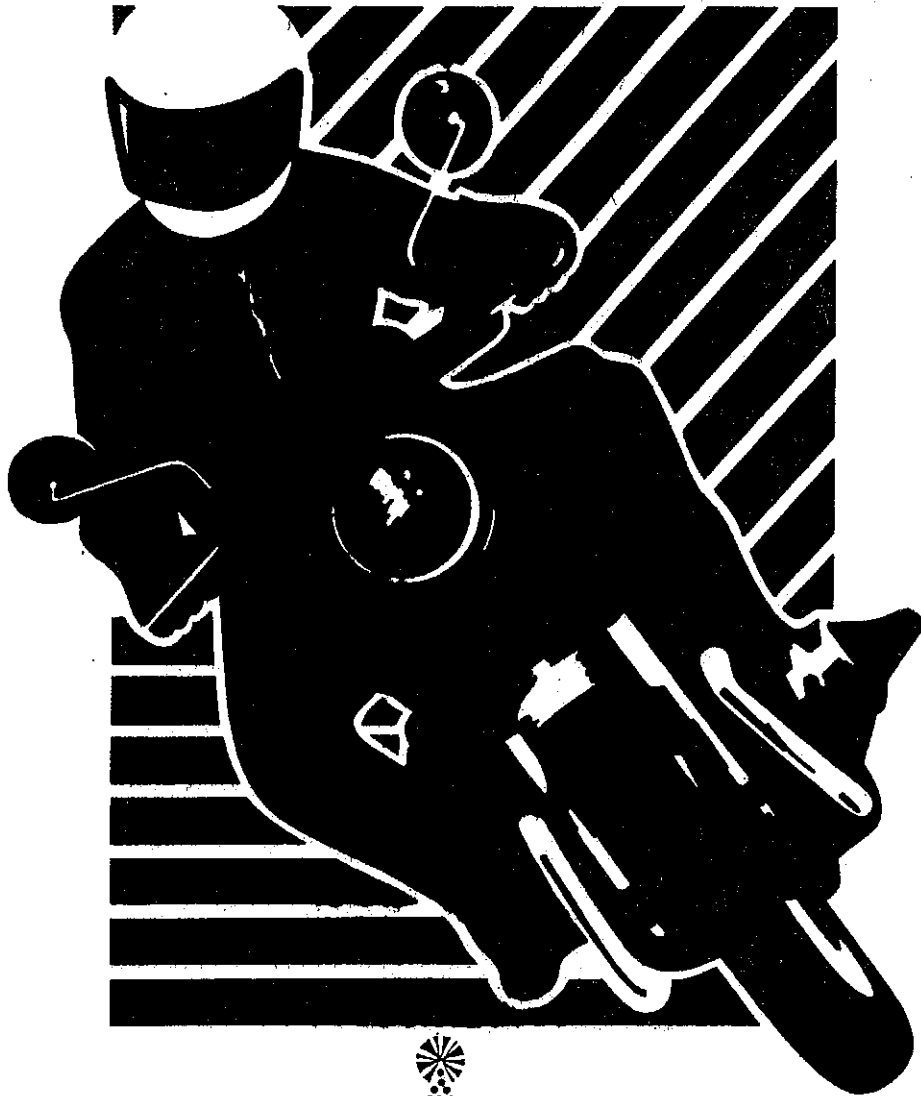


HOLIDAY  
GREETINGS  
TO OUR  
FRIENDS  
OLD  
AND NEW  
WE WISH YOU  
THE  
SEASON'S  
BEST.

Dec 88  
*Noël*



# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria

**SEASON'S  
GREETINGS**

# ITINERARY

## DEC.88/JAN.89

- |                               |   |   |
|-------------------------------|---|---|
| SUNDAY 4th.                   | SWANN SERIES.<br>9.30 KBCP.   | *IMPORTANT* Change of venue,now at Phillip Island and NOT Calder. Come along and see racing on the new GP track.  |
| SATURDAY 10th.                | CLUB CHRISTMAS BBQ.<br>Fairfield Park.<br>(Melways 30, J12)<br>12 noon to 4pm.          | Join with members at our end of year BBQ and Christmas get together down by the Yarra near the Fairfield Boathouse. <u>See map elsewhere.</u><br>BYO drink,all else supplied free to members, \$5.00 to non members.                              |
| SUNDAY 11th.                  | MALDON HISTORICAL TOWN.<br>9.30 KBCP.   | Join with Jon Riddett as he leads us to Victoria's "First Notable Town" and all its attractions.  |
| SUNDAY 18th.                  | REEFTON & BLACK SPURS.<br>9.30 KBCP.<br>10.15 Yarra Glen.                               | Pack your Mars Bars (keeps the blood sugar level up) and come along on the last Ben's twisties for 1988.  |
| MONDAY 26th<br>to MONDAY 2nd. | CLUB CAMP - NELSON.<br>(423km West of Melb).  | Make your own way down the G.O. road to the Sth Aust. border and the "NELSON KYWONG CARAVAN PARK" where we have booked 3 sites under the name of Murray Browne. The park is situated on the North Nelson rd, 1km Nth of the Glenelg River Bridge. |
| <u>JANUARY 1989.</u>          |   |   |
| SUNDAY 8th.                   | MARYSVILLE FUN PARK.<br>9.30 KBCP.<br>10.15 Yarra Glen.                                 | The fun park is on the Buxton road and offers Grass Skiing, Trail bike/Odyssey hire, Water slide and other recreational activities.   |
| SUNDAY 15th.                  | Mt. BULLA - POKER RUN.<br>9.30 KBCP.<br>10.15 Yarra Glen.                               | During this ride, FIVE stops will be made where each rider/pillion picks a card from the deck,which are recorded,and at the last stop the cards are tallied with the best Poker hand winning.   |
| FRIDAY 20th.                  | ARTHUR'S SEAT.<br>Night Ride.<br>Countertea at Hallam Pub (Princess Highway)<br>7.00pm. | After tea at the pub we head down the Peninsula and up Arthurs Seat for a view of the "Lights of Melbourne" the return trip will terminate at the abode of Tony Gustus (Mordialloc) where coffee and port will be served.                         |

# Itinerary cont.

SUNDAY 22nd.      BALLARAT.  
Lal Lal Falls.  
9.30 KBCP.

