Honda CL200. Perfect high pipe bike with less than 7500 miles. Only made one year. Original in every respect and is a 9 out of perfect 10. Starts and runs great and is a fun bike to ride. Tires and battery are new, comes with the complete tool kit and original owners manual. Will make a nice show bike and an all around town rider. Clear Ohio title. \$3250. Tim, 513-524-3384, Oxford, Ohio.

1976 Honda CB200. Classic bike with 1380 original miles. Less than ideal compression, 62-75 psi where it should be around 125-140 psi. Bought it cheap, sell it cheap for \$700 obo. Rob, 239-340-0125, Port Orange, Florida.

1976 Honda XL350. Black, great restoration project, all original, \$500. Scot, 586-468-8472/586-484-6939, Macomb, Michigan.

1977 Honda CB750 Super Sport. Adult ridden, original and in excellent condition. Always garage stored. Just had a big tune up and it runs good as new. Have the tool kit and owners manual. This is my baby and is a really sharp looking bike. 15000 miles. \$3200. Contact me for pictures. Jim Zebrowski, 810-603-3737, Grand Blanc, Michigan, zebrowski@bignet.net.

1978 Honda CB125S. Red, 1970 miles, all original except tank primer on the right side. Minor damage happened during the 2004 Hurricanes. Repair started, just needs paint and re-decal to the one side of the tank. Bike is in excellent condition. \$1700. Pete Geisler, 407-688-1966, Osteen, Florida, orlmust@aol.com.



For 1978 Honda CB750K, 3-piece Samsonite detachable

bags with back rest. See photo. Good condition. \$250. Vetter fairing and lowers with Cycle Sound with Motorola AM/FM/40 ch CB. Good condition. \$250. Mick North, 740-808-4408, Lancaster, Ohio.



1980 Honda CB750K. Own a classic un-restored 750K, one of the first double overhead cam models. Carbs were rebuilt by a Honda mechanic. Seat professionally recovered and sewn like the original molded seams. Chrome Mack four into one header and the original exhaust. 18000 miles with original paint that is with some sun fading but no dents. Missing right hand plastic side cover. Chrome is OK, original wire front wheel has been installed. \$1200, buyer must pick up with cash or arrange shipping. Call for more information. Also there is a 1982 parts bike available for an additional \$150. It is a rolling chassis with engine but no body work. Doug Mantooth, 828-586-3495, Cherokee, North Carolina.



For 1980 Honda Gold Wing Interstate, red top trunk and saddle bags mounted and wired on the frame by Honda. Bags in decent shape. Asking \$250 obo. Jack Delaney, 413-586-0564, Florence, Massachusetts, Del3237@aol.com.

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1980 Honda Gold Wing Interstate 1100, Limited Edition, burgundy color. 55000 miles, garaged, in great condition, does not need anything! Looking to upgrade to newer bike. Extra chrome, AM/FM/cassette radio, antennas, extra rear speakers, owners manual, spare parts, cruise control. Ask for pictures! Asking \$3000 or other reasonable offer. Mirek Kocandrlle, 508-393-2101, Northboro, Massachusetts, mkocandrlle@verizon.net.

1982 Honda C500T Turbo. Only 9571 original miles, great buy for the collector or someone who likes a vintage bike with awesome performance. Only built in 1982. \$3495 and you can ride it home. Email for photos. Bill Weaver, 208-631-0440, Boise, Idaho, bill300mag@ymail.com.

1985 Honda Z50. Good condition, all original, runs good with no smoke. \$500. Bubba Victory, 615-746-5975, Ashland City, Tennessee, bubba.victory@yahoo.com.



1985 Honda GL1200I. 31,351 miles, needs stator, runs great always garaged, new tires (400miles). \$2000 obo. John, vintageyoung@bresnan.net.

1989 Honda GB500. 7400 miles, runs perfectly, excellent condition, no rust. One scratch on front fender, some oxidation on front forks and lower crank case. Supertrapp exhaust. Also have complete original exhaust in excellent condition. Steve Fox, 860-951-1359, Tolland, Connecticut, stevefox2910@yahoo.com.

1989 Honda Hawk NT650 GT. 12770 miles, beautiful and well maintained. Completely stock, well maintained, 100% mechanically sound. Much recent service completed. Includes factory shop manual, owners manual, spark plug tool and bike cover. Clean title. Contact me for photos and price. Paul, Hamilton, New Jersey, paul.falcigno@gmail.com.

