

## **ITINERARY**

MARCH 1985

3 <sup>rd</sup>	<u>TREASURE HUNT</u> 9.30 KBCP 10.45 Lilydale	A pillion would help, bring a 'Melways' a tape measure, a pencil and a GOOD sense of humour.
9 <sup>th</sup> – 11 <sup>th</sup>	<u>CAMPING, WILSON'S PROMITORY</u>	Make your own way
17 <sup>th</sup>	<u>WOOLAMAI</u> 9.30 KBCP 10.45 Hallam	Phillip Island (Western Port)
24 <sup>th</sup>	<u>WIMPLESS RIDE</u> 8.30 KBCP	Shepparton via Tolmie. Lots of 'clicks' lots of twisties, lots of straights, smidge of dirt, be there Or be square.
31 <sup>st</sup>	<u>BUDGEREE</u> 9.00 KBCP 10.15 Hallam	South of Morwell

**APRIL** NOTE: MONTHLY GEN. MEETING ON THE 3<sup>rd</sup> FRIDAY (19<sup>th</sup>)

7 <sup>th</sup>	<u>ZIG-ZAG RIDE</u> 9.00 KBCP	Ben's Twisties Mk.V in disguise
14 <sup>th</sup>	<u>SPORTS DAY</u> 9.00 KBCP	A great annual event. <u>NOT</u> to be missed. Fun day for all, bring along your family and friends. Situated on private property near Heathcote Township, B.B.Q. facilities, toilets etc.

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## **EDITORIAL**

Well I've spat the dummy, but, as was outlined in the November (84) editorial, I'll keep the reasons to myself. Don't forget the forthcoming general elections of office bearers.

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## **WHOS NEWS**

JOHNNY DROP-IT has mastered the necessary engineering skills to water cool a Kwaka GT 750.

PHIL DUFFER used the very same skills on his other half's 500, sorry Phil we all know it's a 650 but, did you know that CX models are water cooled internally?

NODDY it seems has been doing some MICKEY MOUSE modifications to the front end of the big Z in an effort to achieve the ultimate in wish-washy handling.

Don't throw out your worn out brake pads, give 'em to Ben BEND'EM.

Spotted a bumper sticker which read: WATCH MY R SEND

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## **MIKE'S HIKE** 20/1/85

Ten bikes left the KBCP around 9.30am. We headed up the Eastern Freeway (in perfect riding climate) along Doncaster Rd to Mitcham. From there we headed through Ringwood – though Lilydale and on to the Warburton Highway.

Our first stop was at Warburton for morning tea (breakfast). From Warburton we continued along Warburton Highway to the Reefton Spur road. After traversing the Spur we headed to Marysville for lunch. After lunch Peter P departed (having an engagement in the afternoon) and Ben decided our route may be too dusty for him. From Marysville we continued up the Buxton to the Maroondah highway and onto Narbethong. Here we took the Acheron Way (the dusty bit) with one stop midway. From here it was back to Warburton – with the ride break-up at Lilydale.

Present were:	Robyn	: RD350
	Jack	: K100RS
	Tony	: GPz550
	Robyn Duffy	: CX500
	Phil	: bitsa Yamaha
	Peter P	: CB750
	Gerry	: CS1000
	Ben	: GPz900
	Frank	: R80GS
	Me (Mick)	: RZ350

\*P.S. A note about registration:

As I found out on the Friday before this ride, if a bike is purchased unregistered (but with rego plate still attached and rego papers) the bike does NOT have to go through new registration procedures. My RZ350 (purchased semi-wrecked and re-built) had plates but rego had not been paid for 8 months. After I obtained a R.W.C., I transferred the rego to my name and paid the rego for 4 months only. A new rego would have cost much more: this way I did not pay for the 8 months the bike wasn't registered. The changeover (after 20mins queuing at the local RTA branch) only took 5 mins.

