

FEB 89

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

FEB. 1989

- SUNDAY 5th. WALHALLA - Cricket.
9.30 KBCP.
10.15 Hallam.
- Our annual grudge match against the QL's will again be played on this lofty pitch. NOTE: The QL Club are planning an overnight camp at Walhalla on Saturday night. For details contact Tony Gustus.
- SATURDAY 11th. MAINTENANCE DAY.
9.30am Onwards,
21 Medford St,
Altona.
- This popular event will again be held at the home of our President Hans Wurster. A BBQ will be available for lunch therefore BYO eats and drinks.
- SUNDAY 12th. APOLLO BAY.
9.30 KBCP.
10.00 Laverton.
Steve Leyland leading.
- This fang along the G.O. road will be a good test of how well the previous day's maintenance was accomplished!
- SATURDAY 18th TORRUMBARRY.
& SUNDAY 19th. (Echuca)
9.30 KBCP.
- For this weekend we plan to camp on the banks of the Murray river and perhaps try our hand at water skiing. See MAP & DETAILS elsewhere in this newsletter.
- SUNDAY 26th. AROUND PORT PHILLIP BAY.
10.00 KBCP.
10.15 Station Pier.
- For this novel event we will combine with the QL Club for the trip down to Sorrento and lunch. After which, take the Ferry across to Queenscliffe, through Geelong and continue back to Station Pier for the finish.
- MARCH.
- THURSDAY 2nd. GENERAL MEETING.
Club Hall 8.15 sharp.
- "Be there" who knows what surprise the committee may dream up?
- SATURDAY 4th. PENGUIN PARADE.
Phillip Island 8pm.
5pm KBCP.
5.45pm Hallam.
Rod Miskin leading.
- Due to the popularity of this event we intend to go directly to the Penguin parade and secure our seat. It can be quite cold so BYO - blanket, cushion, eats, camera etc. There is a kiosk on-site, but if its not too late we may seek take-aways after the parade

This proved to be quite a successful evening with over thirty members and friends in attendance;

- *Peter p. *Steve Kemke *Les Leahy *Murray Browne
- *Tony Gustus *Gary Clifton *Peter Dwyer *Terry Mountney
- *Ben + Vicki *Ross King *Colin Waddell *Rod Miskin & Rosie
- *Peter, Sue & Scott Moreland *Wayne Pope, Michelle & Damian
- *Mr & Mrs Mike Davis *Tom + Andrea *Ross Bradshaw
- *Steve Leyland *Andrew Murray *Jon Riddett *Ian + Kerrie

After the formal part of the meeting was over socialising began in earnest with the chin wagging continuing late into the night.

Special thanks to those of you who bought a plate.

During the latter part of the evening, we were entertained by Ross King's "tinkling of the ivories" in accompaniment to Col Waddell's "soft ~~head~~ shoe routine"

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SWANNN SERIES - PHILLIP ISLAND.

4/12/88

A small group, comprising Ben + Vicki GPz900, Steve VF750, Eric KR1-250, John RZ500, Ian + Kerrie XJ900 and Tony XJ900, made the pilgrimage down to the new G.P. track at Phillip Island to view the racing.

The weather didn't look too promising earlier, but stayed mainly dry during the day. Unfortunately some rain had fallen and turned the gravel access road and carpark into a quagmire, the editor being a good samaritan moved off-line to allow another rider through, and immediately found himself inspecting the mud from a closer angle.

The new track is superb and although no grandstands had been erected there were many vantage points that offered spectators an excellent view of the layout. The calibre of racing was very high with some memorable dices between Campbell, Doohan and Dowson. The track must have suited Campbell and the Honda as not only did he set fastest lap in practice, with a 1min 40.95sec but also set the new lap record at 1min 40.79sec.

Roll on April and the G.P.

Waffle

Ben's new ZX10 is certainly attracting a lot of attention, especially from the constabulary - Two "on-the-spots" in two weeks isn't a bad effort.

Speaking of ZX10's, Kawasaki has recalled 1988 model ZX1000-B motorcycles (frame ZXT00B-000030 to ZXT00B-010061) to inspect and fit spacers to the rear wheel hub? Contact your dealer.

Hans Wurster and his K100RS came to grief on the G.O. road in December. Fortunately only minor damage to both bike and rider.

