

The Pride

The Katana Owners Club UK Newsletter
No. 52: July 2019



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Chairmans Ramblin's

Firstly I didn't think a few months ago I would be writing another Ramblin ' on piece for The Pride because, well things as mentioned last time were quiet apathetic and lacking from all points . However Uncle bob, (Robert Bird of Katana central fame) has grabbed the bull by the horns and along with other members of the committee who are there behind the scenes without us noticing, have injected enthusiasm again , revamping , updating , getting the Facebook page updated so as to get attention and appeal from a larger audience. Giving to the club that most valuable assettime! Thank you from myself but behalf of us.



In fact this piece is being written as a forum PM as my laptop has gone French, (stopped doing what it should for no apparent reason without reason and reasoning with it.). So if you are reading this someone has copied , formatted, sorted and sent it . The above sentiment applies.

OK so on with stuff.: This period will be dominated in the Katana world by the release of the New 2019! Katana. Love it or loathe it , it is now here. Just like the original it is a Marmite machine! Have you seen or ridden the beast in question yet? I have had occasion to test ride one . My thoughts will follow, me biasedwill you be surprised ...or not?

There are a few events in the pipeline , Scotland camping weekend where you get to do something not many people have had the chance to docamp in on a bowling green! You won't get a smoother camping place! Usual details on forum and Facebook upcoming events pagebut Fintry Inn July 19th-21st. It's in the Trussocks don't you know! We have a few non members from the FB world bobbing along , so new facesif you can only do the Saturday and are up that way , see you there.

Stafford show in October will be rearing its ugly head againanyone wish to do it , let me know I can apply for a pitch , you will get free entry but will need to be there on the Friday, we can supply banners , flags , what ever you need . Some people like shows , if this is you , fill yer boots and let me know.

AGM . This will be November, no date yet , no venue yet, got an idea? Have you any comments about how things are going, should be done , what we should / could do. A thread will start on the forum , however should you not frequent this , I can be

contacted, by phone, email, to add your comments so others can discuss , deride, applaud and voice opinions on.

Eurokat 2020 is in the Dordogne, France, so get your dancing shoes readyremember lounge suit Larry's band from last timewell I shouldn't imagine they will be there , but it'll be just as memorable! As said before my gaff in Mayenne will have an open door policy so you can stay over on the way down and of way back. Smand and I along with other "volunteers" are going over in the next few days to get the dormitory cottage sorted. (loose term).

Well there you go my current thoughtsapart from the one this afternoon while setting up the electric fence for the horses.....current ...get it?

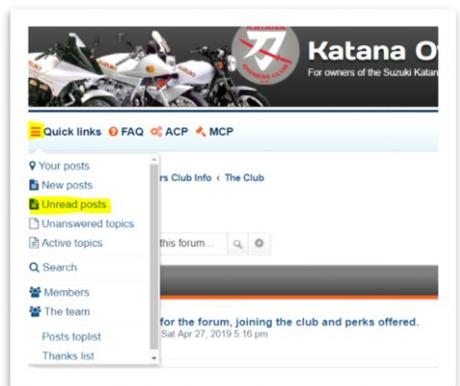
On with the show...

Fossie.

Club News

So if you were paying attention to Fossie's ramblings you'll know I have taken over the admin, Facebook , updating the forum and at least for this issue, The Pride! Its not a one man show though, I do need contributions from members to make the newsletter interesting (hopefully); images, interesting (Katana) links and events for Facebook and all of you to visit the forum from time to time and contribute where you can. The more on the there, the more interesting it is so the more it will get used. I think our forum is fairly active even if it is maybe a core of us on there and having multiple threads going on at the same time I find easier than Facebook.

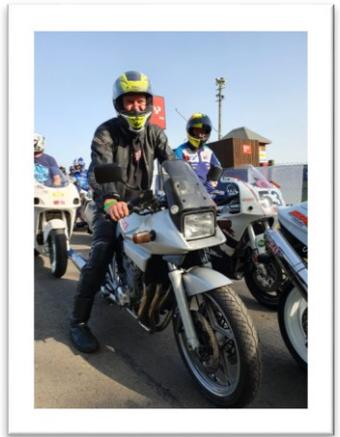
1 tip for when you visit is to click the burger menu (to the side of **Quick links**) and then click Unread Posts like shown. You can quickly see posts you have missed and go through them easily. The forum is fairly mobile friendly plus if you like you can use the Taoatalk App on Android as well.



We have started getting the tools and other items for loan onto the forum so you know what is available easily and also finally the PDFs (searchable) of the parts lists and manuals. It will take some time, but hopefully they will be there this year!

We have also changed our email address if you need to contact us that way (of course you can also use the PM option in the forum as well, or Facebook messenger). The new email address is info@katanaownersuk.club.

I hope you like this edition of the Pride. I've been inspired by Alexandre (of Club Katana France) after the last newsletter he sent out (though in no way have the design skill he has!). I have put some new things in to see what works and even though the UK is still trying to pursue Brexit, I thought it would be good to try and get some closer links to our European clubs, so we have an articles from Alexandre and Pedda (German Katana Owners).



Enjoy — Uncle Bob

Tracks of my years : This Pride it's the turn of Jimmy400

I've been asked to do a tracks of my years by Fossie. I have spent the last week trying to compile a list in my mind, bouncing song after song around to try to choose just 10. I'm now I'm going to attempt to put it to paper. I do like any kind of music. There is no bad music, just music you don't like. Lyrics don't generally mean a lot to me. Rhythm and melody are what catches me. So here we go, I'll write them down with a little explanation as to why they made my top 10.

Goodbye T' Jane - Slade. Because it was the first single I bought with my own money. I didn't have a lot of my own money as a kid, so this must have been special for me to buy it.

Gonna Make You A Star - David Essex. Again bought with my own money, but not the single, the album it came from. I likes the track, but decided to buy the album to see if I like any other tracks on it.

Trying to pick the next 8 has been hard work, there are soooooo many to chose from. I, along with many of you could probably do a list that would never end, and be different every time you thought about it.

God Save The Queen - Sex Pistols. When I was about 10, we used to hang outside a motorbike shop on Sundays because it had quite a big expanse of pavement which was good for skateboarding. I remember a flat opposite would have this track blaring out of the windows and I had never heard anything like it.

Big A Little A - Crass. Simply because this was different. Nothing to do with the lyrics, more to do with the way it's performed. I had never heard anything like it. He mocked the higher archery and used voices to do it.

Higher State Of Consciousness - Josh Wink. A tamer introduction to a touch of drum & bass crossed with rave. I have gone on to really quite like drum & bass.

Don't Stop Moving - S Club 7. An all round catchy tune. It makes me wish I could dance and express myself, instead of nodding my head.