Tony Gustus will lead us to the historical South/Easterly area to view these falls, Bungal Dam, the Blast Furnace & perhaps a visit to McMahon's Cheesery at Wallace.

SATURDAY 28th      OMEO - INVERLOCH  
WEEKEND.  
9.30 KBCP.  
10.15 Hallam.

Down to Omeo for our stay at the Golden Age Hotel, Sunday we depart for Inverloch & another overnight stop. On the Monday we will participate in the local Aust. Day parade. The shortage of accommodation on this weekend will necessitate pre-booking. Please fill in separate form.

MONDAY 30th.      INVERLOCH PARADE.  
Aust. Day 11am.  
\* 8.30 KBCP.  
\* 9.00 Hallam.

Follow Murray Browne down to Inverloch & join with other members of the MTCV in the local community parade.

## FEBRUARY.

THURSDAY 2nd.      GENERAL MEETING.  
Club Hall 8.15pm.

Come along to this the first meeting of the New Year.

SUNDAY 5th.      WALHALLA.  
Cricket Match.  
9.30 KBCP.  
10.15 Hallam.

Our annual grudge match against the Q.L. Club will also include an overnight camp in the Walhalla township on the Saturday night. Those who are interested should contact Tony Gustus (Assist. Secretary) for more details.

# #

SATURDAY 10th of DECEMBER.

MRA TOY RUN.

Held in Victoria Square  
at the top end of  
Elizabeth st.  
8am to 4pm.

Have a look then come along to our Christmas BBQ.

" MOTORCYCLE TOURING CLUB OF VICTORIA (INC.)

General Meeting                      Thursday 3rd November 1988

Jika-Jika Community Hall.

Presents:                      19 members and visitors.

Chair:                          Hans Wurster.

Apologies:                      Peter Philferan (touring in N.S.W.), Ken Wurster.

Hans welcomed a new member Michael Stanley to the club.

Minutes of the previous general meeting were accepted by Collin Waddell, sec. Vicky Piller.

Correspondance:                  Castrol oils,  
                                 Australian Motorcycle Consultants.  
                                 Stay Upright course November 25, 26, 27. at the Phillip Island.

Treasurer's Report:

Revenue:                      \$24.86  
Expences:                      \$60.32  
Balance:                      \$900.00 approx.  
A half-year report will be prepared.

Club Captain's Report:          Murray Browne.

A review of the previous months rides were given by the various ride leaders.

Next months activities include, December general meeting bring a plate and drinks (a liquor licence will be obtained).

Christmas B.B.Q. Sat 10th 12 - 4p.m. Fairfield park.  
Meat, salad, provided.

General Business:                  Jika-Jika Hall

At present the rental is \$25 per year, but at a meeting of user groups, attended by Ben and Vicky new rates were proposed that would increase our rental to \$169 per year. Reduction of rates could be arranged by time in lieu of fees, as the hall requires various improvements and maintenance.

Australia Day Weekend 1989

Omeo overnight at a hotel, Saturday

Inverloch, Sunday accomodation to be arranged.

Monday take part in the Inverloch Australia Day Parade

Itinerary for next four months not printed yet.

Door Prize won by Terry Mountney.      Electrical extention lead.

# SICK LIST

GET WELL'S TO THE FOLLOWING MEMBERS:-

Andrea Sirninger. FZ750;

Andrea's step off happened on a sharp left hander where she had just managed to correct her sliding FZ. Unfortunately she was just over the white line and collided with an oncoming car. Result, 2 weeks in the Austin with a broken left leg and fractured knee. (Home now)

Terence Spackman. SRX600;

Just a short trip to the shop, the side stand down, dug in and Terry went for a slide. The day was hot and sunny with Terry, regrettably, dressed accordingly (Tee-shirt and track pants) resulting in horrific gravel rash.

Justin (Fred) Gordon. XJ900;

A car drove out of a service station into Justins path, then on seeing him, "FROZE" leaving no escape. The collision resulted in Justin breaking his right thigh bone (Femur) which required pinning and 3 weeks in traction. Justin is in Box Hill Hospital and would welcome visitors.

After the above, the Editors sore knee seems insignificant. This came about when the XJ found a spill of Dieselene on a corner in High st. Glen Iris. This spill claimed two motorcyclists and soiled the pants of many a motorist.