Although hot & humid this was still a very pleasant way to spend a Saturday afternoon. Great minds must think alike as thirty plus members and friends joined us for this get together. It was good to see Andrea (still confined to a wheel-chair) at this event and well on the way to recovery.

Due to a large group from Kentucky Fried Chicken, we were not able to secure any of the coin-BBQ's and so with nothing to cook on it looked a bit grim until Hans and his gas Barbie arrived - thanks Hans.

Those attending;

FOUR WHEELS

Vicki
Hans + Margaret
Tom + Andrea
Peter P
Harry + Nick
Gary + Dot
Terry Mountney
Ross King
Michelle + Damian
Peter Dwyer
Ian + Kerrie

TWO WHEELS

Steve VF750
Ken + Ann K100RS
Rod + Rosie VF1000f2
Martin + Melissa FJ1100
Ben GPz900
Jon GS1100GK
Ray XJ900
Colin FZ750
Wayne CBR1000
Tony XJ900
Andrew Murray GF250

Special thanks to Vicki, Ross, Peter, Hans & Margaret for their help.

Kerrie.



Some of the MTCV'ers at the BBQ



Reefton and Black Spurs 18.12.88

Jack CBX1000, Mick R100CS, Gary & Velga GTR1000, Ian XJ900, Ray XJ900, Murray XJ900, Hans K10ORS, Ben GPZ900R, Steve VF750F, John RZ350, John RZ500, Eric KR1.

"Hey Murray, you can do this write up" said Ben as we gathered in KBCP. "No worries" I thought, "should be plenty to write about." This ride was called Reefton and Black Spurs but we all knew it was a disguise for Ben's Twisties.

This last ride before Christmas is notorious for claiming victims and I still have the dents in my tank from two years ago as proof of that. 'Failed to negotiate a bend' is the favourite excuse. The weather was perfect, the proposed route sounded good and with people winding down for Christmas, conditions were just right for riders eager to fall off to strut their stuff.

Off we went, six of us from KBCP and another six at Yarra Glen. We back tracked through Christmas Hills and then through Kinglake and Toolangi before heading back down to Healesville. The rear rider seemed to arrive on time at Healesville so I figured no one had bitten the dust yet. "Give 'em time" I thought.

Lunch rolled around at Warburton. The only item of interest to report on by this stage was Mick Fagan's sticking throttle. This caused him a few times to inspect at close quarters the clacker of the bike in front. No one fell off during lunch! Gary and Velga left us at this stage to give Mick a hand. You know, these European bikes need a Japanese escort occasionally.

After our feed of take-aways we got down to the business end of the ride. Reefton Spur. Weather great, surface good and pace quickening. "Someones gunna hafta fall off", I thought. Regrouping at Cumberland Junction brought no tales of woe. Ray was in my mirrors all the way up the spur and was raving at the top. He said the bike was fantastic and he was having a ball.

I was beginning to think this might become a fall free ride. A short blast over the Black Spur into Healesville proved this to be the case. Amazing. The first time in a few years that this ride hasn't claimed a victim. Not even any stories of undies staining slides. Maybe everyone is finally getting to know the roads a bit better.

So that was it, great weather, roads, blah, blah, blah.....

Murray XJ900

No report submitted.

Those who went;

Jon + Marney GS1100GK,
Steve VF750,
Gary FJ1200,

Peter Dwyer XJ900,
Ben GPz900,
Ray XJ900,

Apparently an interesting route out of the city was tried - unsuccessfully.

CLUB CAMP - Nelson.

26th Dec - 2nd Jan.

Although cool and windy at first it eventually fined up and proved to be an ideal spot to camp. The only disadvantage being its distance from Melb. which may have deterred a few of our members.

The campers:-

Peter P	Steve Leyland	Ken Wurster
Gary Clifton	Ian + Kerrie	Jon Riddett
Ray Thomas	Ben + Vicki	Tony Gustus
Hans, Margaret & Joanne	Wurster	Rod + Rosie
Peter, Sue & Scott	Moreland.	

Some of the Highlights:-

@ The strong wind. On one occasion it completely flattened the Clifton Taj Mahal shredding part of the Fly in the process.

@ The River Cruise up to Princess Margaret Rose Caves would have been dull if not for the "COLOURFUL" discussion, from some of our group, as to what words constitute swearing and also Steve's "Cheeky" pose for the cameras.

@ Gary and his "Water ~~pen~~ Pistol" seemed everyone wanted to play with it.

