

ITINERARY

NOVEMBER

Sunday 6th Leading Ladies – BBQ 9am KBCP
Sunday 13th Carlisle River 9am KBCP
Weekend 19th &
20th Swan Hill Camping (meet Gisborne Public Loos) 9am SHARP
Sunday 27th Grand ridge Road (smidge of dirt) 8.30am KBCP

DECEMBER

Friday 2nd General Meeting 8pm SHARP
Sunday 4th Gary's Gamble 9am KBCP 10.15am Lilydale pick-up
Weekend 10th &
11th "Christmas Weekend" Verdon's Shack
Sunday 18th Arthur's Seat map ref 159 E11, 9.30am KBCP
Dec 25th to Jan 2nd "Christmas Camp" Tawonga Caravan Park.

CLOSING DATE FOR NEXT MAG – NOV 19th 1983

CLUB BADGES

The new club badges will come with screw o fastenings. 100 have been ordered which will sell for \$5.00 each.

SUPPER

Supper will now cost 80c per person

CHRISTMAS HAMPER

Brenda is to organise a Christmas Hamper Raffle to the value of \$50.00. tickets will be 50c each or five for \$2.00.

RALLIES

November 5-6 OUTFIT RALLY

Paradise Valley 15km Nth Glenmaggie. Showers, toilets and gas barbecues on site.
NO DOGS

November 12-13 FISH HOLES RALLY – Portland

November 26-27 EUREKA RALLY – near Cobram

LAKE MOUNTAIN from the back of a motorcycle

Before I begin, I must warn you that I will not be boring you or interesting you (as the case may be) with all the details of make of those bikes which went and their relative value in terms of speed, power, economy etc. Etc. I am afraid that when it comes to such things I am quite ignorant. Nor am I exactly sure of the names of the places we stopped at during the trip to Lake Mountain. Well, there was Marysville, Lake Mountain itself, and then Warburton. Then, of course, I haven't forgotten the names of the most exciting pieces of road during the journey – the Boulevard, the Black Spur and the Reefton Spur. Otherwise I have no idea of distances or routes or anything else. I wrote as a mere amateur pillion passenger.

Motorcycling reminds me a lot of skiing – the speed, the wind, the cold, the wide open spaces and the fantastic scenery which one often sees...all these things add up to the exhilaration which make both so fascinating and addictive for me. One just doesn't feel the same way about going for a "drive" in the country and going for a motorcycle ride...anywhere. It's like the difference between watching the ski championships on T.V. and actually being on the slopes yourself. On a motorcycle you're really there – you can feel the cold, the wind, the sun, the rain, the mist, the snow. Every bump in the road is felt so much more intensely than in a car. The bumps are exciting, whereas in a car they are merely annoying.

The world is all around you on a motorcycle and you are part of it. In a car it is framed by smudged glass windows and had definite similarities with a television. Now, television can be interesting and enjoyable, but it also has a relaxing, almost deadening, effect. On a motorcycle you feel like you are really alive. I must confess that yesterday I was very tired and as we twisted and wound our way down the Reefton Spur, I closed my eyes and drifted away from the reality of the road. I don't suppose that it is often that you get the opportunity to close your eyes on a motorcycle, but this is one of the luxuries of being a pillion passenger...and I'll tell you what...it's fantastic. I literally felt like we were flying through the air. There was no road underneath me, only air and clouds, as the bike zoomed along at an incredible speed, swerving and rocking from side to side in a way which was both soothing and exciting.

I became quite fond of closing my eyes and letting my head fall back in a state of half sleep, especially as we entered the suburbs and the scenery became less inspiring. During one of my little dream-naps I suddenly realised I could hardly keep myself upright before the force of wind...we were going down a steep, straight and dry road in the outer suburbs. Ben was leaning forward, concentrating on the road as the speedometer crept higher. I looked up to see that we were fast approaching a slow bus, which was much too close for comfort. Ben slowed down rapidly, I looked at the speedometer and saw it going down to 150kmh. Even so we had to manoeuvre the bike between the bus and an oncoming car. I was scared, but one thing I have noticed about being a pillion passenger, is that you have almost complete trust in the ability of the bike and its owner to keep you out of danger. That's how it was and always is for me. I still haven't satisfied my hunger for speed – we got up to 140k last week, 160k this week...next week I hope to make it 180k. There is something almost suicidal about it all.

There was a bit of excitement for everybody, we stopped in Warburton and heard that one of the new members had fallen off his bike down the Reefton Spur and taken a slide through the mud luckily he hadn't been hurt at all and seemed to have recovered from the shock very quickly. I suppose it is a common experience falling off when you own a motorcycle, especially if you're only a learner. Although I would like to win a motorcycle myself one day, I hope it is never one of my experiences.