\* \* \* \* \*

## Waffle

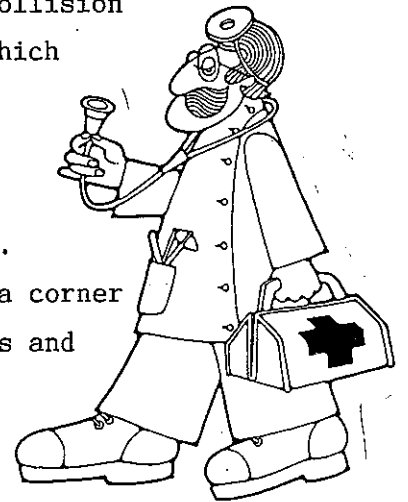
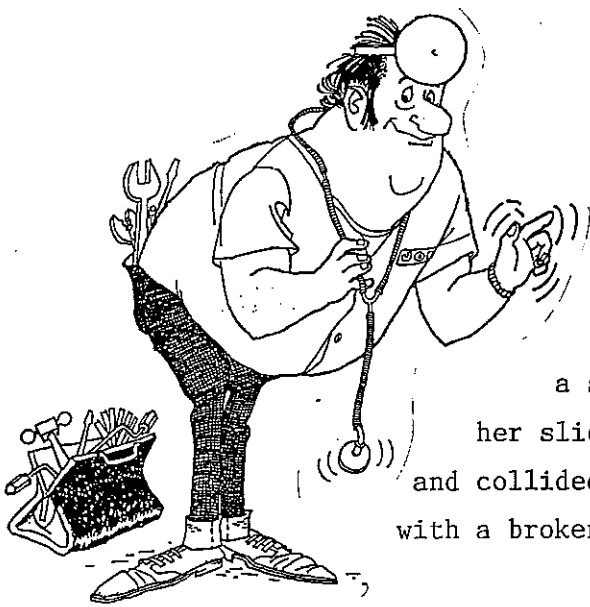
From talking to both Andrea and Justin, the fact that they where wearing full leathers reduced the extent of their injuries and in the opinion of one Medico acted as a splint, supporting the break and minimising muscle damage.

The color of petrol is to be standardised throughout Australia in an effort to reduce confusion between grades and eliminate the possibility of Shandied fuel. They are;

Standard Unleaded (formerly Yellow) - Purple.

High-octane Unleaded (formerly many colors) - Yellow.

Super grade Leaded (no change) - Red.



SUNDAY OCTOBER 23 - CLUNES RUN

So Gary C could not lead to his old haunts (is he really a ghost) Flu, you know, catches up with even the fittest of Club members.

So (again so) the following are at KBCP to make the run now under command of one Ben W, the new ride leader, or the new leader of the ride, whatever.

Peter P GT 750 - rear rider

Hans K 100 RS

Jack K 100 RS

Ian/Kerrie XJ 900

Steve VF 750 K

Ben GPZ 900

Graeme K 100.RT

Not a big group but exclusive eh?

Bike wise, some points worth noting .....

# Graeme's new slick screen - cum- dashboard (what? only old cars had dash boards!)

# Steve is convincing himself that the bike is almost past it .....  
either push the cash into repairs shortly or trade on a "better" one.

On the ride, it's out via Greensborough (by pass) to get to Woodend, ridiculous but a good ride. Morning tea-coffee stop where Kerrie and Ian leave for the Spencer St station steam extravaganza.

Good weather riding except for head winds gets us to Clunes via Dalysesford for lunch break.

The return (ah the return with following winds is magic)

It's via Creswick-Trentham-Blackwood over good "Ben" roads.

We end up dispersing once on the Western Highway, on which two of us stop to check out a P Plate - stopped - RZ-250.

Appears the rear wheel locked up while in a 120-130 KPH cruise mode on the Western Highway.

He says must be gearbox, but we know it's a classic overheating - tail wind - two stroke - engine seizure - proves we are smart when it unseizes after a cool off.

Other problems? Oh yes, the RT100 gets (or has been for some time) a nail in it's \$170, 4000Km old rear radial. Graeme leaves it in place and no problem during ride.

cont.

EXCEPT

Everyone (almost) has horror stories about "my last puncture" with the best advice on what to do, ranging from forget it - increase your speed to get off put bike on train to return.

Well at least it gave us something to talk about if conversation lagged on the excellent ride.

Thanks Ben and Peter, sorry for you Gary.

Jack Youdan.

SWITZERLAND RANGES

6th November.

Sunday the 6th was rather special. We had a perfect sunny day, wonderful backroads in one of the most underestimated areas of Victoria, a real lunatic as lead rider, and it was my first road jaunt in a very long time.

That morning I had taken a very solemn vow not to do anything stupid which would lead to throwing the model (and myself) down the road. My apologies to Andrea (rear rider) for holding her up most of the trip, but I had to give the body time to relearn the motions.

The Western and inner-city dwellers who congregated at K.B.C.P. were, lead rider Young Thomas Saville (BMW R80 GS)

Hans (BMW K1000 RS)

Terry (Yamaha SRX 600)

Steve (Honda VF 750)

and Myself (Yamaha RZ 350)

After traversing the usual route to Yarra Glen we picked up the remainder of the troops, and a very good turnout it was too.

Garry & Velga (Kawasaki GTR 1000)

Andrea (Yamaha FZ750)

Steve K. (Yamaha FZR 1000)

Steve (Honda VF 750)

Justin (Yamaha XJ 900)

Gil (BMW Paris Dakar)

John (Yamaha RZ 500)

Eric (Kawasaki KRI 250)

cont.

And last, but not least, was Jack and his wonderful little collector's item, THE HONDA GB 500.

From Yarra Glen we doubled back to the Hurstbridge Road and headed up the tight winding road to Kinglake East. I still rue the day the local shire put bitumen on this section, it had a class all of its own when it was nothing but loose gravel, especially in the wet when descending.

Somewhere along here, Steve K's Yamaha FZR1000 whiz-banger decided that it had had enough of transferring the awesome power from the motor to the rear wheel. After much mechanical speculation and peering at a small but ominous pool of oil, Steve finally limped off in the direction of Healesville and home.

Flowerdale, Strath Creek and onward. Along here I had a little swap to Andy's FZ750 and totally confused a couple of corner markers. Somewhere before Seymour, I heard that Harry and his Yamaha had a difference of opinion about who was boss and Harry decided to call the jam off while he was still in control and head for home.