@ Hans, using his car, certainly came prepared with a table, chairs, eskies, tents, sun-umbrella, portable gas barbie, Wheres the gas bottle hose? "At home" #X=S;?!*.

@ The sights of Mt Gambier and Port MacDonnell.

@ Cruising the Glenelg River in the hire canoe's and the Morelands 18hp inflatable boat.

@ Spending New Years Eve at the "Barn Palais" (a large entertainment centre) where we hob-nobbed with the society set of Mt Gambier and stuck out like sore thumbs.

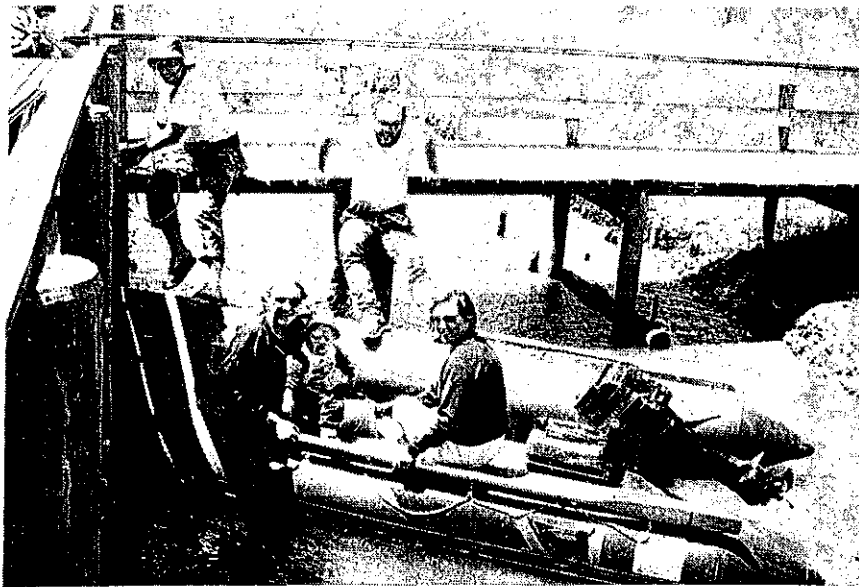
@ The discrete camp-fire we had (No camp-fires allowed) which scorched the ground and blackened the rubbish bin. You would have had to be BLIND not to notice it.

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Smile

Club Camp -NELSON-



Zodiac and friends



Up the Creek



Happy New Year

Mr. G. Clifton ESQ.
P.L.O., I.R.A. and B.L.F APPROVED

*Police Bribed • Governments Dissolved
Politicians Sacked • Virgins Converted
Revolutions Started •
Jury's Rigged • Lawns Mowed*

Special Rates for Pensioners and Weekend Work



"Ah" Lunch

COME SKIING AT TORRUMBARRY. FEB 18 - 19.

Yes, for something completely different come skiing on the always warm Murray River at Torrumbarry. Situated an easy half hour drive west of Echuca you can ski in this water skiers mecca or relax in idyllic surroundings. (sounds like a glossy brochure doesn't it?)

Anyway, just bring along your sleeping bag, Aerogard, tent, togs, towel, tucker and torch and we'll supply the rest, camp fire, barbecue, water and a perfect camping spot.

We will be camping in state forest right by the river. If you come up on Saturday morning with the official MTCV party you'll have no worries finding us but if you come up later by yourself you may have to hone your navigation skills. I will put MTCV signs on a few strategically placed trees so keep your eyes open once you get off the bitumen road. (See map overpage)

We are camped a couple of minutes from Torrumbarry Weir Caravan Park should you wish to wimp out and stay in an on site van. The caravan park also has petrol, a general store and bottle shop should you wish to get a few supplies. A small donation will be requested to cover the cost of boat fuel.

I should be heading up on the night of Thursday 16th so feel free to come up on Friday but perhaps call me on the phone a couple of days prior just to confirm.