While up on Lake Mountain, most of the members of the club had a very energetic snowball fight. Unfortunately, I was not one of them, for if I had been, I might have been a lot warmer later. I thought that if I threw snow around, I'd get colder, but apparently not. My teeth were still chattering while everyone else was peeling off layers of clothing.

So, despite the cold weather, the rain and so on, I had a wonderful day. Nor did I envy those car inhabitants who were safely trapped away from all the wiles of weather. I was glad to feel the wind

whipping my face into a healthy red, and to watch the raindrops collecting on my visor and my clothes. I was glad to be able to lift my face up to the sky, with no roof in the way, and look at the clouds nestling in the pine-clad valleys, without the frame of the car interfering. I was glad to be out in the fresh cold of the day and not caught in the stuffy, if warm, atmosphere of a car. My mind and body were left in a state of delightful exhilaration and exhausted contentment. As with skiing, I doubt I can ever get enough of the speed, the wind and the long journeys through beautiful landscapes.

Nicola Bondy.

DARGO HIGH PLAINS

The Dargo High Plains Rally is held every year on the 10th & 11th September at Talbotville. Where is Talbotville? I hear you say. The Dargo High Plains area was caught in the gold rush of the 1800s and Talbotville is the site of an old gold mining town, now just an old mine entrance and a cemetery. Dargo?, well Dargo is a small community nestled in the foothills of the High Plains approx 90km north of Stratford not far from Sale.

From Dargo you take the High Plains road and start a long and scenic climb to some of the most spectacular bush views in Victoria. Grant Rd branches off about 16km from Dargo and gradually turns into the MacMillan track. It was at this stage I was glad I had my XT 550 as the track to the rally is the worst I have encountered. It is a long rocky downhill road which is worse than road into the Alpine Rally. I lost my sleeping bag on the way in, but some passerby picked it up for me.

The site is in the middle of the valley with the river running through it. Very pretty: All the usual awards were given out and a gymkhana was held. Steve Verdon did pretty well in the slow race. Sunday morning it started to rain, and this did wonders for the road back. All those on road bikes ahead to deal with steep grades, rocks, mud and it even snowed for us; on the whole it was a great rally for anyone who owns a road/trail.

Gary Lloyd.

THE CHALLENGE MATCH BOWLING NIGHT

A challenge match bowling night between the BMW Club and our own was held on the 15th of October, a Saturday night. After the initial hassles of sorting out the cost, and getting people sorted into teams, we managed to get the bowling underway. The cost was \$4.00 for two games and that included the hire of shoes, which was reasonable. With thirty people turning up we had two teams of six and one team of three players for each club. Luckily I had booked five lanes. We started bowling at 7pm and finished at 9pm. Some people who had arrived earlier managed to get in a couple of games before hand to polish up on their bowling techniques. The BMW Club won the challenge match with a total of "3068" points scored from the two games. We were fairly close behind with a score of "2989" points. A trophy will be presented to the winning team.

After the bowling had finished a few of us went to the Pancake Parlour in the city for coffee and munchies etc. It turned out to be a very enjoyable night with everybody having a good time, despite the rain. We will just have to try a little harder or bowl a little better next year to win back the trophy.

Cheers Brenda (Social Secretary)

It is great to hear that another one of our club members has been overseas, this time to Switzerland. Good on you Robyn, we all hope you had a wonderful time, and we look forward to seeing at least one article on your adventures, and also some slides for our next slide night.

Editors Faye & Geoff.

WINTON RACING

On a black Sunday morning around twenty bikes turned out for what promised to be a great day at the Winton race track. We all headed straight up the Hume to the track, and after shaking off the boredom of the ride got down to the business of setting up the bikes for the days racing. All glass had to be taped up and mirrors taken off before your bike was scrutinized and after signing your life away you were off on the track.

The first lap was an eye opener for me as I never expected the track to be so tight. With every subsequent lap I gained confidence and soon I was an exercise in self control not to get carried away. After about 30 minutes of practice time I entered the 500cc – 750cc race. Looking out across the crowds from the pits a light shower of rain with the promise of more got my crew quickly changing from slicks to rain tyres. Out of the grid I can hardly hear myself think over the roar of the pipes, but with the falling of the flag my mind turns solely to the job at hand. The first corner bought me back to reality as I could not keep the bike to anything resembling a straight line. Heading into the sweeper I dropped to the rear of the pack and let braver hearts take the lead.