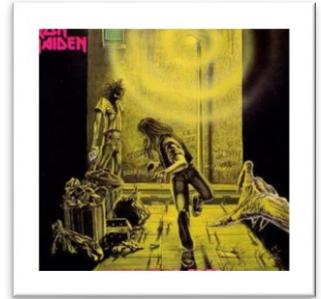
Running Free - Iron Maiden. I can still remember a school friend bringing 'Number of The Beast' to school for a kind of show and tell. We all brought punk or ska, so a lot of the pupils mocked him for it. But I was hooked. First big gig I went to, Manchester Apollo, 'Somewhere' on Tour 1986.

Limelight - Rush. Which track do you pick with such a huge back catalogue? Moving Pictures was the first Rush album I bought and this was the stand out track for me.

Wait and See - Stiff Little Fingers. Again a massive back catalogue, I could of picked any track because they were all listened to continuously.

F.E.A.R. - Ian Brown. A clever little song that uses the letters for the start of each word in the lyrics.

I don't buy music now because there just isn't space for everything I would buy. Too many CD's in the attic & no space on my iPod. Now I use Spotify with it's endless space. If I hear a song I like but don't know, I use Shazam. Technology's always extending our access to music. Speak to me in 10 years, my list may very well have changed.



Want to get your tracks published for posterity? Send them to info@katanaownersuk.club or PM them to Uncle Bob on the forum. Next Pride will be Nov 2019

Review: Classic Suzuki Trackday and Show

Cadwell Park 29th June 2019 by Uncle Bob

I've wanted to try my hand at a trackday for some time, but only recently got 2 piece leathers that zipped together, that would enable me to finally try it. When I saw this event advertised I thought this would be my chance plus no Classic Suzuki day was going to be complete without some Katana's there. So a plan was hatched in conjunction with the ACS to have our stands next to each. After a callout I managed to get the 5 requisite Katana's I wanted to enable me to sign up and have a

stand that would represent us. Initially I was going to camp over, but in the end decided I could ride up from Norwich (110 miles) with the stand banners on the bike. As the event grew closer I realised the banners I had wouldn't do as they needed to be tied to a fence or marquee, and given the space I was allocated, I had neither! I need something that would free stand. I need to get a good quality Katana logo and Alexandre in France was the man to turn to. After



explaining what I needed, not only did he send the logo but he also sent me 3 designs on pull up banners, 2 of which were based on his brilliant posters from a few years back. They were so good I decided to have all 3 made up!

After a conversation with a friend, Jason, about the event, he volunteered to ride up with me on one of my 1100's and I would take the 400 and use that on the track as well. The day dawned and it was going to be a hot one. To get to Cadwell in time for registration we had to leave at 05:15 in the morning. An easy run and 2 hours later we were unpacked and I was off to registration and the briefing and Jason took the 400 to be noise tested. Once done we setup our stand and introduced ourselves to the man running the ACS stand Fred Bradshaw, who as it happened was also in the same group as me on the track (Novice! Though Fred was there because he was too late in booking the over 750cc group so just went for Novice to make sure he was on the track—after seeing some of the other bikes (dedicated track bikes) and some of the passing, I think that must be common!!!).

Also on our stand was Andy with his 250 (in the 2-stroke group!) and Alan from Hull with 2 of his Katana's. His blue one pictured did get a lot of interest as it had a trick dash with a fair few blue-tooth sensors around it, including traction control. Also we had Jon Skelly who put his Katana inbetween the ACS and Katana stands (more or less!).



I had various guides to track days the previous week and about prepping the bike, covering all lights, how to cover them, blocking mirrors and speedo so you aren't tempted to use them etc. In the end (and after talking to Fred) I just used masking tape and than duck tape followed by my track number on the headlight (masking tape stops heat of duct tape melting to your light!), and the track number on the reg plate and that was it.

So finally 09:40 arrived and it was time for me to venture out onto the track. Following Fred, I queued up ready for the off. I must say the nerves were there as I didn't know what to expect 100%. Out we went for 2 sighting laps behind an instructor and then a few laps as you wanted Before I had finished the first lap I was buzzing, all nerves gone and ready to be let of the leash (well as much off the leash as a 400 can). Before I knew it the session over and I was back in the paddock. I had got lucky and for the entire session I was in my own space, one or two faster bikes came past but I didn't catch anyone up or get held up. The 400 was really good, I left the suspension at my usual road settings and didn't have time to change the tyre pressures.

Back on the stand we had a good amount of people come walk past and say hello. The banners were great as people would come and point out the bikes and colours schemes they had had back in the day. We even managed to reconnect with some old members and welcome back Bill with his 400 (see you there next year Bill?) as a member.

Session 2 was unfortunately cut short to 2 laps due to a faller at the chicane—the bike looked like a track bike so not a novice (but then again due to falling off so soon maybe they were in the correct group—guy was Ok though). Session 3 and I was in my flow and having a blast. The organisers had placed cones for turn in and apex points to help and I was using those to the full. In this session I caught slow riders in the corners who did hold me up, but as the 400 was, I think, the smallest bike in the group, on the straights they would pull away, but then after a couple of corners I was back behind them again but not enough power to go round them on the outside of the corner. Session 4 was the same story, but I still managed to have great fun. Session 5 came and it was gong to be my last. Again I found myself behind a



slower bike—a GS750. After following him in the corners a for a couple of laps where I was being held up, he would pull away on the straight again, However following him into corner 4 (Park) after the Park Straight he was fairly early on the brakes, and I realised this was my opportunity on the next lap. After the straight, before corner 1 (Coppice) he was ahead by a fair amount as usual, but by corner 3 (Charlies) I was back behind him. I had to rev through the gears hard to stay more or less with him down the Park Straight, the little 400 screaming away beneath me. He was a few bike lengths a head, but as predicted he started to brake at the III marker board. I knew from other sessions that I could wait until in-between the II and I board on the 400, so left it late, passed him, before turning in and then trying to get as much space between us as possible to avoid losing the place on the next straight. Luckily that straight is after the last corner (Barn 18) so that was fairly straight forward! I was glad I had done a front brake rebuilt with new titanium pistons and seals the weekend before :-)



I was hard for me to really walk around and see the other stands in-between being on the KOC stand and doing the track. For the long dinner break in-between sessions Jason and I put ourselves down for the parade laps as well. Luckily Jason was there for when I was on track and also Andy (250) and his wife, as he was in another group. Alan got to talk to a lot of people as well about his blue Kat, as stated previously. Both him and Jon Skelly got Steve “Stavros” Parrish to sit on there bikes and get photos. There were lots of nice bikes there of course and a fair few more Katana’s elsewhere. After not much sleep and an early start and the extremely hot temperature, I decided to miss the last session at 17:20 and pack up and head off around 16:45. I was home by 8pm but knacked, I wouldn’t have made it if I had done the last session! It was a great day and will look forward to it next year. Thanks again to Fred on the ACS stand, plus those with Katans’ who came along to support us and Jason for taking the 1100 and helping out.

This was the 2nd year the event has been run by Classic Bike Track Days (www.classicbiketrackdays.com) and Team Classic Suzuki Vintage Parts and I hope they do the same next year—I can see it being an event that goes from strength to strength each year. I’ll be back.