Mike

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## **LERDERDERG GORGE AND OTHER EVENTS**

A great motorcycling weekend commenced for me on Friday 1<sup>st</sup> when my wife, Kay (CB250rs) and myself attended the club meeting. After the usual pleasant evening we returned home to Lilydale via the Kew Boulevard, past the city lights at Dights' Falls – beautiful. On Saturday morning we headed off once more. This time to Upper Yarra Dam returning via Mt. Donna Buang, Ben Cairn and Healesville.

Those of you who know this area will know how beautiful the countryside is, with magnificent views and clean air. Between Donna Buang and Healesville there is approximately 10ks of narrow, winding dirt road with a fair surface. The road passes through dense forest with steep drops towards the Yarra Valley and goes over the top of Ben Cairn, which is part of the Great Dividing Range. Some years ago on Melbourne Cup day we went through this road on my old R60/5 and there was snow on the road – that was cup day run. This time the road was dry and dusty and there was only 2 bikes, we arrived home at lunch-time after a most enjoyable ride.

On Sunday morning I headed off at approx 9.00am for KBCP. On arrival I found Peter P waiting patiently at one end of the park and a red k100 with rider and pillion waiting at the other end. This couple later turned out to be a young Scottish refugee named Alf and his friend Ada from Burwood.

By the time we left the car park at 10.00 there were seven bikes. Peter and Ross on the GT 750's, Ben and Janet on the GPz900, Alf and Ada on the K100, Bob on his XJ750 (brand new), Geoff and Rhonda on the Z500 and myself on the CX 500. Peter led us to Laverton, where we waited a few minutes for no-one to turn up.

We left Laverton shortly before 11am led by Ben and Janet, heading towards Bacchus Marsh via Werribee. A lunch stop was made at the Marsh, ice-creams it seemed, were the order of the day as well. Leaving the shops, we headed for the favourite water hole through the twisties at quite a brisk rate; what a disappointment. When we arrived we found the river had stopped flowing and all that was left were two large dirty pools of water, surrounded by hot baking sand and rocks. Never mind may as well make the best of a bad lot, so we found a shady spot and settled down to lunch. During lunch the discussion was about rallies in general and the "Clubman" in particular. Rhonda, Geoff's (Jeff) wife asked –"What do people do at rallies?" Bob replied, "a rally is where lots of motorcyclists get together to tell lies about themselves and each other"- Hmm. Janet at this moment became extremely agitated, (must have been the heat). Jumping to her feet she stalked across the river bed and proceeded to entertain us and passers-by with a climbing exhibition of the opposite cliff. We gave her a good cheer when she got to the top and "Big D" offered to catch her if she fell.

Jeff (Geoff?) and Rhonda set off to explore, followed discreetly by yours truly, just to make sure that they behaved themselves. I asked someone if there was any swimming holes further along the river and when he replied there was Ross and I headed off, 10 minutes later we found a lovely spot, clean water this time and spent a pleasant 20 minutes cooling off.

When we returned to the others we found they had decided to head for home via Myrniong, Blackwood, Woodend, Romsey and Whittlesea. As we were about to depart, who should arrive but Ken (GPz900) Wurster. He looked rooted and muttered something about moonlight rides and late nights. A nice fast trip through the twisties brought us back to the ice creams and cool drinks at Bacchus Marsh. After a short break Bob, Ross and Ken departed on their separate ways. From the Marsh we headed towards the highway and a short run up the highway bought us to the Myrnion turn off. After that there was no stopping Ben, as we blasted our way across the countryside to catch him to say he was going too fast.