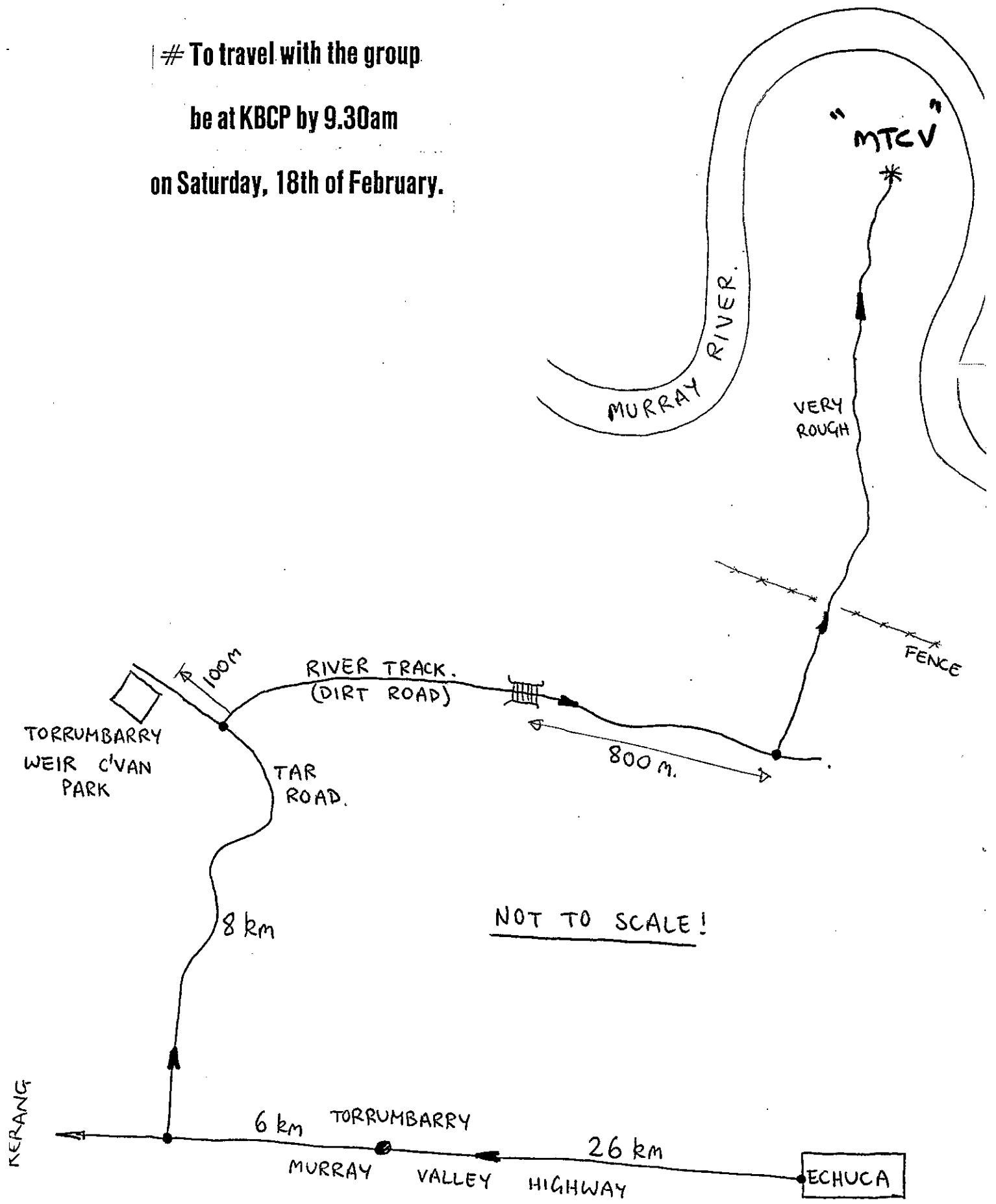
Should you happen to get lost, our boat is green with a white deck and is called 'Wild One'. Hope to see you there.

Murray
306 5430

To travel with the group

be at KBCP by 9.30am

on Saturday, 18th of February.



Mt Buller, Poker Run

Sunday 15th January, 1988

10 People, 8 Bikes

FJ1200	Gary Clifton	K100RS	Hans Wurster
VF750	Steve Leyland	XJ900	Ray Thomas
K100RS	Jack Youdan	K100RS	Andrew Dunn & Pam
GS1100G	Jon Riddett & Marney	ZX10	Ben Warden

At KBCP were Andrew and Pam, Jon and Marney, Gary, Steve and Hans ready for the 9.30 am leave. The weather was overcast but warm, ideal for riding. For variety I lead out the Richmond Boulevard, it being a number of years since the club last used this magnificent stretch of tarmac.