I’ve added some images of the day on the next page for you to enjoy...





What I did in my holidays by Jmac (or from tale of woe to euphoria)

Early in the year, I found the location of the German Treffen and was minded to trundle over and say hello.

The problem was a recurring oil leak on my 650. Couldn't figure out where it was coming from but there was no doubt where it was going. All over my left boot. I made an attempt to fix it but without success, so it went on the back shelf. Then early last month, Fossie mentioned that he was going over to his chateau in France and I was welcome to join him. So once again I set about my bike with genuine Suzuki gaskets and this time it seemed to work. So the question now was Germany or France. Well, being retired with nothing to do and all day in which to do it, why not both.

Came the day, I set off at a steady 4k revs and all was well until I stopped for fuel near Oxford and found my left boot covered in 10/40. What to do, press on or turn around? So I took out a 10p coin and flipped it. Having lost the toss, I headed south to Pompey.

I arrive in Le Tay to be greeted by Smand, Fossie and Pop-up and decided to have another look at the bike tomorrow—first BEER!

A couple of evenings later we set about the bike in earnest (actually it was just Colin and Paul) checking nuts bolts and anything else they could lay a spanner on, but after three road tests, it was still leaking.

Then came that light bulb moment from Fossie. "Have you ever had the head off" he asked. I remembered it had some attention when first got it, but not sure whether the head was moved.. With that, Fossie disappeared, clutching a 17mm wrench. 15mins later he returned. "try that" he said. I came back from road test and Halle'kin lujah dry boots! Don't understand it myself but Fossie will no doubt explain.

Ended my stay in France then set off for Germany with an overnight stop near Verdun, arriving in Sankt Wendel about 10am Friday. No sign of a bike and no sign of a sign. A quick phone call informed me that the gig was 10miles up the road in Bliessen, and boy, what a gig it turned out to be. Lots of Kats, including the new one. Lots of other bikes from other clubs, lots of locals from the village. Despite the number of people there was no queues for the bar or the barbi or the toilets and showers. In fact a bit like a mini Glastonbury only better. We ate, drank, danced or just chatted well past 3a.m. and then started all over again the next evening. Had to be one of the best rallies I have ever attended. In fact if the German Katana Club use that venue again I will be very tempted.

P.S. Guess who won the prize for furthest travelled :-)

Katana 2019 ... "Hans Free Kat" by Fossie

Firstly I know Hans had little to do with the original Kat apparently , but folklore decries that!

So having had the invitation to view and ride the new, "Next Generation (Not really a)" Katana Smand and I found ourselves at Bolton Motorcycles on a damp but pleasant Sunday at the beginning of June. This dealership covers Ka*****j, Suzuki and a few others and is a smaller of the larger dealerships. You know the ones that are approachable, knowledgeable— like they used to be.



We went up on the 650/1100 jobbie, so it looks like an original Kat but at second glance ...ahh that's why the seat is orange. I didn't really have any intention of riding the new bike, I won't be buying one or any new bike soon, but was interesting in how the bike looked in the flesh. Bob and Lee the salesmen said no matter the new bike was there to be ridden and why not? In discussion about how the launch was going, it became apparent that it was ...well a touch slow! In fact No orders, very few test rides, not really too much interestoh that surprises me. Even negative comments are interest. Opinions from us and them resting on the poor PR side of Suzukisomething we in the club have voiced, Loads of hype followed by the unveiling of a mock up by a 3rd party seen in 2015. Who is the bike aimed at? Carrying the name forward would assume US ...the older ones who remember the original, but all the gimmicks the younger ones think is trick.



The styling is Marmite! In fact the test bike was the black model!

I noticed the 2019 Kwak Z900 on the shop floor, Straight away it was a Zed 9! Ducks arse tail end, Eddie Lawson replica all over it, though at second glance it was notapparently when launched there was a 6 month waiting list after the initial batch came in.

Before I move on to the actual ride a quick anecdote to prove the point. While there a chap took out a used VFR for a test ride, He was gone a while and the staff kept checking their watcheswhen he returned, I don't know how he got on but Smand and I were standing by the New Katana and I asked if he was going to take it out...."What is it " he askedthe answer was clearly there on the banners behind it on the side panel.....it was clear he was oblivious to the hypethen when he said he had a GSR1000 at home, and didn't know that it was the same bike essentially, someone has missed somethings somewhere.

So after some many photos of the original and the new together and some chat in which the tank size came up. I thought most people are happy to stop after 100 miles anyway, Lee told us that at the Suzuki familiarisation day, he got 60 miles before the flashing fuel symbol but that was riding it "well!" Stillanyway! Smand tried out the pillion perch because to us that is important. The seat is larger than it looks and not too badhowever the foot pegs are far too high and possibly too rear mounted, not at all comfortable, it may be possible to add a lowering bracket.

After signing some paperwork they let me out on it! Straight way the high wide bars with the wide tank it feels like a streetfighter. For me at 6'1", the foot pegs were right, everything fell into place. I rode up the Belmont ...a country A road ...just, that goes through an area of fields and hills ...imagine Peak District but wrong coloured rose!

From there up to Winterhill, a telegraph mast visible from most of Lancashire again twisting winding roads. This involved many gear changeswhy? Because it needs to keep spinning like a 2 stroke? ABSOLUTELY NOT! There is so much grunt you could select any of the top gears and leave it there. No the reason is, "The Induction roar". From there back into Bolton and in the traffic around the super-stores . I immediately naturally filtered to the front, then back to the dealership. 25 mins or so. There is a clock in the dashboard but to be honest the clocks are so low that to



read them you have to look down. There is so much information in digital numbers that apart from the larger gear indicator number I don't remember seeing anything. The screen is very small and not noticeable (but a larger Samuri pack version is available ...at a cost). I mention the filtering because it is my default... but the position and feel was so ...err ...right from the off I didn't give it a second thought ...not even with knowing of a £750 excess!!

My comments and thoughts when I got back are the same as now. If I was going to buy a new bike it would be this ...albeit the pillion perch issue. Why? Because it is what I would end up with if I did buy a new bike and alter to suit. The hideous back end will and can be sorted by the wiring hidden in the tail ready for an aftermarket tail tidy. This one is just to placate the Euro 6 rulings that the bodywork must end after th rear tyre.! In short if you can get a punter to ride it, they will buy it! Is it worth £12 grand nearly? To an over 50 Yorkshireman never! To a younger chap ...as I said above you've got to get him on it, but will the styling appeal? Have Suzuki played a blinder? Is it a grower? As in while the Zed mentioned sells now, is it flash in a pan, will the angular nod to the proper Kat draw in a new generation?

More Kryten than Katana!

Another View Point on the New Katana by Smand

So we went to view the New Katana,.. Is it still a Katana?...Well the silver one has a hint of Katana from the side view, purely down to its colouring allowing the lines to show....the black one , not so much.