We finally caught him at Blackwood, but he got away again and we continued to chase up through the steep winding road leading from Blackwood towards Trentham; magnificent. From Trentham we headed to Woodend where we sedately moved up the Calder highway and turned right on the Hanging Rock road towards Wallan. This road was quite narrow, surface OK but the edges pretty poor. Of course on this road in the narrowest places we met some of the few vehicles we'd seen all day; 2 large semi trailers loaded with hay. Fortunately we managed to miss them. On our left a little further on were acres of farmland lay blackened and devastated by bushfire,-reminding us of our responsibilities and care we must take with fire. Just before Wallan I ran onto reserve, fuel consumption a little higher today. Hmm, wonder why? At Wallan we turned left and headed cross country once more, to our dispersal point at Whittlesea, arriving there at approx 4pm. Geoff and Rhonda headed straight for home and the rest of us stayed for cool drinks and a chat around Alf's K100.

After refuelling both body and bikes I headed for Yea, feeling a little lonely after a great day of 2 wheeled companionship. I had a good run home up the mountain from Whittlesea, turn right at Kinglake West, quick blast along the ridge through Kinglake Township to the Melba Highway. Turn right down the mountain – more twisties, then through Dixon's Creek, Yarra Glen, bloody traffic at Coldstream and home to Lilydale. I arrived home at 5.15pm with 300k's extra on the Speedo and another great motorcycling week-end under the belt.

Graeme McFeeters CX500

Weather: overcast, cool with occasional drizzle.

We rolled out of KBCP (with Ken leading and Pete rear rider) at 9.30am and headed south west. Present were: Keith Z1300, Ken, Hans, Janet and Ben GPz900 x3; John, Pete GT750 x 3; Bob XJ750, Geoff Z500, Gary Z1100.

We rode under the West Gate Bridge, through Footscray (fun run in progress), and followed the coast through Williamstown to Laverton and the market garden area of Werribee. I took over the controls until we reached a dirt track which lead to a creek that Ken wanted us to cross. Hans (macho-man) volunteered to cross first and succeeded. The water was approximately four metres wide and up to the axles. Everyone made it across safely except for John who dropped his bike in the middle of the creek.

Hans strolled in to help him (wet feet). John was wet up to his bum. They righted the bike and started it in the river, water spitting out of the exhaust pipes! Not much damage to the bike: broken blinker and further modifications to the points cover. Oh well, that's life. (Later found out that Phil Duffy dropped Robyn's CX650 in the same creek the week before. Ooops!)

After everyone was across we had a smoko and dried out gloves, boots etc. Then we played "musical" bikes with Keith. I rode pillion on the 13 and we all rolled into Anakie for morning tea. Then Ben rode pillion with Keith and I rode the 900 to Ballan, along the Western Highway to Myrniong, and north to Blackwood for lunch at around 1.30pm. Ben and I had a counter lunch while the others watched and waited.

I rode pillion with Keith again, heading out of Blackwood along a bumpy dirt road where we corner marked and directed Hans to the local tip (almost fooled him). After a few more kilometres of dirt we came to a dam which looked like it would be good swimming spot in hotter weather. We circumnavigated the dam contemplating whether or not the bikes could be ridden around.

More gravel roads again. I was relieved to be on the 13 because compared to it; sitting on the 900 is like sitting on a plank of wood. Also there was a secure back rest (so you don't fall off the back of the bike during rapid acceleration), though the foot pegs were slightly low for me.

Onward to Trentham and Woodend and up to the top of Mt Macedon. It was cold, windy and burnt out. Back to Gisborne where the ride broke up. We followed Hans and Ken to Melton where we refuelled. Back through to Keilor (passed a police car – no repercussions) to Keith's house for afternoon tea.

Home by 5pm having done about 350km for the day.

Janet (pillion for the day)

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### **SIMPSON:** 16/9/84 SUMPTUOUS TO THE LAST

Someone once said "To be or not to be?" – well why did I go on this ride you might ask? I wish the hell I knew. It really was a decision between 23/9/84 "Treasurers Tasteful Trek" or this "Ross's Rovely Ride" which turned into "The Secretary's Nifty Nightmare".