After Broadford, Thomas commenced his "Let's run parallel to the freeway but never on it" routine and I'm sure many didn't realize where the hell we were. Just for the record, after Tallarook we headed to the Yea-Seymour road and took the tight left-hander into Seymour via the backyard.

Lunch, petrol and a quiet sit in the sun and we then headed for the Switzerland Ranges. Not quite sure why, but this area bounded by Yea, Seymour, Euroa, Strathbogie and Merton is almost unknown amongst motor-cyclists yet it provides superb riding with virtually no traffic. Tom gave us the lot. Tight twisty narrow bitumen, dirt with large potholes, and it was only by the grace of God that the scheduled creek crossing was called off due to barricades having been put up by the local Shire. I could almost hear Eric (KRI) breath a sigh of relief.

Cont.



Navigation Trial. Sunday Nov. 13.

Hans K100RS, Graeme K100RT, Ben GPZ900R, Ray XJ900, Murray XJ900, Steve VF750, Walley VFR750.

"Better to have too many than not enough" I thought, so I photocopied 30 maps for the navigation trial. What an optimist! Perhaps it was the hot weather or the Adelaide Grand Prix or perhaps no one likes navigation trials, but whatever the reason only 6 other bikes turned up for the trial to test their navigation skills or lack thereof. The basic idea of the trial was to visit 3 designated places in a certain order from a certain direction. The winner would be the person to do it in the shortest time and covering the least number of kilometres.

Mirboo North was the starting point for the trial so we headed there via a fairly direct route. Back roads to Drouin for morning tea then across the hills to Korumburra, Leongatha and Mirboo North. Ray decided to leave somewhere after Drouin and Walley headed home at lunchtime mumbling something about the heat getting to him and he was heading off to the beach.

The demise of Ray and Walley meant only 4 riders were 'on trial' so Hans set off first followed by the others at 1 minute intervals. Unknown to the riders there were 2 sets of instructions, 1 clockwise and the other anti-clockwise. If the number of riders were greater it would have been good to see their faces as they passed each other going in opposite directions. Graeme was the first to return, doing so with a silly grin on his face. He missed a turn very early and ended up miles from his target so he admitted defeat and returned to Mirboo North a loser. Ben took just under 2 hours and 141 km to complete the course but had an unfair advantage because he thought up the course originally. Steve was next home (2 hr 40 min & 128 km) but was disqualified for not following all the directions however he did a pretty good job just the same.

After 4 hours Hans still hadn't arrived so we sent a couple of search parties to look for skids heading over cliffs etc. but didn't see anything. We all agreed that Hans wouldn't leave the ride without telling anyone so we assumed he had crashed somewhere or was lost in the never never. At about 5.30 when the searchers had returned with still no sign of him we decided to ring his home just in case he had gone home. "Yes", said Margaret, "he's out cooking a barbecue" and "no he doesn't want to come to the phone." Needless to say Hans was disqualified. Apparently he had ended up miles from where he should have been and decided it was easier to head home than make his way back to the rest of us at Mirboo North.

By this stage the remaining 4 of us were eager to get home. We headed back to Korumburra and then a quick run along the Grand Ridge Road to Warragul then up the highway to Melbourne.

I arrived home at a quarter to nine after what could only be described as a less than successful ride. This was due in part to the actions of a certain club president who shall remain nameless

