

APRIL RUNS

Saturday 16th Drive-in 6pm KBCP
Sunday 17th Family Day – BBQ Firth Park (see page 2 for details)
Weekend
23rd, 24th, 25th Tawonga Camping 8am SHARP – Fawkner Cemetery

MAY RUNS

Sunday 1ST Dry Creek Crystal Mine BBQ 9am KBCP
Friday 6th Annual Meeting (Elections) club hall 8.15pm.
Saturday 7th Service Day (Marc Sulot's – Fawkner)
Sunday 8th Trentham Falls BBQ 9am KBCP
Sunday 15th Yarram 8.30am KBCP
Saturday 21st Progressive Dinner 5.30pm KBCP
Sunday 22nd Maldon 9.30am KBCP
Weekend
28th, 29th Wilson's Prom Camping Cranbourne (BP Servo) 9am SHARP

PROGRESSIVE DINNER

DATE 21st May
PRICE \$5 per person
CHILDREN \$2.50
DEPART KBCP 5.30pm
SEE CHRISTINE YOUNG FOR TICKETS

CHANGE OF ADDRESS

Marc Sulot
177 Roden St
West Melbourne
Phone – 328 4523

The club would like to welcome the following new member

Dean Stewart
7/72 Barkly St,
St Kilda 3182
Phone 64 3251 ext 43 (work)
Kawasaki 550

ANNUAL GENERAL MEETING

Will be held at the May Meeting. Nominations are now open and so far we have only received 3 – we need 8 - as follows; President, Vice President, Secretary, Assistant Secretary, Captain, Vice Captain, Treasurer and Social Secretary. All current Committee members are eligible to stand again however, Wayne (current Captain) has indicated that he does not wish to stand again.

The nominations receives so far are

Captain	Ross Bradshaw	Nom Chris Young Sec Faye Morgan
Vice Captain	Michael Barnes	Nom Peter Philferan Sec Brenda Pollet
Treasurer	Peter Dwyer	Nom Gary Young Sec Brenda Pollet
Secretary	Ross Bradshaw	Nom Keith Finlay Sec Steve Verdon

FAMILY DAY SUNDAY 17th APRIL

FIRTH PARK – WOMBAT STATE FOREST

All family welcome, BBQ lunch

Water and toilets available

KBCP 9.30am

For those wishing to travel direct see map inside back cover.

EDITORIAL April 1983

Some months back we commented that due to the lack of availability of quarto paper we would have to change the format of our mag to A4 size. At the same time we suggested that a redesign of the cover may be appropriate. This suggestion was taken up and the new cover was introduced at the time we had anticipated that we would run out of the then held stocks of quarto paper. Due to the reduction in the number of articles being submitted the quarto lasted a couple of months longer than expected and we had to introduce the new cover (duly cut down) with the old format. Now we've run out of quarto and are obviously using the new size, so our change over to A4 is now complete. What this all means is that now we have an extra half dozen or so lines, on each page, to fill. So, we need more articles from more people, or longer articles from the existing contributors (???), to fill up the extra space. Which will it be? We don't mind, so long as we get the material to print.

Cheers, Faye & Geoff.

MOUNT ECCLES

Sunday 20th February was a lovely sunny day for the Mt. Eccles ride. With about 12 to 14 bikes and riders present at K.B.C.P we headed off about 9am. I for one didn't actually know where we were going until we got there. What I remember of the ride to the mount was the really beautiful scenery even though it was very dry, which only puts a different prospective on things anyway. We found that the Mount was nothing more than the largest hill in the area. On the top was a helicopter pad, and a dumping ground for old tyres, which I couldn't understand. Why put tyres on the tops of the hills in this part of the country? It was very tempting to start rolling them down! After a question of "where to next?" A suggestion like Welshpool went down well. Most asked where it was and when told asked "which way is that?" Seems most had left their compass home! Anyway we headed off down the Grand Ridge Road along continuous dirt, which most riders don't seem to mind, and into Welshpool. When I arrived Robyn directed me to the shop across the road which may have been an insult to the one we were sitting in front of.