I had "rediscovered" it (about 15 times!) in the process of running in the ZX10 - a slow 800 km in 3 days. The first service (shims only) on the Friday before Christmas readied the bike for the club camp at Nelson, and an Adelaide touring holiday. I changed the oil and filter.

The only trouble with the Richmond Boulevard is that at the end of it you have to battle your way through tight suburban streets to get across to the Kew Boulevard. But it is worth it of course. Steve, now on familiar territory (having never had the pleasure of riding the Richmond Boulevard) really enjoyed himself.

Then onto the Eastern Freeway, (where Gary (FJ1200) and I had a roll-on from 120-200 km/h indicated - the difference between the bikes not detectable), Thompsons Road, Warrandyte twisties, Kangaroo Ground, Christmas Hills and Yarra Glen, where we were greeted by Jack and Ray, raring to go of course.

Taking the Richmond Boulevard added 15 minutes to the usual 45 minutes journey and consequently Jack was a little concerned at our non-arrival and had begun contemplating alternatives.

I sometimes feel that people at Yarra Glen have missed out on a significant part of the ride - 60 km, and possibly 150 corners of fun. The KBCP'ers are well and truly ready for morning tea by this time, especially if you consider the distance they have travelled from home to KBCP.

Petrol, morning tea, and the first card of the poker hand attended to, we travelled across to Healesville via the alternative route and onto the Black Spur. Hans soon materialised in the mirrors, but maintaining a constant 6-7,000 rpm combined with baulksome, patchy traffic soon saw myself riding alone and really enjoying myself. This was my first real opportunity to see how the ZX performs. It does! With excellent power, handling, cornering clearance and brakes, it is easy to ride fast - and safely.

Heading towards Marysville I felt a sharp sting on the throat. I stopped immediately, expecting a bee sting, but due to the lack of swelling, I suspect only a wasp. The adrenalin soon dulled the pain!

Leaving Marysville on the Buxton road, I noted the Marysville Fun Park sign. It seems that there was a bit of a mix-up on that ride ...

We regrouped at the official Taggerty lookout which has a worse view than the unofficial lookout, a few hundred metres back up the road. We didn't stay long; shade was at a premium. Gary managed a quick smoke while we received our second card.

Bonnie Doon for lunch. Eildon Lake was alive with water skiers, as was the service station/takeaway alive with scantily clad young ladies, at which much ogling did take place. This feast for the eyes was just adequate compensation for the sharp pain in the hip pocket nerve. It was suggested that Ned Kelly

and his gang were alive and well and living in Bonnie Doon! Jon and Marney left the ride and headed home. They had just arrived back on Friday via coach from holidaying in Lismore (north east NSW) and, I suggest, were still a bit tired and sore.

Next stop Mt Buller, some 70 km of mainly magnificent deserted road away. The country is quite breathtaking as the mountains loom up. Steve and Ray, after much coaxing, joined me in the climb to the summit for uninterrupted views of the world. After a few photos and another card, we stumbled back to the now depleted group. Jack had left us at Mansfield to visit "real" mountains - the Snowy Mountains for a few days. Hans had left for home to entertain friends. Andrew and Pam had stopped at the start of the rough gravel, a couple of kilometres from the top carpark, and were busy sunning themselves when we returned.

Speeding down Mt Buller, I soon lost Steve. The bitumen was sweating kerosine in places, and there were a number of sandy/gravelly corners - all well sign-posted thankfully.

Cruising into Merrijig, I was momentarily slowed by a couple of vehicles, right in the middle of the 200k sweepers. A mobile chicane - squirt and we were past, cruising again.

Slowing as I approached Mansfield outskirts I rounded a corner to be confronted by a couple of police cars and a blue flash. No radar? No tapes? Licence check I supposed. Nope. That mobile chicane concealed a four wheel drive police vehicle. Ho-hum. "That will be \$135 thankyou." *We were going 120 km/h and you were pulling away from us...* Tricky things, those radio waves.

We regrouped at Mansfield, then around to Yea, where we broke up. Leaving Yea on the Flowerdale road, plod once again appeared on our tails. Tweedle Dee. Steve and I waited for Ray in Whittlesea but he never came, having presumably gone home through St Andrews from Kinglake West.

A round trip of about 480 km saw the bike clock over 6,000 km, a day short of four weeks old.

Ben (Vice P.)

ARTHUR'S SEAT

FRIDAY 20th

A counter-tea at the Hallam Hotel was an excellent way to start this night ride and by the end of our meal we had 10 bikes and 14 people assembled and raring to go.