The Runners:

Ross Bradshaw	: "fearless leader"	GS100G
Brenda Pollett	: "tail end Charlie"	BMW650
Keith Finlay	: "Trail Burner"	Z13
Ben Warden	: "Off again"	GPz550
Frank Bloxam	: "on-ya Frank"	BMW R80 G/S

Peter Hickey	: “guest infrequent”	Duke 900 SD
Gary Lloyd	: “Captain Z”	Z1100
Liz and Mike	: “guests extraordinaire	CX500
Janet Towns	: “consistent”	GPz550
Kevin....	: “go man go”	XJ650
?? (Gary ed)	: “guest who”	Katana 1100
Hans Wurster	: “Father Burner”	GPz900R
Ken Wurster	: “Son of Father Burner”	GPz900R
Self	: “mug author”	GS1000ST

(Also Ed (CB1100F) and Craig (GSX1100) at the car park..ed)

The Ride, Road and Rain.

Proceeding south along.. .. wait-up, was it west? Turn left at .. .. bugger me, I am still not sure and Ross wrote it out. After leaving KBCP at 9.30am with about 11 in the group we collected Hans and Ken at Laverton for a nice smooth (now that I reflect) trip to Geelong, with only Thunder, Lightening and Doom threatening. Hickey’s contis burbled in our ears. Keith’s Z13 was lapping it up like a purring cat. Guest’s Katana was ready to pounce – oh well – Suzi and I watched the action.

After skirting around Geelong near the ford factory we turned into ...and out of...and into ...(got the picture) somehow to find the Divine Deviation Road esses.

With Frank filling my mirrors on a downhill sweeper to the left I felt that dreaded realisation – “Shit, we won’t make it – we don’t have grip”. Over the centre white line we clawed with a decision to make – apply the brake or else. It seemed an eternity and the wrong thing to do but the resulting slower pace saved the moment.

The rain cleaned the seat – the jeans had to wait.

The country side onto Stonehaven appeared greener, with the road variable in condition and surface. Of like collective skyrockets they went. Brenda was looming in and I settled into the seat once more.

Comment: Don’t try to push Pirelli Super Tourers when they have covered 15,000 km or so.

The general direction followed on through Gnarwarre across a one lane timber bloody narrow bridge to Modewarre (you’re lost aren’t you) across the Princes highway and followed it parallel into Birregurra and Colac. Here the principate perpetuated and poured down collectively on us.

We stopped in main street Colac for brunch at about 11.30am, and as we were already wet, why did some retire? Well for good bloody reason, as the rest of us found out later.

The Duke would not have enjoyed it, Brenda opted out, guests Liz and Mike retreated, guest who Katana said “nuff” and Kevin and Gary also disappeared I think. This left about 8 of us morons to continue.

With myself at the “rear” the fearless leader charged on. South out of Colac and “round about” we headed for Carlisle River on a back road that in parts veritably shook the shockers right off. Ross experienced the fairing part company with one bracket, which left some concern as the road was somewhat bouncy and a little unpredictable.

Simpson! Oh sumptuous Simpson? (to quote Shakespeare) came upon us and we asked ourselves – “Why us?”, lets go home, and other such thoughts. There’s nought there folks.

In amongst this leg of the journey was a beautiful stretch of gravelly unmade road (??) covered magnificently with 4 inch square blue metal that certainly had me praying at times and others cleaning seats. (Good on ya Ross)

Prinetown and Lovely Laver's Hill beautifully bathed in perfect precipitation – at this stage I was cold and wet through.

Moral of story: don't even accept as a gift a Tour mate/Tour master waxed cotton jacket. And Frank will back me up – Frank?

On from here produced more twisties than in a dozen packets and of course more unmade road – this time with mud and water and pot holes and rock base and inconsistencies. Wonderful; Keith experienced a super cool tank slapper and stood upright after treading water/mud (GOD) etc at 20-30 km/h. Just needs a nobby or two on the 13, that's all?