It's fatter than a Katana... Top heavy, like me! Busty top end much less at the bottom end. Very high seat to climb up onto for someone with short legs to get up on pillion. The pillion pegs are high too, so I can imagine, from experience, long haul trips with my knees bent at such an angle are going to be painful and time consuming to accommodate many stops.

Not sure I like the streetfighter look with a big gaping hole between the seat and back wheel! Personal taste I suppose, but definitely not Katanaesk...!

Overall a nice looking bike, I imagine better to ride for the older pilot with its sit up and beg positioning, BUT it has lost its unique identity from all the other modern bikes, in my opinion.

However I prefer the Pop Up anyway ...What do I know, eh?

The logo for Robinsons, featuring the word "Robinsons" in a stylized, outlined font.

SUZUKI VINTAGE MOTORCYCLE PARTS:

QUICK BIKE SEARCH

<input type="text" value="KATANA"/>	<input type="text" value="GSX1100 Katana"/>	<input type="text" value="SZ-SD 1982-1983"/>
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Don't forget Katana Owners Club members get 10% off Suzuki Parts at Robinsons Foundry in Kent.

Call Parts and Accessories on 01227 454366 or visit

www.robinsonsfoundry.co.uk/shop/online-store/suzuki-parts-finder.htm

Puzzle Pages! Word Search

While spending a day (or 3!) creating this edition of the Pride my daughter (8) was interested in that fact I was doing a newsletter and was keen to help. So I gave her a list of words and she came up with the Word Search. Once done it was "Dad can I do a spot the difference now?" I apologise to John Martin for altering at least one version of his lovely 1100!



KATANA

SUZUKI

POPUP

DOHC

GSX

TSCC

EUROKAT

SIXTEEN

VALVE

TARGET

WORD

BAKUON

ENGINE

TURBO

OIL

YOSHIMURA

ANTIDIVE



Puzzle Pages! Spot the Difference.

There are 10 differences, can you find them all? Note, some items are missing as a group but count as 1 difference!



WIN!!!
See page 35
for details

The Manc'ee NABD Rally 2019 by Fossie

As per last year we incorporated the Manc'ee Kat rally with the national rally of the NABD near Knutsford....actually it ain't anywhere Knutsford in fact it is the other side of M6 by some miles!

Eitherway it went a storm last year....would it be case of the sequel ain't up to the original?

You'd think seeing as we are just tagging on to someone else's shindig there'd be sod all to get sorted ...t'ain't so.

We needed a marquee, or at least a commune tent, chairs, generator, brewing kit, music, banners, lights and of course breakfast stuff.



The club bought the tickets in advance and people paid on the day saving £5 a throw.

Smand and I got to site with JMac at 1200 hrs as the site opened, acquired an area away from the madding crowds and set about erecting our own camping area....In fact our own village! Even had an electric tape fence around it , with a gate! Set up, time for a brew as the rain moved in ...JMac set off for water with the 1 gallon bag as he needed the loo anyway! (he was never gonna fill a gallon was he?). By the time he'd returned he visited every part of the venue ...twice at least, he don't need a sat nav to get lost ...its a natural talent.

We by the way had some water in a bottle so at least he had a brew on his return.

Then club people started to arrive, somehow finding each other enroute ...made my job easier as I had the tickets and needed to go to the gate with them.

By late evening everyone due Friday was accounted for ...time to sample the ales and ciders while the bands played on ...standout band was for us Glamfever. Unashamably 70's ...Sweet, Slade, Mud, Bay City Rollers, more modern stuff played like the 70's ...even dressed to suit, while the itchy scrotum or whatever the ale was

called flowed ...midnight came too soon, curfew time for bands ...pizza!!!

Then bed about 2am.

Breakfast was laid (really loose term that) out by moir at about 8:30 but not so many punters till after 10!

During the Saturday some more arrived ...nice to meet Harry again on his 4/11, he came for the day from Cumbria with his mate, who's name escapes me, sorry. mainly because he was introduced as the one who keeps H on the straight and narrow! Though not sure how that's going!

A few of us went out to the veterans garage for a ride out. Mainly because Smand needed to muck out our horse and it ain't so far from there. Enroute we called at my house so Sparki could borrow my spare battery. The only reason I mention this is ...because if you've never joined us and worry about having a problem ...don't worry we can sort it ...ask JMac, bolts etc! Or Katmarch ...we even played try to undo the sprocket nut as a silly game ...this proved to be a very silly idea as we failed ...no matter how many tried or how long god extension bar!

The veterans garage is at the original the proper Manchester airport , not where you fly on your jollies fromno the one at Barton with the oldest working control tower in the world, where Lancasters flew from. It is where we were going to assemble some 125's from crates, these are then sold and the money goes to a veterans charity, which in turn will renovate the rest of the airfield out-buildings to retrain ex forces with skills needed. The bikes got sorted 2 weeks before, so our skills weren't required .

While there we had a brew, a





bite to eat and people watched ...as it is a busy place for meets , bikes , cars ...entertaining to watch a chap with a Focus RS polish his car while his missus sat in the passenger seat ...this wasn't a show ...no he parked up had a can of coke or summat, noticed a smudge and proceeded to polish said thing!

The ride there took us through a bit sweeping bends, little villages, under 9ft viaducts, down country lanes ...about 3/4 hr. The ride back.

...straight line to M6 off 2 junctions 15mins!

A special mention to my mate from squaddie days and his missus Alison who drove over from Norwich getting to site about 4pm ...they are not bikers just fancied seeing what it is all about ...but couldn't get away from home before 1030.

Johnr rocked up on a Kat!!!! Its been a while eh matey. Sue again travelled with him on her now Katana replica'd GS125. Again a 45 mile journey by motorway is a nearer 100 mile journey due to L plates.

Just before the sausage butties got made by Smand and it all went a touch "interesting" due to cider-gate, we had the club award vote, only one Kategory (geddit?). Peoples choice! You might like a rat ...a modded, original, whatever. The votes totted and Fatnicks battleship grey Bandited 750 won by a few votes over Sues GS125! Though she got a pin badge awarded for her gallantry (to wear that much dayglo you've got a be brave!!!)



Now some of us will remember the Saturday night better than others ...Blix got the blame, but undeservedly, Jimmy had summat to do wiv it! Thanks to Fluff and Spar-ki ...in fact everyone 'twas funny in hindsight! No names, no pack drill, no harm , not much memory either to be honest! Ha ha.

The rest of the evening was pretty much as previous evening. But ended with the traditional cheesecake sharing amongst those still about at 2am. Mmmmm! In the early hours the temperature droppppppppppppped , Tommo and Alison left about 0530 after getting up for a waz and everywhere frosty white, they couldn't get back to sleep in the tent. I remember getting up and in bare feet and thought

this is refreshing ...or words to that effect. So again breakfast, pack up and people left for home . Yep, top event , top company,

Yep the sequel was better ...2020. I'll be there and I can't see why another 20 won't be ...will you ?