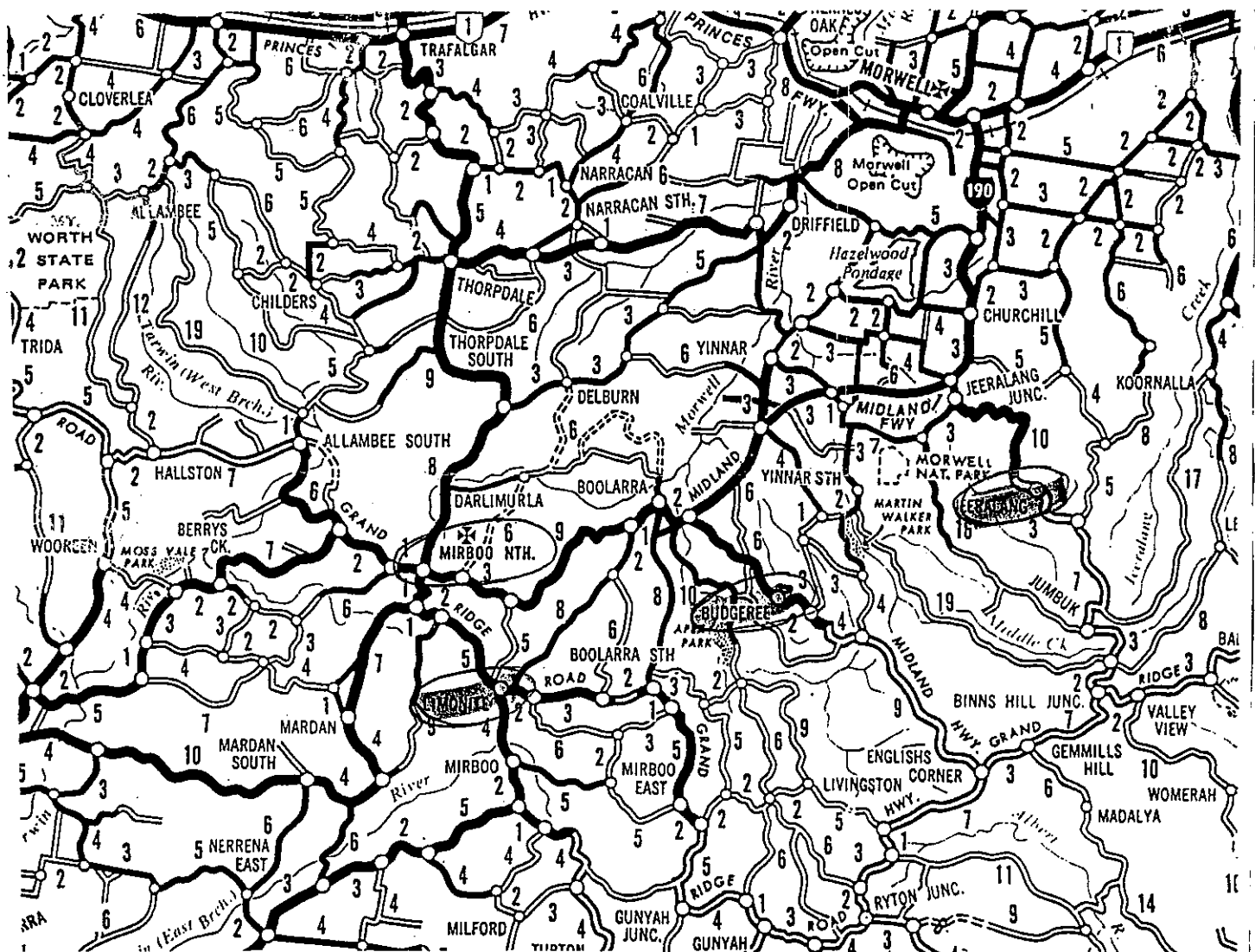
Murray XJ900

#### INSTRUCTIONS, CLOCKWISE

Visit Jeeralang  
Enter Budgeree from East  
Enter Limonite from South  
Leave Limonite to North east  
Enter Mirboo North from East

#### INSTRUCTIONS, ANTICLOCKWISE

Enter Limonite from North East  
Leave Limonite to South  
Visit Budgeree  
Leave Budgeree to East  
Visit Jeeralang  
Return to Mirboo North



Starters : - Ian XJ 900, Murray XJ 900, Steve VF 750, Les RZ 350,  
Danny Z 500, Ben GPz 900 and Hans K 100 RS.

Left Laverton Servo on time at 10 am and with me leading and Danny rear rider, we headed west through Werribee and via back roads to Little River then the You Yangs. There we rode to the top, then around the reserve on the dirt road. After that left the reserve and headed past the Ford proving ground, then cut across to Anakie for morning tea. After Steve had serviced his bikes battery ( the water level was a good 3 inches below the low mark) we headed into the Brisbane Ranges.

I had a large map of the Ranges area with every road and track marked on it to ensure we did not get lost. We spent quite some time riding the roads and tracks which were previously unknown to us. It was quite hot and dry and subsequently also dusty for all riders except me as I was in front. Basically the Brisbane Ranges run North to South and are roughly divided into two parts by the Geelong to Ballan road running across from s/east to N/west. Prior to lunch we spent our time riding in the ' southern' area around Steiglitz.

We finally stopped for lunch at 'Fridays Picnic area'. By this time we had passed through some great 'roads' and tracks in very hilly country which at times was possibly more suited for trail bikes and 4 X 4's than our road bikes. Ben made it known that this was not for him and after lunch left the ride in search of the black top.

After lunch we headed for the northern section of the Ranges which we entered via Switch road north of Anakie Junction. Les left the ride here as he had other commitments. The 'roads' here were very rugged and rough with some dry creek crossings, steep rises and descends with first gear hair-pin corners, rocks and other debris aplenty. The Itinerary stated there would be dirt and I can assure you that there was plenty for all of us and all the bikes would certainly need a good cleanup later. We passed through some interesting Picnic areas and some terrific terrain on our way north through these Ranges. When I reached the Baccus Marsh road at the top end I waited for some considerable time and no one came. Sensing that something was wrong I returned along Aeroplane Road when Steve came along and told me that Murray's bike had broken down way back. We picked up Ian who was marking the corner at Thompsons road and rode back to Murray and Danny who were just north of the Little River Picnic area.

Murray had the headlight off, the tank and seat were also on the ground and he was checking the wiring as a main fuse had blown and two more blew as soon as he replaced them.

After some time the bike decided to behave itself and it ran as good as before. It was re assembled as we all wondered why it had so mysteriously stopped blowing fuses or why the fuse blew in the first place. Anyhow we rode on, and some kilometers further on as Murray and I waited at a corner, Ian and Steve arrived and handed Murray his camera and other bits and pieces that they picked up off the road that Murray had passed over and had fallen from his top box. He was very lucky to see those things again.

We finally reached the Baccus Marsh road which was again bitumen and rode on to Baccus Marsh for some soft drinks to wash the dust from our throats. Murray left the ride here to go down the Western Hwy. The remainder riding out the Geelong road then turned off towards Werribee. I decided to throw in one more obstacle by going via Cobbledick's Ford. Again there was rough dirt road and the very slippery cobblestone crossing of the Ford was covered by about a foot of fast flowing water of the Werribee river. We all made it across without coming to grief although Steve found out that it was'nt as easy as it appeared to be.

The four of us then rode to Laverton via back roads and Danny decided to leave us there. Ian and Steve ended up at my place for a few cold ones and watching the last half hour or so of the Motor Racing at Sandown.

The total distance was a short 250 km approx. It was certainly different from our normal rides as the majority of the time was spent on unmade roads. It is a very nice area for Picnic or BBQ's and I feel that we may have to go back there again in the cooler weather.

Hans ...

K 100 RS

\*\*\*\*\*

MRA - DRIVER AWARENESS RIDE.

NOVEMBER 19th.

MTCV members and friends seen on this run:-

Ben, Kawasaki GPz900.

Gary, Yamaha FJ1200.

Rod, Honda VF1000f2.