For 1990 Honda NS50F, side panels, original seat and new extra seat cover. Also two sets of CB160 tank panels, NOS Black Bomber speedo, used CB450 front fender, one NOS and one used Dream 150/160 frames, one 305 frame, 1962 Super Hawk frame. Please email for prices. Robert

Brandner, 561-776-6212, North Palm Beach, Florida, suncycle@msn.com.

KAWASAKI

1968 Kawasaki 350SS Avenger. Good paint and chrome, runs good, may need carbs cleaned. Has Beta forks and expansion chambers installed. Have original parts. \$2200. Joe, 724-329-4971.



Kawasaki F7 175cc. Great original condition. It has some bumps and nicks, but you can tell this bike hasn't seem much off road use. It still has its original lighting, mud flap, unbent steel fenders, luggage rack and Brush Chains. I just had the tank cleaned and red coated. Starts and runs great. Pictures at www.youtube.com/watch?v=HQxuL1j-hQ. \$1750. David Hellard, 614 975-4488, Columbus, Ohio, david@clas-sicjapanesemotorcycles.com.

1971 Kawasaki A7 Avenger. 350cc two stroke. Has been sitting in a shed for about 10 years. Ran when I parked it there. Complete and should run again or would make a great donor cycle. The only unusable part is

the forks because they are bent. Has scrambler pipes. Make me an offer and we will see where we get. May trade straight up for a 3 wheeler of any make or model. Dan Mundell, St Paul Minnesota, redneckelectric84@yahoo.com.

For Kawasaki A1/7, lots of gaskets, plus some complete kits. Email me with PN's or you needs. Maybe I can help. Also, new carb float bowl gaskets for Kawasaki H1 H2 S2 and S3. \$2 each plus shipping, while they last. Fran Golden, 661-822-7149, KTC333@bak.rr.com.

1973 Kawasaki 900. All original, 2700 miles, original tires, original pipes. It is a true classic. Garaged since my uncle bought it new. Make me an offer. Terry, 307-287-1341, Wyoming, terrynew@yahoo.com.



1975 Kawasaki F-11. 250cc, good original condition. Runs well, \$950. Chuck Perkins, 217-392-2547, 306 E Green, Augusta, Illinois.

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1978 KZ1000 Z1R. Less than 10k miles. All original except for pipe. Currently has Vance and Hines 4 into 1 system, original exhaust is available. Bike has won several trophies in various shows. I am asking \$8500 or best acceptable offer. Motivated seller. Shawn Slaughter, 410-868-0257, shawnmac7@comcast.net.



1984 Kawasaki ZX750E Gpz

Turbo. 16,000 miles. Newer brakes, clutch, and Metzler tires. Runs perfect. Repainted a couple of years ago. Bike gets a lot of compliments. \$5,000 or Best Offer. Paul Stelmaszek 734-542-9815 Livonia, MI.

SUZUKI

1969 Suzuki T350. Titled in 1970. Very good original condition, 10400 mile, pearl white, manual,

parts book. \$2500. Steve Lindley, 479-846-3949, 122 N Ozark St, Prairie Grove, Arkansas, 72753, svlindley@gmail.com.

For 1970's Suzuki T500, rare rear chrome OEM rack. Very nice condition. \$125. Mike Reed, 773-617-8645, Chicago, Illinois, mreed1960@sbcglobal.net.

1972 Suzuki TS185. Old classic enduro. \$450. Scot, 586-468-8472/586-484-6939, Macomb, Michigan.

1981 Suzuki GS1000G. Excellent shape, totally restored, mostly original except 4 into 1 header. \$2000. Bubba Victory, 615-746-5975, Ashland City, Tennessee, bubba.victory@yahoo.com.

YAMAHA

1966 Yamaha YL1. 100cc, a rare find. Unique gear pattern, 1 up and 2, 3, 4 down. Starts and runs well, garage kept. Almost all original

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except for some wiring. Only 1420 original miles. Have title, original key and three replicas. Asking \$5999, serious inquiries only. Alexander Shaeffer, 717-397-6389, Lancaster, Pennsylvania, b.shaeffer@comcast.net.

For 1969 Yamaha YR3 250cc, complete Yamaha exhaust. For being over 40 years old, it excellent condition. Mark Richardson, 860-992-5921, New Britain, Connecticut, mr.spot2104@yahoo.com.

For 1969 Yamaha YR3 350cc, complete used exhaust system. Mufflers are in good condition. There are some dents and road rash on the header pipes. Mark Richardson, 860-992-5921, New Britain, Connecticut, Mr.spot2104@yahoo.com.