Been an Odd Year by KatMarch

So those that don't know, I moved out on my own a year ago, so last summer was busy moving what I could, new place has no garage, but did come with a ground anchor, bit of downsizing to get everything I wanted to keep from the 3 bed house into a 2, well 1 & ½ bed shed in the woods, nice place as a temporary stopover until I get the cash from the house.



Last good ride was out to Denmark on the 820 last August, basic service, oil change etc, packed everything I need to keep myself comfortable & feed for the week, 3 days out 2 days back for what was yet again an excellent EuroKat, even took the kitchen sink as don't have 'Sprechender Rucksack' taking up the back seat. Bike was going very well & as traveling on my own was not bad on fuel (well until I had a little play with a Tessler Sport on the A roads of Germany, next fuel stop was not so good, but fun).

So went for a cold ride on boxing day to a local Classic Bike meet with my Son & on arrival thought the old beast was smoking a bit worse than normal, down pipes were sprayed in oil, later discovered, after cleaning it, that this was coming from the rocker cover, front cam chain tunnel was spraying oil out. I've had an 1100 engine for a few years, but never had the time to do anything with it, so do I just fit a new gasket to the old faithful 820 or go for the 7{8}/11 conversion?

I'd already committed to going to NABD back in November, so the 1100 it was going to be, along with some cold nights after work in my workshop.

The engine was an unknown, clutch was already off, bit tatty on the outside but had been stored in the dry, so gave it a once over, turned over by hand OK & had com-

pression, so full gasket set was ordered, as there was no way I could lift this motor on my own & I like to check the guts before I trust them, a strip down was required. With the top end off, combustion area de-coked, valves removed, cleaned & ground in, was time to make it look pretty, which along with cleaning off old gaskets took most of the time, should have bought a can of gasket remover sooner, as the crusted on, what seemed to be the original gasket were rather hard.

So it was block off also to reduce the weight as much as possible, plan was check the gearbox over without splitting the crankcase, clean, paint everything & rebuild the motor in the frame, did I say I have no garage & started this in January? So a temporary lean too was constructed, Landlord not impressed, to keep the worst of the weather out while engine transplant occurred, once the new motor, in parts, was ready to go back in attention turned to removing the original 820, stripped it again in situ until it was light enough to drag out solo.

Trolley jack the bottom end up, slide timber rails under sump & slide sideways onto waiting pallet, job done, motor out, for those that have not met me in the flesh, I'm not the largest of bikers, so 'just lift the motor' was not happening without injury. Reverse the process to insert the new gearbox, having little fingers fitting the central Pistons into the block wasn't too bad, the problem came with the outer 2, get 1 going then the other side would pop back up, it turned out the replacement cam chain tensioner guide didn't fit up the tunnel, so block back off & a bit



Old motor ready to come out.

of engineering later all fitted, head on then the cams from the 820 were the next mission, didn't know the cam sprockets are smaller on an 1100, but worse the bolt holes are also & the sprockets are not mild steel, so drill won't touch it, this was the weekend before its shakedown run to Manchester NABD, Just over 200m, it wasn't looking good, but with the help of a Dremel got them fitted.

So rocker cover time, this is now 4 months since the 24 bolt hole rocker cover started leaking on the old motor, my 1100 is the 20 bolt version, the gasket in the kit has 24 holes, ahhhhhhhhh !

Phoned the supplier on the Wednesday & explained, they shipped a replacement to my works, it arrived Thursday, all the rest, original 820 carbs exhaust all fitted previously in the week.

So Thursday after work correct gasket in hand motor finished, it was too late to go for test run after I got it fired up, thought food should come first. First run was to work & back on Friday, the day of NABD, it ran, was a tad warm as everything was in need of bedding in & gearing was rather low as I couldn't remove the 15 tooth front sprocket, I had an 18 on the 820. Fossie had been primed on this small issue, so plan B was change it at the rally with the help of a few burly bikers.



Newly rebuilt clutch.

Bags were already packed, so North it was, stopped for fuel after 15m then up the A34 stopping often to see how hot it was getting, and rest the numb bum as not used to this anymore, the motor has an odd whine, which I haven't found the cause of yet, sounds like it has a supercharger, goes like it has a supercharger, but doesn't. Any way after the first 50m all still running OK at 60ish, so ear plugs in & the odd noise goes away, so by the time I get to the last service stop before the rally & had crept it up to 80, unknown rpm as I don't have a rev counter, but I'm sure it would be better with correct gearing, original should 2.8:1 & I'm running 3.2:1, it could do with at least a 7 speed gearbox, but pulls well, the odd noise came back after removing the ear plugs, so arrived at NABD after about a 4hr journey on the new motor. Rest of the team found & tent up, off to the beer tent for food & drink.



Saturday morning after a nice home cooked veggie breakfast it was time to attack the sprocket issue, so how many Katana owners does it take to undo 1 nut?

Answer, Infinite, they never managed to shift it, best attempt was 5, me holding the bike still, bar through back wheel & brakes on, 2 helping bracing the bike from digging itself into the ground & 2 on a large (now bent) bar on the 32mm socket, so home again with the wrong gearing, eventually got it shifted at a lorry yard,

he used a 18v cordless, had the nut off before I could get off the bike!!

So now it's got an 18 tooth front & 48 tooth rear 2.66:1 & goes very nicely, still need to do its first service, oil change, torque head back down & change the alter-

nator rotor for the smaller Katana one from the 750 crank & haven't got used to not having to change gear all the time, pick a gear, any gear & pull away.

Steve—Now an 1100 owner!

Notes from Europe

Now for a section we hope will continue in each Pride. We do have close links with some of the European clubs, especially with the German and French Katana Owner Clubs. Pedda and Alexandre often help out members and will pass on useful info (the 1100 Katana I bought last year from Switzerland was initially posted up by Pedda on the UK forum), and often help with advice on parts or contact with sellers for parts, in their respective countries. So to start off with, over to Pedda...

Pedda's Report

(German appendix of the KOCUK)

Have you noticed the tiny little change in the club's particularities? Apparently Uncle Bob has taken over some of Fossie's duties. What do I mean? Well, General Foster used to tell the troops to get down to it and write articles for the Pride. Deadline given. As a result, there were some articles from the officers and a lot of insubordination from the crew grades. The Pride became thinner and thinner, unfortunately.

Uncle Bob now goes a different way and asks unsuspecting corporals like me personally via PM to write an article. Such a thing is impossible to refuse. How cunning! And what a sly General Foster we have using Special Agent Uncle Bob! I bet the Pride will appear a lot thicker this time.

Anyway, so here's my short summary of what I'm currently doing in Katana matters.

Race Kat Project by Pedda

In my last article (I believe it is from 2016, I have to admit...) I told you about my Race Kat project and how it came about.