Jon, BMW R65LS.

Graeme, BMW K100RT.

Murray, Yamaha XJ900.

Lyn, Suzuki GSXR750.

Wayne, Suzuki GSX1100EF.

Cubit, Honda CBR1000.

Peter, Yamaha FJ1200.

The group of bikes followed the main roads up to Romsey where an overnight camp was planned.

# MAP OF THE BRISBANE RANGES NATIONAL PARK

SCALE 1:50,000



CONTOUR INTERVAL 50 METRES

1000 METRE GRID CORRESPONDS TO THE AUSTRALIAN  
MAP GRID ZONE 55.

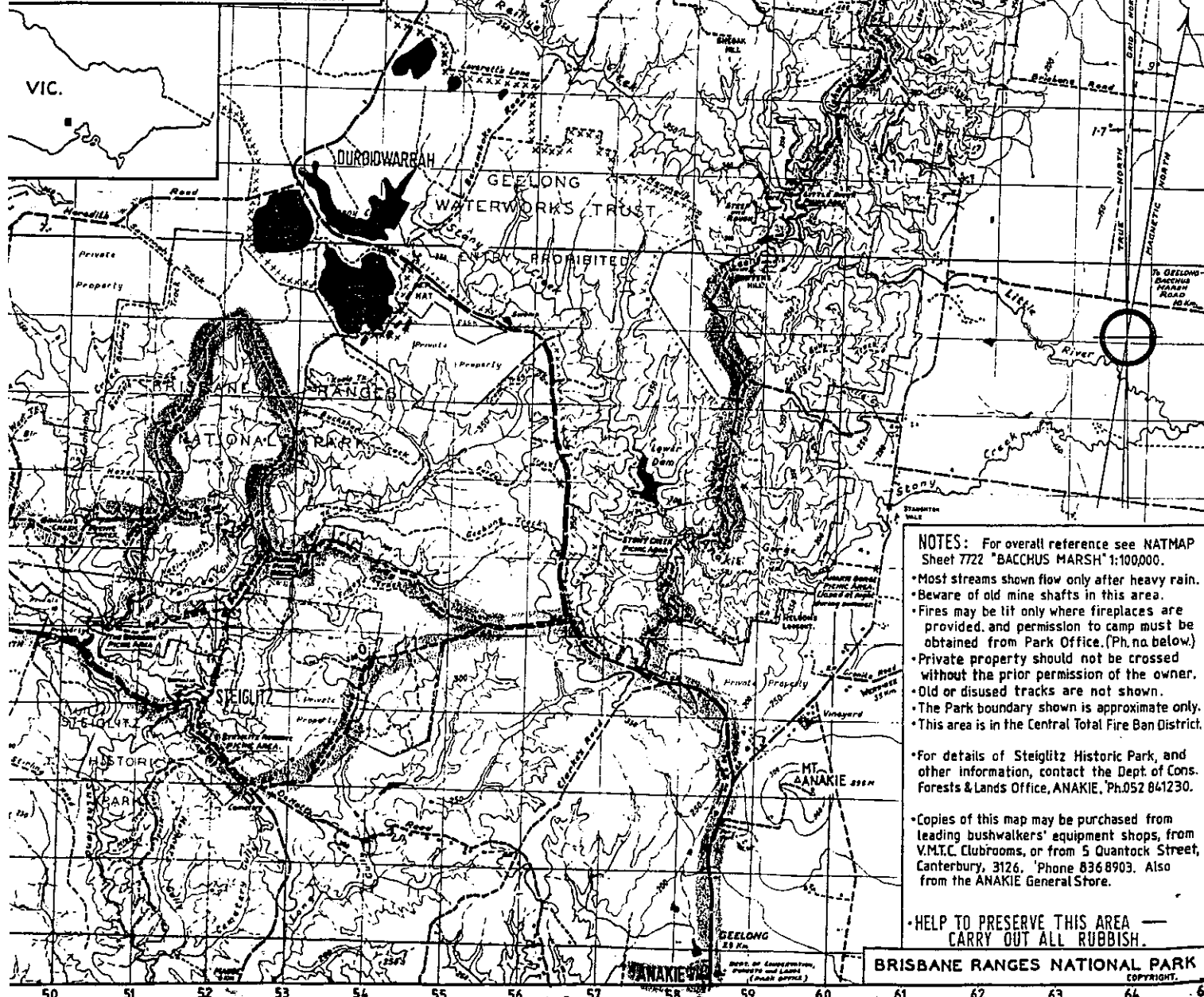
MAP COMPILED FROM VARIOUS OFFICIAL MAPS,  
PUBLISHED OR PROVISIONAL, WITH ADDITIONS FROM  
FIELD OBSERVATIONS.  
PRODUCED WITH THE CO-OPERATION OF THE  
VICTORIAN NATIONAL PARKS SERVICE (1984).

## LEGEND: Park Boundary

Road-Major	—	Fence	—
Road-Minor	- - -	Dam	—
Walking Track	- . - .	Clearing	○
Gate or Barrier	- x -	Toilets	T
Dwelling or Shed	□	Quarry	D
Fireplace	•	Stream	—
Cliff or Escarpment	~	Signpost	S.P.

S.R.BROOKES  
VICTORIAN MOUNTAIN  
TRAMPING CLUB, INC. ©

IS/  
DA1 - 1988.



NOTES: For overall reference see NATMAP  
Sheet 7722 "BACCHUS MARSH" 1:100,000.

- Most streams shown flow only after heavy rain.
- Beware of old mine shafts in this area.
- Fires may be lit only where fireplaces are provided, and permission to camp must be obtained from Park Office. (Ph.no below.)
- Private property should not be crossed without the prior permission of the owner.
- Old or disused tracks are not shown.
- The Park boundary shown is approximate only.
- This area is in the Central Total Fire Ban District.