For Yamaha 250, YDS3, CS1, YM1, DT1, etc, factory crankshaft assembly jig. Holds crank components in proper alignment to eliminate or greatly reduce the truing process. Discontinued by Yamaha in the late eighties. Similar jigs are available from aftermarket suppliers ranging from \$1100 to \$2000. Asking \$500 obo. Leonard Tall, 602-206-4676, Maryland, yamagodfather@aol.com.

1970 Yamaha RT1 360cc. In original condition, new crank seals and bearings. \$1500. Photos upon request. Runs good. Scott, Hinkley, Illinois, moesrtlb@frontier.com.

1971 Yamaha RT1B. Excellent condition, new paint and seat cover. Runs great, turn signals don't work right. \$1500. Photos upon request. Scott, Hinkley, Illinois, moesrtlb@frontier.com.

For 1979 Yamaha XS400, engine, exhaust, carbs, electricals, turn signals, rear fender/light, fork ears. Larry Bruggeman, West Denver, Colorado, larry.bruggeman@gmail.com.

NOS Yamaha parts, over 2,700 items, mostly for '82 and older models. I also have parts for Suzu-

ki and Honda motorcycles. Check me out at www.robertscycle.us. Robert Varagona, Oliver Springs, Tennessee, 865-435-4804.

1976 Yamaha TA125. Has 195cc CS3 engine with a bad crank. Has the original tank and tail piece. Air Tech full fairing and set up for AH-RMA GP250 racing. Have 185cc cylinders for the 200cc class. Have complete Yamaha CS3 with good engine and lots of spare parts. Email if interested. David Rhynehart, 865-573-7416, Tennessee, smokndav23@charter.net.

1976 Yamaha TT500. Good shape, runs good, no dents, very clean, near new appearance. Asking \$5000. John, 706-265-9524.

1977 Yamaha RD400D. Replaced front master cylinder, both calipers rebuilt, new brake pads, new tires and tubes were professionally mounted and balanced, wheels refinished, tank and side covers professionally painted, new decals. Seat professionally recovered with OEM material. Rusted chrome replaced or re-plated. Engine refinished

and professionally tuned including rebuilding the carbs I have some of the original paperwork. Bike performs well and is a lot of fun to ride. Tom Somerville, 410-798-8863, Edgewater, Maryland, redgtol@verizon.net.

1987 Yamaha YZF1000 Thunderace. Clean Italian title, need to sell, need the space. \$2500. Robert Maxwell, 408-972-4213, San Jose, California, bobmaxwell06@yahoo.com.

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Yamaha Vision XZ550. Collection consists of two nearly complete motorcycles plus one additional parts bike. The first two motorcycles were last run in 2010, but presently need new batteries and/or tires, along with a few other minor repairs/replacements. Bike #1=1983; VIN JYA11H000DA101244; clear title; 8,384 miles. Bike #2=1982; no title; 11,185 miles. The parts bike consists principally of frame, engine, muffler, and wheels. Collection located in Battle Creek, MI. Sold as a group only; will not break up or part out. \$1500. Call for more details. Call Bruce, 269-274-8072, Battle Creek, Michigan.

OTHER BIKES FOR SALE

For Bridgestone 175 and 200, seat in perfect condition. \$100 plus shipping. Located near Rhinebeck, New York meet site. Ken Krauer, 845-266-3363, Salt Point, New York, joankrauer@yahoo.com.

1970/72 Hodaka Ace 90/100B/100MX. I have 7 bikes. One Ace 90 is about 85% complete with a stuck motor, \$200. Four Ace 100B's range from 85%-95% complete, one motor turns, the others are stuck, \$300 each obo. Two Ace 100MX Super Rats, both are 95% complete, both have stuck engines, asking \$400 each obo. Would be willing to group price. Aaron Sanders, 412-366-0352, Austin, Texas, dulexst@yahoo.com.

1963/64 Tohatsu Runpet Sport 50 C-2. Purchased new. Rode for several years. Running when stored approximately 45 years ago. Tires are flat, some rust. I am sure it would need to be reconditioned. All parts including original booklet. Frank Fabbri, 805-773-0463, California, orlando4705@aol.com.

Yankee 500cc Twin. Almost complete, motor locked up. Very rare bike. Asking \$1800. Call for questions or photos. Frank, 563-343-6191.