Andrew on his Katana 650 opened up a big lead down the back straight, but couldn't take the esses and headed off into the grass on his arse. No real damage to the bike but a completely shattered pride. At this stage I decided I wasn't going to do any more riding on the ice and came off until the track dried out.

The ride home was almost as good as being on the track as we came back through Yea and Whittlesea through pouring rain, which to my mind takes a lot more skill than going around the one circuit.

On the whole I think that those who raced, Ben, Andrew, myself and a few new riders on 250's enjoyed themselves, but for the 15 or so others it was mostly a wet and cold wasted day. The day was also well rounded off with coffee at Steve Vernon's.

Gary Lloyd.

STEGLITZ 28th August 1983

The ride left KBCP just after 10am with Michael R80GS leading the ride and Keith Finlay complete with side-car as rear rider. There were approximately ten bikes and riders that headed out that day towards Bacchus Marsh in search of the dirt that was promised on the itinerary. Just before Bacchus Marsh however we turned off the main road and after some confusion as to which was the right way, we found ourselves on a long straight dirt road.

This road started to curve a little and descend and all of a sudden we came to a creek crossing. The water was moving quite rapidly and it looked quite deep. I was a little apprehensive but I pushed on and went straight through without any problems. It was fun once you reached the other side because you could look back and see how the others were going to tackle it. One rider on a 250 RS Honda decided to give it all he had and nearly ended up stream but all went well and he made it through. After everyone was through we headed up the hill and were told that the BMW Club were

just up ahead. They had a ride in the same area as we did that day. This was about the time that all the trouble started.

As I was going up the hill I felt as though the bike wasn't handling too well. Craig Dawson gave me a toot and pointed to me to pull over. I stopped and looked down and sure enough I had a flat tyre. We found the culprit which was a nail of some sort. Craig and Keith were very helpful and helped me to get the back wheel off the bike, get the tyre off the rim, the tube out, a new one in, the tyre back onto the rim and the back wheel back onto the bike. I don't think I would have been able to do it by myself for the simple fact that I couldn't get my axle nut undone. It pays to make sure that you can undo any nut and bolts on your bike. Another point is that you should always carry the necessary spares so that if you do get a flat tyre you have the means to fix it.

While we were fixing my flat someone rode back to say that Peter P. also had a flat tyre. It must have been the day for it. Well I eventually got back on the road and we headed off to find Peter P. fixing his flat. Peter had a new back tyre on so it made it a little difficult as the tyre wasn't very flexible, but he managed to get it all fixed with the help of some others and we proceeded to head off again. We got a few kilometres up the road but had to turn back as Peter P. and Keith weren't following. We turned back only to find that Peter's tyre had gone down again. He must have pinched the tube when putting the tyre back on the rim. Michael produced another tube and the tyre was soon back on the bike. All in all with all the messing around we were there about two hours.

We decided to head into Anakie for lunch. The shop didn't seem to cater for large hordes of hungry bikers so we bought what we could and headed off to Steiglitz. Not before we paid a visit to the local loo which was situated at the football ground. After passing through Steiglitz we turned off to Stoughton Vale going along a dirt road which travelled next to the Brisbane Ranges. At one stage we came over a crest of a hill and hit a long, winding section of dirt that was covered with gravel. As no sign was to be seen warning us of this change in road surface, we came upon it without time to slow down and things got a bit sticky. Darren CX500 nearly collected an oncoming car and I had visions of dropping my bike. It was a while before I stopped shaking. We continued on, hitting the occasional muddy spot but we all safely reached Ballan, where we stopped for a late lunch or afternoon tea, whatever was your choice. From here we headed back home taking some interesting back roads up hill and down dale and eventually departed company just before Sunshine. Some stopped at McDonald's while I headed off home, tired from the dirt, flat tyres etc.

It was a really good ride considering all that happened and I suppose it's all good experience in learning to handle different road conditions. I must thank Keith and Craig from their assistance with changing my flat tyre, I don't know if I could have done it by myself.

Cheers Brenda BMW R650.

A LITTLE VERSE FOR YOU

You watch the guy who drives ahead
And the guy who drives behind;
You watch to the left and to the right
And drive with a calm clear mind.
But the guy you really have to watch
On the highway you will find
Is the guy behind the guy ahead
And ahead of the guy behind.

WHAT NO KICK START?

One firefly to another: “Give me a push, my battery’s flat”.