Ben (Kwaka 550) decided he wanted to do the last bit again, so off he went. A few minutes later a green Holden pulled up with news of accident, so we were off to see after another member came back to ask for help. When I got there I helped haul the bike out of the ditch and back onto the road. After some thought, at to what he went through, Ben decided that he was very lucky to be alive. Basically he scraped a peg on a left hander, dropped the bike, then went sailing after it, across the road, through strands of barbed wire, through some trees and then dropped about 12 feet into a creek. Looking at the bike we discovered a broken frame and all the left side badly damaged, but Ben still insisted on continuing the ride. I think because the shock hadn't yet hit him. Anyway we headed off and eventually broke up, after a very good ride, each heading his own way with one point worth thinking about; is it worth it to push hard, or better to arrive late, rather than dead?

Your friend
Chris Bullen GSX 250

MELVILLE CAVES

Frank on his R80 GS was the only one who had a map, so he led the ride up the Calder Highway through Kyneton, Harcourt and Ravenswood, turning left at the black stump towards Marong where I noticed the garage has been demolished. We stopped at Bridgewater to refuel and have lunch. After lunch Bob (CX) headed back home while we headed on toward the Caves. At Inglewood we turned first onto the back road and then right onto dirt for quite a while before hitting a little bit of twisty bitumen which brought us to the Melville Caves. We parked in the reserve and wandered up around the rocks, a pretty steep climb too. After wasting about an hour we headed off towards Bendigo. As I rode into the first little town, Kingower, I came across a B.M with a broken throttle cable. On to the next corner to pass on the message and wait until the BM came along about 20 minutes later. We rejoined the group at Marong where we had a drink and Frank left us to visit a mate at the caravan park. The lead was taken over by Andrew (BMW) who took us through Bendigo, out towards Eppalock, then down through Redesdale and Mia Mia, where you had to watch out when going over the bridge. Then onto a dirt road where Scott (Suzi 250) overshot a corner and finished up in the bushes, luckily with only minor damage, so it wasn't long before we were on the road again and into Lancefield where we turned left and headed across to Kilmore. As time was getting on we decided to disperse after covering some 400K of good touring.

I would like to take this opportunity of personally thanking the Editors for doing a good job over the past year as the magazine has been well presented, something which I have appreciated very much, and it would be a pity to see it go as it has been one of the important features of our club.

Peter p. (rear rider)
GT750 & Honda 750/4

MEMBER'S COMMENT

Just a short comment on the March meeting. I was very pleased to see that someone was left, Peter Dwyer I think his name is, to stand up and see about these confounded front plates and even more pleased at noting his comment on not having to wear them and that the matter is still under review. I was also interested in the view of Bruce that the M.R.A may not be everybody's cup of tea but at least the membership money helps with their efforts, which is quite true. Also their newsletter seems to be a good way of reading about coming rallies. As I said, just a short note of interest, or maybe not, depending on your frame of mind at the time of reading.

Chris GSX 250

P.S. Just about to sign up with the M.R.A.

AROUND THE WORLD (no not in eighty days. Ed)

Perhaps it only happens once in a lifetime – that of having the opportunity to travel around the world for an extended period, gained by a combination of having long service leave and scrimping and saving to pay my way. However on the 24th august I set off with a travelling companion on this “once only” trip.

On leaving Australia our first stop was at Singapore for a three day stop over. Here you soon realize how comparatively small the Australian motorcycle market is. Literally thousands of small capacity bikes and mopeds compete for space on the roads with an equally large number of cars. Many of the main roads in Singapore are closed to private and one occupant cars during the business hours of the day, so two wheels are both an economical and practical compromise.

In the hot and humid conditions of this country, very little protective clothing is worn by bike riders – shirt, shorts and thongs being standard garb. When it rains the wet weather gear consists of a light weight rain coat worn back to front which tends to look a bit confusing when pillion passengers ride facing the rear of the bike.

Singapore is an interesting place to visit with large shopping malls crammed with tiny shops offering a tremendous range of goods all however, with an almost monotonous similarity. No longer is Singapore a place for really cheap shopping as it had been in days gone by.

Orchard road is the main thoroughfare where most of the big stores and expensive luxury Hotels are situated, and is the newer part of town covering what were once tropical orchards. Towards the sea front and docks is the old area where the Chinese and Indian markets carry on their trade and is a really interesting area to wander through. Here too is the famous, although showing its age, Raffles Hotel where the Raffles Gin Sling is a tradition.