Down the highway to Cranbourne then across to Langwarrin and Baxter, before heading to Red Hill[&] the Arthur's Seat road, which at night can be quite tricky. With black clouds rolling in, rain looked imminent, but luckily none fell as it would have made the already slippery access road treacherous.

After inspecting the view, group photos and playing How-many-people-can-we-get-on-the-sundial we set off home. It being quite dark now made for some exciting moments on the descent, through Dromana to Mornington, Frankston and the abode of Tony Gustus's at Mordialloc, where we enjoyed a fine supper to cap off an excellent evening. The participants;

Jon GS1100GK, Steve VF750, Murray XJ900, Gary + Velga GTR1000, Colin FZ750, Michael K100RT, Tony XJ900, Ben + Vicki ZX10. Sam + Rita GPz900 (first ride) & Ian + Kerrie XJ900.

BMW K100RS ---- A HISTORY OF USE.

To outline one's experience with a bike is not new to this magazine, Ben W did it very effectively covering his GPZ900R last year. Well here goes with the BMW K 100RS.

In The Beginning.

The K series was released in Australia late 1983 (I think) and by early 1984 all the horror stories of non-reliability were circulating.

Some from experience here but most from overseas magazine reports, dare it be suggested by pro-Japanese bike racer type journos?

OK, there were some "fixes" needed and to their credit, BMW put them in largely at factory expense.

Not having been a Boxer twin owner (not even ridden one) but wanting the latest and greatest technology of the time, I made the purchase decision.

Oh yes, another story about the K was the length of the waiting list of buyers, sort of six-months-if-you-were-lucky.

It was one Friday afternoon in March 1984 a telephone enquiry to Clipstone Ringwood, over such waiting list brought the response " second batch of K100 RS now in stock, which color you want, silver or blue? "

Same afternoon a deposit was paid and commitment made to the \$ 6,950 (plus O.R.C.) price. Yeah, we know BMW kept the prices down to get the new models established and the A \$-Dm exchange rate has drastically changed but \$ 6,950 compares now to \$ 13,150 - - - a cool 89% increase!

The Machine.

Registration Date -----March 30 1984.

Frame Number -----0013453

Engine Number -----104 EA / 0384 / 8460

Registration Number ----PZ 345.

Type Of Use.

Mainly with MTCV day runs of 250-500 Km over winding roads.

Some long distance, Vic. and Interstate, to rallies.

Virtually no commuting.

The Experience.

<u>Km Reading</u>	<u>Date</u>	<u>Action.</u>
5,500	21-9-84	SAE 20 Fork Oil- to tighten up front end.
19,177	14-11-85	NewCDLunit, fuel pump and tank cap, (all under warranty) did not fail.
19,177	14-11-85	New plugs, gear indicator switch, valve adjust.
21,763	29-12-85	Replaced coolant & brake fluid. Adjusted head bearings.
22,642	13-1-86	New Fournales shock, original OK.
29,090	1-7- 86	New throttle cable(warranty) New high tone horn.
29,530	2-8-86	New fuel filter, repacked wheel bearings.
32,615	21-11-86	New (EBC) brake pads.
37,986	2-4-87	New front wheel bearing (cracked)
43,302	24-9-87	Valve adjust, new plugs, heated bar grips (wimp).
47,319	4-11-87	Adjusted head bearings,White Power fork springs and oil,to <u>really</u> improve front end. Replaced brake fluid.
50,380	31-12-87	New fuel filter.
53,611	20-1-88	Replaced coolant.
63, 538	30-10-88	New Luftmeister exhaust system, original OK.
?	?	Couple of blown fuses- one caused a "roadside".

General Servicing.

All other come under this, like air filter cleaning, oil and filter changes (Castrol GP), gearbox- diff. oil changes.

Incidentally,the Jap bike engine oil/ filter

change period of 6,000/12,000 Km seems more sensible than BMW's 7,500/7,500 Km recommendation.....less costly too so PZ345 is on 6,000/12,000.

Conversely, the diff. oil change at 15,000 Km is too long, the oil comes out like chicken soup! PZ 345 gets changed at 7,500 Km.

Tyre Wear.

It must be the high proportion of winding roads riding with the use of reverse steering to help scrub off speed (braking is just so-so) as tyre wear is the major expense.