TAKEN FROM EARLY CLUB MAG CALLED WHITEHORSE WHISPERS. 1964

MOTORCYCLE CHAIN MAINTENANCE

One of the most important, yet most neglected, parts of a motorcycle is the drive chain. Because it is strong and relatively trouble-free, many bike owners are not aware that proper maintenance is essential for longer life, maximum performance, safety and a better ride. In addition, proper care of the drive chain can reduce sprocket wear and increase sprocket life.

TENSION ADJUSTMENT

A drive chain that is too tight speeds up wear by excessive pressure on the sprocket teeth, the chain joints and the shaft bearings. A chain that is too loose will wear quickly and may have a whip action that can cause it to snap. A chain that is too tight or too loose will result in excessive elongation. Normal sag is $\frac{3}{4}$ " (19mm). To check for it, press down on the top strand of the drive chain with your fingers. Tighten or loosen to achieve $\frac{3}{4}$ " (19mm). Or consult manufactures had book.

SPROCKET ALIGNMENT

It is important to check sprockets for wear periodically. If wear occurs on one side of the teeth, it means there is misalignment, a condition of which will result in greatly reduced chain life. Check sprocket alignment visually by sighting across them from the rear of the motorcycle or by placing a ruler against them to see if they are in the same plane. Realign or replace as required.

LUBRICATION

Motorcycle drive chains are exposed to dust, dirt, grime and other types of corrosive and erosive particles that can reduce their power transmission efficiency by more than 15% and their life to 1/100th of chains that are properly lubricated. In addition, regular lubrication puts a layer of oil between the roller and bushing to absorb shock load.

WASHING AND LUBRICATION ARE RECOMMENDED EVERY 500 KILOMETRES

Wash drive chains with petrol or kerosene. (Warning: These are highly flammable, and proper precautions should be taken.) wipe thoroughly clean and dry. Generously re-lubricate with motor oil as follows:

Cold weather – SAE 20

Mild weather – SAE 30

Temperatures over 100deg – SAE 40

Other quality chain lubricants may be used.

REPAIRS AND REPLACEMENT

Motorcycle owners should make it a point to have the parts and tools required for repairs available both at their homes or shops and on the road. This means keeping the following parts and tools handy: Connecting links, roller links, offset links, spare spring clips, a punch, hammer, metal block and pliers.

SPRING CLIP CONNECTING LINKS

In case of breakage, join the chain with the connecting link. Slip the plate over both pins and slide the spring clip into place so that it locks into the annular grooves you will find on the connector pins with the closed end facing in the direction of the chain motion.

IMPORTANT

To maintain proper chain life, never use more than one connecting link on the chain drive.

OTHER IMPORTANT FACTS

1. Avoid the use of offset links. They do not provide the same fatigue life as regular links.
2. Many motorcycles are now provided with special original equipment chains. When replacing this chain, be sure to replace it with the same special chain or a superior chain. Check your motorcycle manual or your dealer.

EMERGENCY REPAIR (????Ed)

When a clip breaks and you have no replacement clip immediately available, you can make a temporary repair by fastening a wire around the grooves of the pin. Replace the wire with a clip as soon as possible. While the wire is in place slow speed and extreme caution are mandatory. Operating your motorcycle in such an emergency condition is dangerous at best and should be avoided if at all possible.

REPLACING THE DRIVE CHAIN

There is a natural stretching of chain drives due to wear. The amount of stretch should not exceed 2 ½ to 3 percent of its original length. Over this, the chain should be replaced (a proper Daido replacement will give you the proper quality). Sprockets should also be checked periodically and replaced if worn.

MAINTENANCE OF SEALED CHAINS

External lubrication is recommended every 500km. Use kerosene for washing chain, and never use steam, tinner or such volatile solvents as petrol and benzene. Then, generously lubricate with motor oil like SAE 80-90. Avoid the use of spray chain oils which are currently on the market. The amount of stretch should not exceed one percent of its original length, and over this the chain should be replaced. In the case where even one Seal-Ring is missing or damaged, the entire chain length should be replaced. When replacing, be sure to replace the used chain with the new endless chain. Cutting, joining or partial replacement of sealed chain should be avoided for safety and longer life.

The about information was extracted from DAIDO KOGYO Co. Ltd (makers of D.I.D. Chains.) Motorcycle Products Manual No2.

Robyn Heath.

THE ELEPHANT SAT ON THE GRAPE...

....and the poor little grape just gave a little wine.

DID YOU HEAR ABOUT...

...the nervous bandit who walked into a bank, pointed his pistol at himself, and said:”Righto, now, no sticking around this is a much up.”

The above articles were taken from an early club mag WHITEHORSE WHISPERS Dec 1964