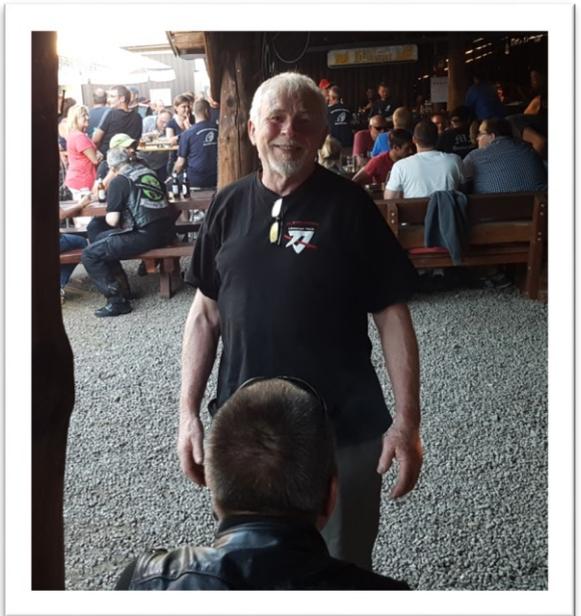
Well, not much has happened here in the last years. The bike is still standing on the workbench waiting for me to finish it. Not that I am not motivated! Family circumstances currently keep me from doing so. That means: both of my daughters

started to study at the same time. Of course, this has priority and leaves me with empty pockets. But it's still enough for an occasional beer, which I like to drink in the cellar in my tinkering stall, while I go through the next construction stages of the Katana in my mind.

German Katana Meeting by Pedda

We just had this year's meeting on the last weekend of June. It took place in a small town called St.Wendel Bliesen, in the southwest of Germany, more precisely in the Saarland. This small town has a club of motorcycle friends, who organize a considerable annual meeting for quite some years now. It seemed as if practically every inhabitant of the little town is also a member of the motorcycle club. Moreover there are attendants from all over Germany, I even saw an Italian plate. This year the Katana Gang was present as an appendage at this meeting. In this way it is not a pure Katana meeting, but it is easier for the organizer, because all the logistics are in place anyway. Fair enough. There was a separate parking lot for the Katanas, so there was already something of a typical katana meeting feeling. All in all it was a very successful event.

Contrary to my habit I arrived for the meeting on Saturday. That was because the week before I was in South Tyrol on my motorbike holiday. So I drove home from there to the meeting. Similar to the meetings of the KOCUK, the German meetings are also characterized by a very familiar atmosphere. People have known each other for so many years, since the meetings have been held since the mid-eighties. Occasionally fresh faces appear there; John aka jmac has excelled as a regular visitor for some years, who was again there this time. Uh... did I say fresh faces?



JMac at the German Katana Meeting

He had previously visited General Foster's boot camp in France, from where he then made the journey to the meeting in Saarland. In this way he once again

bagged the trophy for the longest journey, leaving a German bloke who lives in Denmark on second place.

John, I hope you came home safe and sound!

Bike wise, we saw a new Katana at the Rally for the very first time. Number plate and a few additional stickers made me think it was brought there by a Suzuki dealer called Speer. Yes, that very same Speer who used to do the Speer seats and fairings for Katanas since the early eighties. Couldn't find out who that bloke was to have a chat about selling numbers.

Alping the Kat by Pedda

As already mentioned, I was with some friends for a week in South Tyrol in the Italian Alps, in order to move the Katana there species-appropriately. Like every year, actually.

As in the last few years before, the temperatures were extremely hot with approximately 38 degrees. It is an advantage when your hotel is at an altitude of 1700 meters, as ours is. Thus, one can at least sleep well at night in order to start the tour the next day refreshed. Those who cannot get enough of curves are in the best interest in the Alps. We already use our hotel there for years. It is located at a



spectacular place above the Mendelpass and offers a breathtaking view over the Adige valley with Bolzano and the Kalterer lake. Thus, if someone has got a taste for it and would like to stop by there, they are welcome to contact me for details about the hotel.

Club Katana France by Alexandre

2019 has been the busiest period for the French Club since EuroKat V in Fort Medoc!

With the launch of the "Katana 3.0", Suzuki France started bouncing all the requests for old Kats to us, as all the journalists want to discover where the newcomer comes from. We're very happy to be in the spotlight - but it's a lot of work! (I've never spent so much time cleaning and polishing the bikes).

We organised a display and group ride of the full range for Cafe Racer magazine in March, which was a lovely way to start the season and a good excuse to invite friends to ride my bikes - well, I can't ride 5 bikes at the same time, can I? With Laurent and Jean-Jacques we had 7 Kats on camera for the article, so we were very chuffed with that.

But the best moment was being invited to the Paul Ricard Circuit for the Sunday Ride Classic event in May. We were offered a spot next to the Suzuki stand, to display as many Kats as we could next to the new silver and black Kats. It was their first public appearance on French grounds. The incentive was being allowed on track behind Kevin Schwantz on the new bike!



We contacted all the club's address book to get bikes, and we've had the joy of reuniting nearly 20 bikes for the week-end: not bad considering the actual number of members in CKF is less than 30!!!

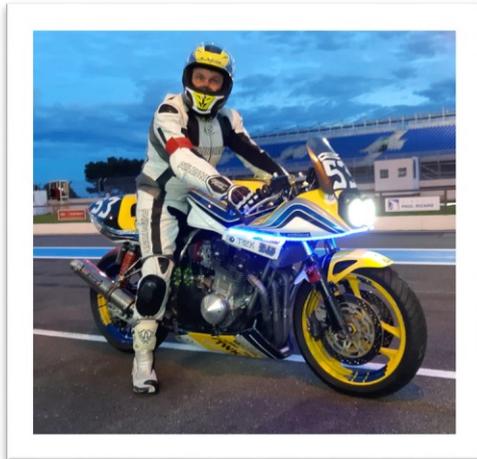
Support was tremendous, with bikes from all over the country, covering all the European models, from the 650 to the 1100, with the addition of one pop-up and my miniature 400, in all conditions - from factory fresh to mono-shocked street-fighter. It was great to finally put faces on names after years of mail exchange!



The big surprise on Saturday morning was sitting quietly on our stand, when suddenly a crowd movement surged

from the Suzuki Stand - it was Kevin Schwantz being chased by his fans! The organisers had not secured their display, so Kevin was in danger of being suffocated. Once the (big) surprise had dissipated, we put some barriers (we also had to protect the bikes ;-)) so Kevin decided to do his autograph session on our stand. Pride!

It was fun to meet the #34 superstar who is a very nice guy - and it's also frightening seeing first-hand what stardom can be. Having hordes of fan rushing on you, whether to pose for a selfie, make you sign a model kit or pictures they took with you 20 years ago... At some point a lovely girl crumbled and started to shake and cry in front of everyone... Well, you've got to be strong!