Eating in hotels and restaurants in Singapore is quite expensive, particularly for western style food. When you are on a tight budget, eating places such as the Rasa Singapura and Newton’s Crurus – open air type market stalls, serving Indonesian, Chinese and Indian foods, where for \$1(Au) you can eat really well, are the best proposition.

A short distance across the bay is Sentosa Island, connected to the mainland by Ferry and Cable car – recently involved in a tragic accident with an oil Derek. The cable car departs from the World Trade Centre Tower and swings out over the bay at a height of 12 stories above the road traffic and docks.

Sentosa Island is ringed by a monorail train and much of the resort aspect of the island is still being developed. Here too is a very interesting by a monorail train and much of the resort aspect of the island is still being developed. Here too is a very interesting museum where many artefacts of the Japanese invasion and eventual surrender are depicted in documents and dioramas. Leaving Singapore form the gigantic “Changi” airport, our next port of call London.

More next mag,

Ross King.

EDITORIAL COMMENT

As promised, this month we will delve into some of the mechanical problems that can upset the handling of your machine and may result in you travelling down the road – minus your bike. Most items are things that should be done routinely during servicing. If you do your own services, well and good, but if you trust your services to a dealer, you can but hope (and we're not suggesting that all dealers are bad, just some!) Some of the things we'll go through may only be applicable to certain makes and/or models of bike, not necessarily yours.

So, enough preamble, we'll start with the things that are supposed to keep your bike off the ground – the wheels – they should be round (no flat spots) and not buckled. Spokes should be correctly tensioned – bearings should not have excessive looseness (Honda recommends .05mm axial and .1mm radial clearance maximum). Wheels should, obviously I suppose, be fitted with tyres and they can be a source of problems. Changes of size, profile, tread pattern pressure; balance and wear will affect handling. Suspension performance likewise can be a hassle, bent fork tubes, incorrect quantity or grade of fork oil, bent or leaking rear shocks spring pre – loaded not equal on each side, adjustable damper settings not equal, incorrect air pressure. Head stem bearing condition and adjustment will be detrimental to steering performance. A chain that is too tight will pull the bike out of line as the suspension compresses after hitting a bump. On some machines, a too tightly adjusted rear drum brake will momentarily pull on when hitting a bump (exciting!). After you adjust the chain, check to see that the rear wheel is aligned with the front and check the brake adjustment. Some bikes are prone to a high speed weave if the swinging arm pivot through bolt is not correctly torqued.

So, you spied a fairing (handle – bar mounted type) that took your fancy, bought it, slapped it on, and now your bike handles like the proverbial. Is it properly mounted, square with the machine? If it is the type with a spoiler maybe a slight change of the angle of the spoiler will help. Maybe that fairing just does not suit your bike! Frame mounted fairing are usually better in this respect. Panniers – provided they are correctly mounted and loaded should be OK up to around 120kph. (BMW recommend you should not exceed this speed when BMW panniers are fitted to their machines). A camping weekend comes up so you fill up the panniers and stick the rest of your 688 ½ lbs of gear up on a rack that extends half a mile out the back of your bike and wonder why every time you accelerate the handle bars go all floppy in your hands, (???) and the bike is hard to steer. Too high, too far back, shift a few (400?) pounds forward. (Tank bags are handy). If we keep going like this you'll begin to think bikes are impossible to stay upright. Just two more points, so bear with us. On some bikes a change of handlebars may also upset general handling. Fitting flat bars to a machine originally equipped with high rise bars usually results in the rider sitting further forward and lower with a corresponding forward weight shift and possibly a change in steering characteristics. The converse is also true. Finally, a problem that we experienced and took around twelve months to cure. Faye went through a period when every time she rode she had a flat back tyre. As we don't believe in running patched tubes it was costing us heaps (at an average of 700km per tube). Every time the tube was worn through. The reason – Japanese tubes inside European tyres! Since putting a tube of the same brand as the tyre she has covered 10,000km without a flat. So far we haven't tried a European tube in a Japanese tyre! So there you are, as many points as we can put our thoughts too at the moment. Next time you have an incident that puts teeth marks in your heart, think about why. Maybe you can prevent a reoccurrence. Most points we have only touched briefly on and if you need more info on anything feel to bail us up and ask. Your always welcome.

Faye and Geoff