Finally on to Apollo Bay and coffee and rest. Wet and cold still. Previously I had heard mechanical noises that I had put down to poor road surface: WRONG:

On proceeding out of Apollo bay onto the orgasmic Ocean Road the noises were more pronounced: on bitumen a dry groan accompanied by a thumping vibration – proportional to road speed. (Murphy's Law said: if it can it will) The others disappeared as I stopped to look and wonder about chain and sprockets and wheel bearings, and final drive-train/gearbox. The bloody chain was loose and dry as a dead dingo's donger. That must be it. Whilst I had a tool kit, the thought of being on the Great Ocean Road to do repairs was not my idea of fun. Nothing ever goes wrong, goes wrong.

So I went on slowly to Wye river where one could remove oneself from the traffic lane, but only after being passed by some of those four wheel things – whadder-ya-callems: an Alpha, Kingswood (Oh no!), Corona, Escort, etc.

Boss Man at the store lent me a large wrench (though a wench would have been better) to adjust the rear wheel and chain etc. Fifteen, twenty minutes went by and the rain remained. This operation proved partially unsuccessful as it only aggravated the effect and I had left the chain lube at home. (Tut-tut. It only goes to prove that shafties do it longer and smoother...ed) Well I packed the thermos didn't I?

From Wye River to almost Anglesea I travelled at about 50km/h. Thoughts of horror at just where the rest of the party might stop and whether I should leave the bike at Geelong plagued my weary mind.

My personal apologies to the club members for this delay and the need for Ben and Ken to back-track in search of me – but thank god for the good system. Ben offered some spray chain lube and it seemed to help. On to Geelong we pressed at normal speeds. Hans also retraced the route and met us on the way. (The worried father image (?) but good to see motorcyclists concerned about their own.)

At Geelong we separated. They had had enough of me. I headed for home.

The Revelation: When losse road metal sandwiches between moving chain and sprockets it effectively shortens the distance between the cogs, and "something" the skin off the chain. Also it lodges in the teeth valley and grinds itself in as a more or less permanent passenger, provigin a lumpy sprocket base for the chain. What a bummer.

Havin gnaw checked the chain and sprockets and tightened the front sprocket, I can see not much wrong except some sprocket wear and now a well stretched chain that was tight before the ride. The noises are still there and the problem yet to be solved. (p.s. New chain and sprockets cost me \$114 and have solved the problem) (Surprise, surprise! .. de)

On a better day – a much better day the ride would have been great. As it was, a good variation over 567km. C'est la vie.

Author: Darryl T. GS1000ST

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## **MOTOR CYCLES AND HOW TO MANAGE THEM**

Removed from the pulleys when not in use, so that it may not be unduly stretched. The belt should never be allowed to become dry and hard: and, should it become so, it should be dressed. To attach the belt, it should first be slipped over the engine pulley and then placed as far on the rear pulley as it will go. If the machine is wheeled backwards, the belt will go on of its own accord. To take the belt off, place a screwdriver between the belt and the bottom of the rear pulley and wheel the machine forward. If the belt be too tight, it will absorb a good deal of power, and will tend to break. If a belt is too short, there is no harm in inserting an extra piece with the aid of an additional belt fastener. Of leather belts among the best known are the Service and the Watawata. The latter is a favourite owing to its extreme flexibility and the fact that it rarely needs tightening. Other well known leather belts are Lycett's Rawido, Whittle link grip, Zilla chain belt, and the Duco Flex. Among the rubber belts may be mentioned the Dunlop, John Bull, Pedley, Bates, Lyso, Flexis, Hexagon and Dermatine. A rubber belt should not be removed from the pulleys when not being used in the same manner as a leather one had care should be taken to run it always in the same direction: for this purpose some have an arrow moulded on the surface.

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## **TRANSMISSION AND GEARING**

A form of belt drive in vogue on some old patterns and a few lightweights is the geared-down pulley. On the engine shaft is a small pinion meshing with the internally toothed surface of the engine pulley, which is naturally much larger than usual, as the primary reduction is between the pinion and the pulley itself. The pulley is capable of being moved through a small segment, eccentrically, so that by working a lever on the tank the belt tension may be altered without dismounting. The advantage offered by this method is that both engine and rear pulleys are nearer to equal diameters, and in consequence the belt has better gripping powers.