The circuit parade was another highlight, and the scenario as planned by Suzuki was to have Kevin ride in front of us, so as to get nice shots of the new bike surrounded by the older ones. Trouble is, they also invited all the other Suzuki bikes to join us on the circuit, so all the Gixxers, Busas and even 2-stroke Triples attempted to race Kevin or even overtake him (says a lot on the French and discipline...). I had a kid as a passenger, and it was his first time on a bike, so I must admit I just drove as much on the right of the track as I could, to let all

those crazy bikers rush by. But still, some of them managed to overtake me from further right, on the famous blue and white Paul Ricard Trackside! (Had it been grass or gravel, it would have made for a busy day at the local hospital. But no one was injured ;-))

All in all, we had a great time and it was nice to finally get some recognition from Suzuki France!

Since then, we have appeared in some magazine features, and also got a TV crew

to come and record a face-to-face duel between my 1982 GSX750S ED-2 and the 2019 GSX-S1000S. Riding the new bike was fascinating. It looks good, is remarkably easy to handle, makes a superb noise... and really has too much power for me. That's 40 years of progress for you! Anyway, my 750 won the duel - well, sort of: the presenter asked me whether I would part-exchange my old bike for the new one, and I said: no thanks! But who knows, when the price is right (and if Suzuki can add an additional 5 litres of petrol in the tank), I might bite the bullet in a few years' time!

Another nice moment this year: crossing paths with a guy riding the new Kat on a roundabout, while I was riding my 1100. We saluted, and, funnily enough, I got a thrill from that. I suppose that means I believe the new bike is a decent heir to the Katana bloodline!

That's all for now, folks. But don't forget to visit www.motocamp.fr to book your stay in Saint-Aubin-de-Nabirat for Eurokat IX! Save the date and prepare your trip to Dordogne: EK9 is on 14-15-16 August 2020! Laurent, Jean-Jacques and myself are preparing some nice surprises, succulent food and fantastic music for you!!!

Can't wait to see you next year in France! - Alexandre

- Images courtesy of Jacques Courchelle

Katana 1135R?

The rumour-mill in Japan is that Suzuki is planning a limited-edition 'Super Katana' that is effectively a 'R' version of the current GSX-S1000 Katana.

What's being said in Japan and shown here in this illustration from top Japanese outlet YoungMachine is this: the supposed new bike will appear sharing parts from the current GSX-R1000R at the front end (high-end suspension and brakes) & GSX-R1000R electronics (so, possibly more power) the bike will still run with the standard Katana's GSX-R K5-derived motor and frame.

The swingarm will be considerably different on the 1135R with a heavily-braced racing item. The riding position will be different too with clip-on handlebars and a lower front fairing to follow the sweeping line from the bridge of the petrol tank forward and down in an aggressive line. As for the small wings placed under the nose-fairing? Time will tell. Full story at <http://bit.ly/2K1lwmg>



Notes from the Forum by Uncle Bob.

Not all of you get chance to visit the forum, so I thought I would give a few highlights of what has been going on to maybe entice you to come and take a look from time to time. As has been mentioned, I have taken over some of the admin tasks on there and have had a little reorganisation, with Tools listed, PDFs and at some point some of the more useful Katana guides, like the KiwiK MR2 headlight swap over, etc.

The forum does get used which is good for general banter, tech help and links to what's come up for sale on Ebay. It would be nice to see some longer Project threads as we know there are things going on. One interesting one is gregwgsxr 's GSX400SSN project that is having a 1200 Bandit motor fitted—Use the Forum Burger Menu, select search and type *gregwgsxr* in the Author box to see what he has been up to (note to Greg—would love a forum Thread in the Project section to see it progressing...)

In other areas, both PaulD and Blix have been doing top end rebuilds due to smokey engines. PaulD's starts at www.katanaownersuk.club/forum/viewtopic.php?f=7&t=7899 or again search on PaulD as the author as it does span several threads. Blix's thread, Chasing the Smoke, is at www.katanaownersuk.club/forum/viewtopic.php?f=7&t=7732. As I write this, he's done his first start up but had some fuel overflow issues to resolve now, but at least he is nearly there. There is a video of the first startup on our Facebook page so head over to www.facebook.com/Katclubuk and look for the post around 11th July. Always a good read to see how things are progressing, or the advice given by members when a problem has been shared. One bit of good advice I got from those was from JohnR about using stainless studs with brass nuts for the exhaust pipe instead of the usual bolts. PaulD even found some studs with socket ends to make them easier to fit.

Talking of our Facebook page if you do get some *good* shots of your Bike in some nice locations this summer, send them over to me so I can use there. We currently have 4289 followers (up about 250 since April when I started updating regularly) from all over the world and I'm trying to keep it current with images to keep people interested.

We still get the odd post from a Teapot owner, but we've even (generally) been nice to them, though don't want to necessary encourage them!

If you have ideas for the forum or would like to see new sections or maybe less then give us feedback. We want to make it as easy and useful to use.

Tools and Other Items to Borrow

There is a list of tools to borrow on the forum in the Members Area located at www.katanaownersuk.club/forum/viewtopic.php?f=46&t=7977 . From there, it links to each tool with an image, short description and who currently has it. The idea is you pay the postage to the next person who requires it. Please remember to keep us updated when you send an item onto someone else, so we can update the page. If you prefer not to store until the next person needs it, then you can always post back to Fossie. I still have to finish the links and images but I can do that once this edition of the Pride is finished. Here's the list of what is available:

- Brake Piston Puller
- Vacuum Brake Bleeder
- Brake Piston Return Clamp
- Suspension Spring Compressor
- Suspension Air Filler
- Compression Tester
- Valve Adjustment Tools
- GS 550/650 Shims
- Chain Riveter and Breaker
- GSXR Front Wheel Spindle Key

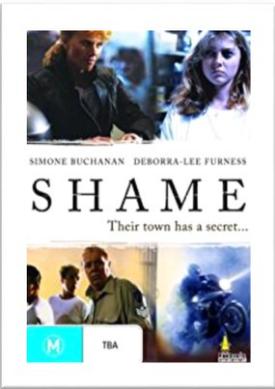
We also have DVD's of:

Japanese Manga cartoon series **Bakuon!! (2016)** The series takes place at Okanoue Girls' High School, where girls are permitted to ride motorcycles to school, and follows Hane Sakura, a cheerful freshman who becomes awed after seeing another student ride a motorbike to school. Taking an interest, Hane joins her school's motorcycle club and gets a motorcycle license. After buying her own bike, Hane begins her exciting, two-wheeled, motorized high-school life along her new friends; Onsa Amano, Rin Suzunoki, Raimu Kawazaki and Hijiri Minowa. Rin Suzunoki, rides a GSX400SSN Katana and her dad has a Yoshimure 1135 Katana. Some scenes due to cultural differences can be a little, shall we say, uneasy watching.



The Australian film **Shame (1988)** which has a GSX750SF Popup owning lawyer (though at one point it mysteriously becomes an 1100 before becoming a Popup again!).

Tragic happenings result from conflict arising from the active feminism of Asta Cadell, a robust professional woman, after her motorbike breaks down in the fictitious township of Ginborak during a lone tour of outback Western Australia. Not an easy watching film, but worth a viewing.