• For details of Steiglitz Historic Park, and other information, contact the Dept of Cons. Forests & Lands Office, ANAKIE, Ph.052 841230.

• Copies of this map may be purchased from leading bushwalkers' equipment shops, from V.M.T.C. Clubrooms, or from 5 Quantock Street, Canterbury, 3126. Phone 836 8903. Also from the ANAKIE General Store.

• HELP TO PRESERVE THIS AREA —  
CARRY OUT ALL RUBBISH.

BRISBANE RANGES NATIONAL PARK  
COPYRIGHT.

The Riders:-

Jack K100RS (leader), Hans K100RS, Ben GPz900, Steve VF750,  
Ian and Kerrie XJ900 (rear rider).

The Route:-

From Yarra Glen across to Healesville, through the spur (wet) and along the Maroondah highway till Acheron. Then the back road to Molesworth and link up with the highway again, which we followed to Mansfield where lunch was taken. After filling tummies and tanks it was off to Mt Bulla and the tight twisty road to the Alpine Village. Unfortunately rain had dampened the upper reaches which called for careful execution of the throttle.

Once at the top, Steve and Ben attempted a "JOG" to the Summit before we headed back down the mountain, the descent was much slower due to the light drizzle now falling.

Through Merrijig, Howqua and a stop at Jamieson for smoko, then transverse the 14kms of dirt and the 30 plus k's of twisty bitumen to Thornton. Stopping only for fuel and a puncture repair (Ben's GPz) then across to Taggerty the spur (wet again) for breakup at Healesville.

The 530kms travelled for this ride encompassed all types of roads and all types of weather conditions all of which added up to a great ride.

Highlights:-

Riding through the Spur in the rain with "Oil on Road" signs everywhere. The superb views from Mt Bulla (until the clouds closed in).

The sedate pace along the Highways. Jack's hip pocket nerve dictating the throttle. The diverse weather conditions. Hot/Cold/Wet/Dry we had it all.

Ben's erratic riding style, "I was sliding on every corner" due to the 15psi in a slowly deflating rear tyre.

After the ride, the Stoplight TT (hooning) along the highway between Lilydale and Box Hill.

Thanks Jack,

Ian & Kerrie.

-----  
OMEQ/INVERLOCH AUST. DAY WEEKEND. JANUARY 28th to 30th.

I will require accommodation:-

Day	No. of people.	\$5.00 Deposit/night.
(a) Saturday Night - Omeo.....	_____	\$_____
(b) Sunday Night - Inverloch.....	_____	\$_____

Total \$ \_\_\_\_\_

NAME.....PHONE.....

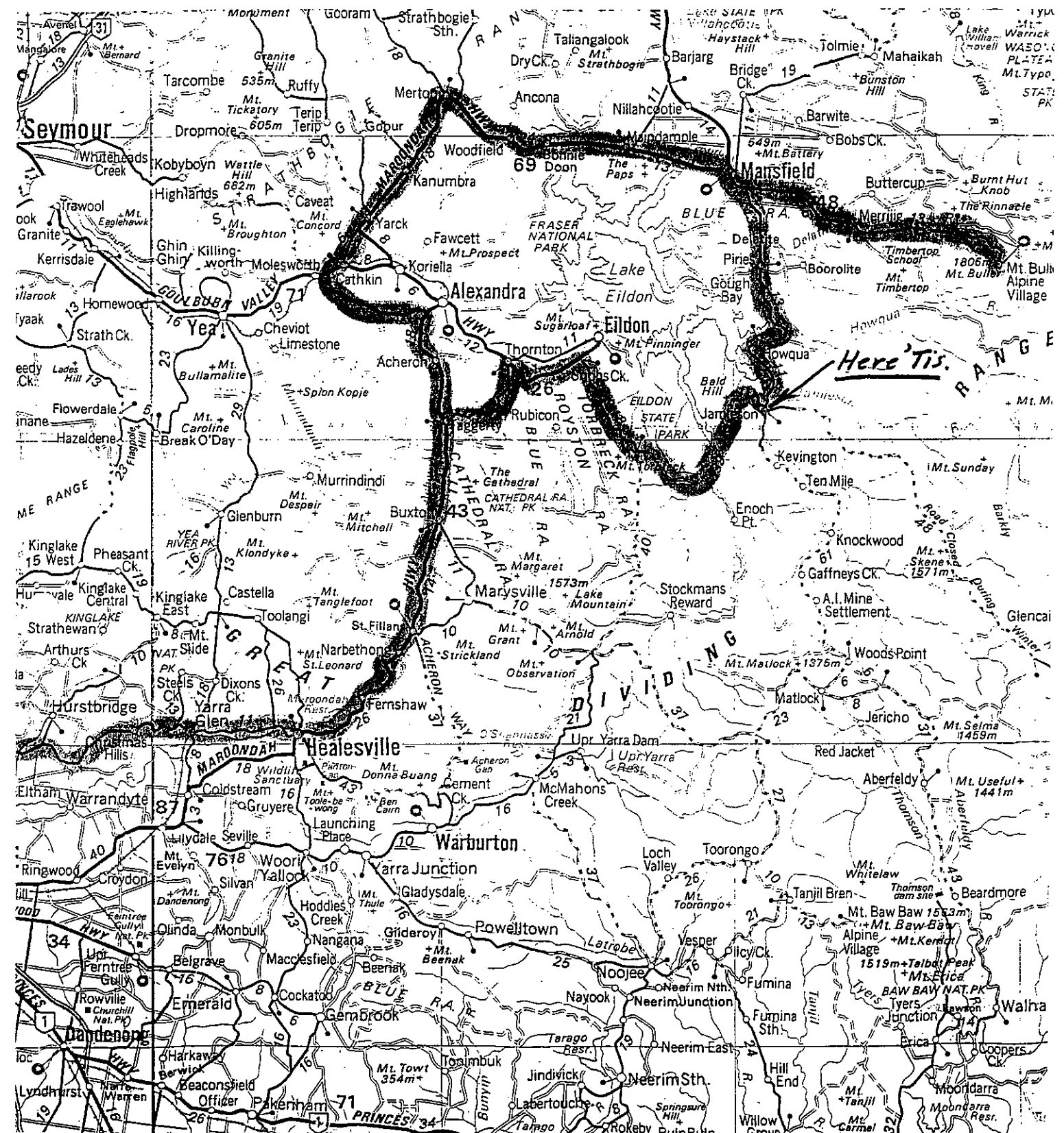
MTCV. Sunday November 27. 1988 Jamieson.