## **CHAIN DRIVE**

Chain drive is becoming more popular now than it has been for many years. The increasing use of the side car may possibly account for this, as when an extra weight is to be carried a more positive drive than is afforded by the belt is desirable. The best method is to drive by chain from the engine to a countershaft situated at the bottom bracket and thence by another chain to the rear wheel. This avoids too long a chain, which would be apt to jump off if loose.

Chains should be periodically examined, and to prolong their life they should occasionally be washed in paraffin and then put into hot tallow or Price's Rangraphine and left to soak. Should a chain show signs of being badly worn it should be replaced, as the fact of one breaking while travelling at high speed might cause serious trouble. A worn chain and worn....

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## **MOTOR CYCLES AND HOW TO MANAGE THEM**

and retard from the handle-bar; but should a rider so desire it a set with the three levers all worked from one point is sold by Bowden Wire Ltd. The brakes used on motor cycles are of three types. Rim brakes, similar to those used on pedal cycles, only of more substantial build which are usually fitted to the front wheels; shoe brakes, applied to the belt rim (the ban brakes. The latter may be divided into two classes, internal expanding and external band brakes. The former type consists of two semi-circular phosphor bronze or fabric-faced segments hinged together; situated inside a

hollow drum, and capable of being expanded by means of a cam; while the external consists of a lined band designed to contract on a drum. All three types are applied either by means of levers and rods or wires. According to law, each motor bicycle must have two independent brakes, either capable of locking the wheel but inasmuch as it is futile to have two brakes on one wheel (since if one can lock the wheel, the further application of the other can have no effect) it is better to distribute the braking power equally between the front and back wheels. Thanks to the improvements in spring fork design, most machines are now thus equipped. If both brakes are applied gently on greasy roads a better retarding effect is obtained; and there is less liability to side-slip. The front brake should never be applied before the back brake on greasy roads, and not at all unless the machine is travelling straight ahead. All brakes should be carefully adjusted from time to time and neglect to do so involves risk not only to the rider but also to the general public. On most motor bicycles the front wheel brake acts on the rim, and is controlled by a Bowden wire while the rear brake is applied to the rear pulley rim (or in the case of change speed and clutch models to a separate rim or drum) by means of rods and a pedal generally on or adjacent to the footrest.

### A TOURING OUTFIT

The motor cycle is essentially a touring vehicle, and an ideal one at that. Long distances may be covered with the minimum of fatigue, giving the rider ample time to visit the places through which he passes en route. Below we give a list of the tools and spares which should be carried on a lengthy tour; and although it is advisable not to overload the machine we look upon this list as the minimum for safety.

- Two adjustable spanners – one cycle, the other motor cycle size.
- Spare cover unless tyres are new.
- Pair of combination pliers.
- Spare valve, complete.
- Set of spanners for engine. (These should be included with machine when purchased)
- Screwdriver
- One Taylor's quick-grip spanner.
- Flat file for trimming platinum points, or magneto knife.
- Ordinary triangular file.
- Belt punch
- Small hand vice
- Two sparking plugs
- Tyre repair outfit and spare inner tube.
- Magneto platinum points, rocking arm and high tension carbon brush.
- Two belt fasteners; or spare links if chain drive is used, with rivet punch.
- Spare belt, or chain
- Two yards of medium-sized copper wire
- Roll of insulating tape
- Two oilcans – one for oil, the other for paraffin
- Carbide carrier, with carbide.

### CARE OF THE MACHINE ON TOUR

The majority of these items should always be carried on the machine, but when a long tour is contemplated, they should all be taken, together with a selection of spare nuts and screws while if an extended tour is out of the way parts be contemplated, a Tinol soldering outfit may be carried with advantage.