MISC. ITEMS FOR SALE

OEM individual engine gaskets. Mostly from the late 1960's to late 80's, some 90's, by part number for Suzukis and Yamahas. Also many OEM gasket sets for Suzuki and Kawasaki, and aftermarket sets for Honda. I also have many cables (some the old gray), sprockets, points and some tuneup kits, engine valves, rings, pistons. New genuine piston set for CB500 Honda Four and others. Also have new foot peg rubbers for old Honda and Yamaha. William Mack, 865-983-4204, Williemack33@charter.net.

1965 Yamaha Big Bear, two bikes. For 1978 Honda Gold Wing, parts. Lots of plastic side covers. 2 rear drive units, two radiators with fans, front fenders with emblems, oil filter cover, fuel pump, carb and manifold set, misc small parts. \$300 for the lot or separate. 1978 Honda 400 twin with good engine, \$200. Parting out 50 Hondas, 1969/80, \$75 each. Yamaha and Honda mopeds. Lots of seats. 4 CB750 4-cyl gas tanks, \$50 and up. Located near Rhinebeck, New York meet site. Ken Krauer, 845-266-3363, Salt Point, New York, joankrauer@yahoo.com.

Over 4,000 Honda keys. All new and numbered. Through the decades, Hondas came with four keys, sometimes 5. The dealer gave the buyer 2 and he kept the others! These are some of the 'kept' keys. \$10 each for any quantity including postage sent anywhere in the world. Email preferred. Barry Sulkin, 310-569-1383, Culver City, California, barysulkn@aol.com.

Over 1,000 Kawasaki keys. All new and numbered. Through the

decades, Hondas came with four keys, sometimes 5. The dealer gave the buyer 2 and he kept the others! These are some of the 'kept' keys. \$10 each for any quantity including postage sent anywhere in the world. Email preferred. Barry Sulkin, 310-569-1383, Culver City, California, barysulkn@aol.com.

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Original motorcycle magazines containing road tests for your 80's vintage Japanese motorcycle. \$2.00US plus \$7.77US s&h (incl air mail for anywhere in Canada or US). email your year, make and model to me and I'll see if I have a copy for you. I am clearing out my motorcycle magazine collection to benefit VJMC people. Canadian Stu at stu7@telusplanet.net.

Parts and Accessories. Send SASE for list. Ed Allyn, 845-679-2051, 30 Millstream Rd, Woodstock, New York, 12498, airmanbear@verizon.net.

WANTED:

HONDA

1962 Honda Cuby. Looking for 19cc engine and any parts or literature. Tom Kolenko, 770-427-4820, Atlanta, Georgia, tkolenko@kennesaw.edu.

1964/69 Honda S90. I am looking for a low mileage, original S90. Greg Pinch, 647-340-7427, Toronto, Canada, greg.pinch@rogers.com.

For Honda CA95 Benley, engine hanger bolts, gear change lever,

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kick start lever, clutch release rod, top of cylinder head breather plate, cylinder head side cover, done nuts for rear shocks, carb (Keihin PW20HOU20) float bowl, someone to restore speedometer, VJM postcards. Also looking for Moto Rumi parts. PG, where are you? Wilfred Westall, 204-489-2341, Winnipeg, Canada, bwestall@mts.net.

For 1965 Honda Dream 305, looking for a headlight. M Arsenault, 603-228-0284, Concord, New Hampshire.

For 1966 Honda CB450, I need a pair of header pipes for a Black Bomber. I already have the mufflers. Also need right side air filter. Bob Green, 419-337-5814, Ohio, bgreen@lakesideinterior.com.

1968 Honda CL175. Preferably candy orange, good condition, either restored to original or a clean survivor. Will pay for quality. Ken Roosa, 907-441-0507, Vaughn, Washington, kroosa1952@gmail.com.

For 1968 Honda Dream CA77, keys. Have misplaced the keys for my 2 Hondas. Need key #D00 for a 1991 Shadow VLX and key #T3644 for a 1968 Dream CA77. Philip, Virginia, thompsonphilipa@yahoo.com.

For 1973 Honda CL350, need Honda Accessories Catalog for 1972/73. Also Honda Parts Bulletins from this time frame. Writing an article for the magazine and need the back up information. Bob Kelly, 720-837-9090, Colorado, Superhawk65@gmail.com.

1975 Honda CB550 K1. Looking for the Candy Jade Green version only. The more pristine the better. Happy to purchase and ship from anywhere in the US and Canada. Original version pipes would be nice also. Shawn Dochtermann, 425-367-8777, Kodiak, Alaska, drdrmnn@hotmail.com.

1984 thru '86 Honda Nighthawk S (CB700SC). Looking for any NOS or mint used parts and pos-

sibly complete bikes depending on price. Lost everything in a huge house fire and looking to rebuild. Joe_Angelucci, 216-382-8965/216-381-3169 12-11 pm EST, Cleveland, Ohio, joe_angelucci@yahoo.com.