Leading — Jack Youdan.

Rear — Volunteer X.

Write Up — Volunteer Y.

Stops . Lunch/Fuel — Mansfield.  
• Drinks/Break — Jamieson.





Graeme Strahan with his fully restored Moto Guzzi "Dingo GT".

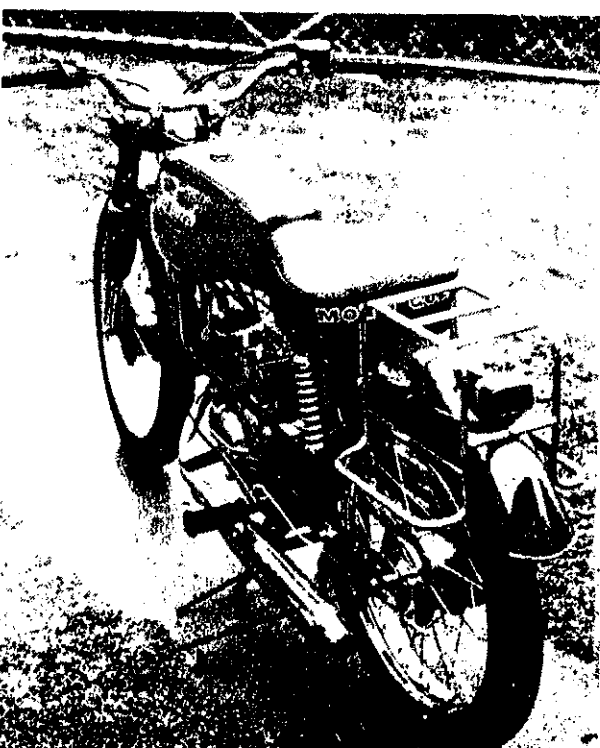
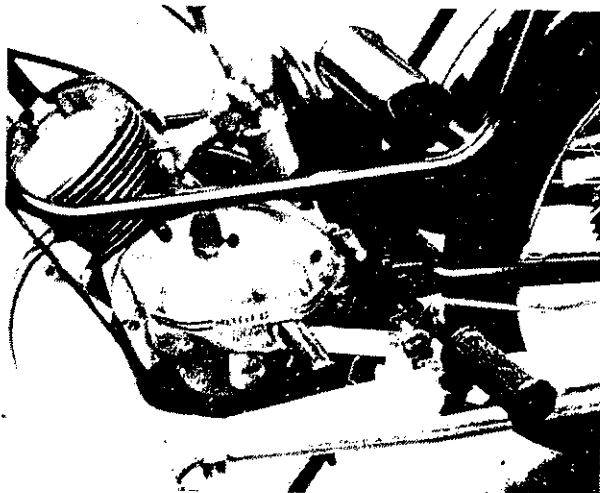
## 1963 MOTO GUZZI "DINGO"



The manufacturer did not expect too many problems to occur with the little "Dingo" as is obvious by the size of the tool box at the rear R.H. of the motor.

Graeme Strahan owns this rare to Australia Moto Guzzi "Dingo". The small Italian made motorcycle is of only 42 cc and develops 1.4 BHP at 4,800 rpm. Comp Ratio 7.5 to one.

The cycle was purchased from Frank Trento and none of its previous history is available. The motor cycle is simple in the BSA Bantam tradition and is typical of the small bikes built in Europe. In some places it is a motorcycle or moped, is under 50 cc, and there is no registration fee applicable.



### SPECIFICATIONS

Engine Type: Single Cyl 2 stroke, Displacement 42cc, Max BHP @ RPM 1.4, Max. Torque @ RPM 4800, Compression Ratio 7.5-1, Induction System, Carburettor Delauto, Exhaust System, Single Pipe & Muffler, Electrical System, Flywheel Magneto, Clutch Type: Multi Disc Oil Bath.

Transmission: Constant Mesh 3 Speed.

Drive: Chain & Sprocket.

Brakes Type: Drum (front and rear).

Frame: Tubular Steel.

Suspension Type: Front, Telescopic forks, Rear, Telescopic Shock Absorbers. Wheels Type, Wire Spoke, Tyres Size, 18" x 120".

Curb Weight: 48 kg.

Fuel Tank Capacity: 6.5 litres.

Best Fuel Consumption: 1.3 litres per 100 km.

Estimates Top Speed: 40 km.

Paint Type: Red Duco Lacquer.

Paint Color: Body - Red.

Upholstery Type: Vinyl, Color, Black, Design, Single Saddle.

Paint Shop Name & Address: Mick Teeper, Bendigo.

Color of Wheels: Chrome.

Brightware: Chrome.

Polisher or Plater Name & Address: Kevin Townsend, Bendigo.