The German film, **Trefffer (1984)**. In German, but a period story. Albi, Franz and Tayfun want little more in life than to ride their bikes, but things toughen up when they get unemployed.

For those not there JOGLE (John O'Groats to Lands End, 2005) CD follow the club for 872 miles in video and stills.

Merchandise

Honestly, I'm not sure what we have in the way of merchandise at the moment, that is something I need to sort out with Fossie. Thanks to Alexandre, I do have very good quality artwork now of the logo, etc. It is also possible we could do something with Alexandre's poster design again. Indeed if you want one of the banners as on the inside front cover or the one with the 3 Katana's (650, 1100 and Popup) on, please drop me a line and I can organise, They are £32 to your door. I might see what else we can do with these (with Alexandre's permission). Any ideas please send to Uncle Bob via email, forum PM or post a thread in the forum.

One item I did have made was some badges. They do have a credit to Alexandre on them (hope that is



OK retrospectively Alexandre!) **These are £1.50 each delivered**, which just about covers the cost and postage and are 38mm round. Of course you can win 2 for completing either the Word Search or the Spot the Difference (see those pages for details!).

I'll have a looky on the net and see what we can do!

Events

So after a quite Eventful (!) first half of the year, we still have the **WussyKat** to look forward to. Taking a similar route as ManceeKat, it is taking place at the Yer Tiz Rally on 20-22 September 2019. down Exeter way. There's a thread about it on the forum, in Events, so head there for all the info.

The **AGM** as stated elsewhere will be in November, and is generally a Sunday lunch somewhere (hopefully reasonably central). Details are on the forum for discussion at www.katanaownersuk.club/forum/viewtopic.php?f=24&t=8021. Generally no bikes (though there was a 250 Kat at the last one, which did give the entertainment value as Steve and Fossie tried to start it...) but it's good to actually have a meet up face to face, for the ones that can't get to the other events.

Of course next year will be **EK9** in France. There is no thread yet on this though there has been some discussion with Fossie offering the dorm at his other 650's residence in France on way there or back or both I guess? Alexandre links to the camp site in his text elsewhere. One option for travel (suggested by JohnR) which looked interesting was a ferry to Northern Spain then ride up over the Pyrenees to EK9. Once the EK9 thread is live keep an eye on it. If you haven't been to a EK before **do it**. Fantastic fun and I am told the food at the French one (I didn't get to EK6) is fantastic!

Of course the Katana was first shown to the world at the Cologne show in 1980, 40 years ago next year, so we are also looking at if we can doing anything for that. Again there are threads on the forum (in The Bar) relating to that.

If you have ideas for next year, let us know. It's always best to try and get as much notice as possible.

Pride 53 will be out around November time, with a Scottish Weekend report, WussyKat report, maybe the AGM notes, notes from Europe (take note Pedda and Alexandre!) plus other features to be decided!

Competition Time

As a (very small) incentive to try and complete the Puzzles we're giving away 4 of the badges (see page 33), 2 for each puzzle. All you have to do is complete the word search and / or the spot the difference, email us at info@katanaownersuk.club with the Subject: **Word Search Prize Draw** or **Spot The Difference Prize Draw**. I'll take your word you finished it. If you finish both send 2 emails, one of each.

If nothing else my daughter will be so pleased someone went to the effort to do her puzzles :-] First out of the hat, probably end of September time, will be the winner, 1 draw for each puzzle.

I could put some T&Cs like no cash alternative etc. but honestly, who cares?

I will post the answers on the forum once the winners are announced mainly for the Spot the Difference as I'm not convinced anyone will get all of them...!

As I have some space left—How to Print...!

If you are reading this newsletter electronically then good on you, are saving the environment! But sometimes it's just easier to read printed out. If you are using a PC (Windows 7 to 10) and have a printer then open the PDF in Adobe Reader (you might have to Google that and install it, it's a lot better than the built in reader in Windows 10). Then once opened you have 2 options:

As the pages are A5, if you want them printed A4, just select **File -> Print**, click **Size** and the **Fit** option. **Print** of both sides if your printer can do it and then click **Print**.

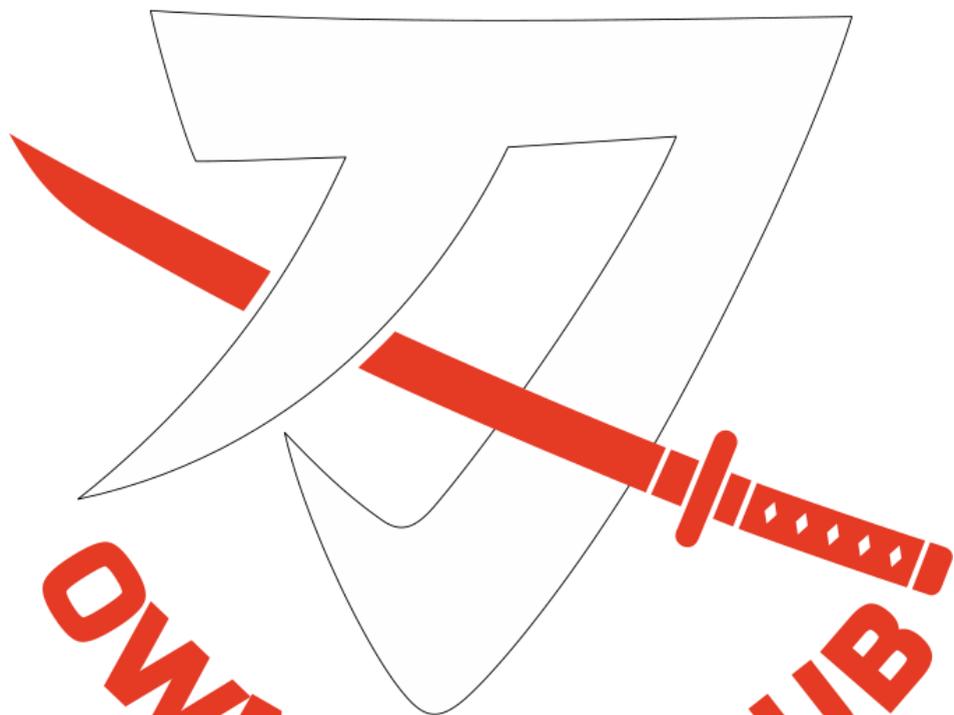
If you want this Pride in it's original A5 form and save paper (and assuming your printer does double sided), then go **File -> Print**, click **Booklet** make sure **Binding** is left and then click **Print**.

For the competitions, if you want to try and do them without printing out, then Windows 10 has a handy program called Snipping Tool—just do a search for it. You can then Snap in the screen and then annotate (draw on!) the copied in screen shot as required. You can even then save that screen or email it! Have a play...

If you are using Android or iPhone / iPad you can get Adobe Reader Reader as an App for those as well as other tools to Annotate the PDF.

That's the space filled!

KATANA



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