For 1988 Honda ZB50, NOS or excellent condition gas tank for restoration. John Sharp, 804-829-2641, Virginia, sbsharp@rcn.com.

For 1990 Honda NS50F 50cc, owner's manual. John Sharp, 804-829-2641, Virginia, sbsharp@rcn.com.

KAWASAKI

For 1971 Kawasaki MT75 75cc Parnelli Jones model, owners manual. John Sharp, 804-829-2641, Virginia, sbsharp@rcn.com.

For 1974 Kawasaki F9 350, need undamaged front fender. Paint not important. Jeff Carruthers, 403-244-4298, Calgary, Alberta, Canada, mglemay@telus.net.

For 1974/76 Kawasaki H1 500, complete stock exhaust system in nice condition without dents. Also would like to buy expansion chambers in excellent condition. Harold Lambert, 601-853-2259, Madison, Mississippi, xs1100e@bellsouth.net.

For 1976 Kawasaki KD/KE175, Parts. Need stator and flywheel, left front side case and clutch cam cover. Chuck Perkins, 217-392-2547, Augusta, Illinois.

For 1983 Kawasaki ELR, set of tires. Looking for NOS or reproductions of the Dunlops, Front was 100/90-19, Rear was 120/90-18. Ed, 586-872-3839.

SUZUKI

For 1961/62 Suzuki 250TB, looking for original luggage rack, both cylinders an heads, carb covers,

chrome mud flap, and correct front and rear turn signals (not lenses). Will consider a good parts bike if mostly complete. T10's shared many parts as well. Illinois, polishbeer@yahoo.com.

For 1966 Suzuki T10 250cc, clutch push rod oil seal. Mark Dodge, 303-318-9513, Denver, Colorado, mawdodge@yahoo.com.

For 1967 Suzuki RH67 250cc, need set of 37mm diameter bottom forks. Ian, 951-789-1523, Southern California, Torryburn@aol.com.

For 1979 Suzuki GS100S, looking for mirrors, fairing, tail cowl and a gas tank. Kevin, 780-970-4135, Alberta, Canada, smack222@shaw.ca.

YAMAHA

For 1966 Yamaha YDS3C Big Bear, looking for the exhaust pipe support brackets that go from the pipe up to the rear seat mounting bolts. The '66 parts are different from the '67 model. Craig Bunn, 218-281-3992, Crookston, New Mexico, craigbunn@gramidco.net.

For 1968 Yamaha YCS1 180cc, need rh cylinder. Will be boring to 4th OS (51mm). George Austin, 323-898-8497, Los Angeles, California, austintoolco@yahoo.com.

OTHER BIKES WANTED

For 1965 Fuji S402BT Rabbit, parts. Need seat and floor board plastic. If you have other parts for this bike in very good condition, please let me know. Randy Creel, 540-854-0689, Rhoadesville, Virginia, randy_creel@hotmail.com.

Early 1970's SST Gemini 50. Looking for my first ever bike. Jerry Betterton, 317-518-8650, exwrench56@hotmail.com.

1960's Tohatsu RunPet Sport 50cc. Non runners OK. Tom Kolenko, 770-427-4820, Atlanta, Georgia, tkolenko@kennesaw.edu.

MISC. ITEMS WANTED

Looking for new old stock motorcycle parts lots large or small. Have cash, will travel, can arrange POD for large lots. Leads to lots greatly appreciated. Bruce Mangels, 520-457-3035, Tombstone, Arizona, bruce@virtuallyjunk.com.

Japanese NOS mopeds and motorcycles from the 60ties and 70ties for our showroom. If you have anything to offer please contact me. Mike Buttinger, mike.buttinger@cmsnl.com.

Dealer Memorabilia. Collector seeks 1950's-1980's Japanese dealership items including banners, signs, ashtrays, lighters, hats, clocks, promos, etc. Rare, weird and old is good. Tom Kolenko, 770-427-4820, Atlanta, Georgia, tkolenko@kennesaw.edu.

Honda CBX 1000cc 6 cyl memorabilia for Museum and the 'CBX Book' I am presently writing. Any brochures, adverts, posters, owner's manual, workshop manual, set-up manual, toys/models, old photos, etc. related to the 1979-1972 CBX. Also period aftermarket fairings/bodywork. Let me know what you have and how much you need! Ian, 626-444-9358, California, ian@netvigator.com.

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