Without experience of radial tyres, a selection of mid-priced brands all return about the same Km.

Rear Tyre.

<u>Make</u>	<u>KM.</u>
Pirelli MP59 130/90-V17	10,300 (original)
Dunlop 291T 130/90- H17	12,340
Pirelli MP58 130/90-H17	9,975
Pirelli MT 58 130/90-H17	8,020
Pirelli MT 58 130/90-H17	10,980
Avon AM18 130/90 V17	8,380
Pirelli MT 58 130/90-H17	1,600 (Nailed)
Michelin M48E 130/90-V17	Current.

Front Tyre.

Pirelli MP29 100/90-V18	11,100 (original)
Michelin A48 100/90-V18	12,480
Dunlop GT 200 100/90-H18	8,660
Michelin A 48 100/90-V18	8,460
Dunlop GT 200 100/90-H18	11,510
Dunlop GT 200 110/90-H18	Current (rear type)

K100 RS Good-Bad Points (For Me)

- Good- # Power-torque spread.
- # Hands-body wind protection.
- # Engine braking.
- # Good-consistent fuel economy.
- # Handling, fast-slow, confident in wet.
- # Ergonomic comfort.
- # Ease to clean.

- Bad- # Engine vibes- should have balancer.
 # Brake power not state-of-art.
 # Tyre life.
 # Original suspension too " soft".

The BIG Question

Would I buy another?

At \$6,950 or up a bit (to \$10,000) definite yes.
 At \$13,150 and rising, would think hard, probably no, unless
 convinced nothing else is better value for money.

Jack Youdan.
 January 1988.

**STATEMENT OF EXPENDITURE FOR M.T.C.V. Inc.
 FROM MAY 1988 TO DECEMBER 1988**

Payments Made from 1st May 1988 to 31st December 1988

Cost of Itineraries	230.00
Cost of providing supper at meetings	196.83
Door Prizes	13.50
Magazine	21.50
Postage	182.79
Sundries	<u>316.88</u>

Total Expenses \$961.50

Monies Received from 1st May 1988 to 31st December 1988

Membership	1,075.00
Sale of Badges	62.50
Door Takings for Supper	177.27
Accommodation	35.00
T-Shirts/Windcheaters	59.00
Sundries	<u>63.70</u>


Total Receipts \$1,472.47
Less Total Expenses \$961.50

Balance as at 31st December 1988 \$510.97

Plus Opening balance of State Bank Account \$99.98

BALANCE IN STATE BANK \$610.95

BALANCE IN CAPITAL BUILDING SOCIETY \$251.60


 Vicki Piller, Treasurer
 31st December 1988.

No Report submitted.

Those who went:

Hans K10ORS	Ken + Ann K10ORS	Steve VF750
Tom R80G/S	Jon + Marney GS1100GK	John RZ500
Jack K10ORS	Gary + Velga GTR1000	Eric KR1-250
Rod + Rosie VF1000f2	plus a Ducati rider ?	

Apparently there was some gravel on a section of the road which Hans saw but Steve didn't. Oh well what's a few more scratches on the VF.

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Lal Lal Falls - Ballarat

Sunday 22nd Jan.

A cold grey morning greeted everyone at the KBCP. Yours truly was a few minutes late because he had locked his keys in the house and had to break in before he could start the bike.

Tony enjoyed playing leader along the back roads to Ballan, where we stopped to have morning tea and defrost fingers on the pie-warmer. We then did a roadworthy on Steve's questionable 750.

Tony then decided we weren't cold enough, so he led us to the top of Mt. Buninyong for a panoramic view of clouds, mist, water and glimpses of some very soggy paddocks. At the top of a very cold tower the idea of a very cold picnic by a very cold lake was treated very coldly and the troops headed joyfully to Buninyong for a counter lunch. The chef offered to cook us nice and cheap counter lunches (they were very nice and cheap) instead of forcing us into his high-priced bistro. In fact, we now think he might have been keeping us out of his high-priced bistro on purpose! Ken not being hungry, ate everybody else's chips and Steve (hollow legs) Leyland kept trying to steal my steak after devouring an equally massive one of his own.

On our way again, our illustrious leader took us next to Lal Lal falls where everyone climbed down, climbed around and climbed back again. Then to Bungal Dam and the Blast Furnace by one horrible goat track dubiously called a road. To look at the historic Blast Furnace closely, one had to scale a fence and the sight of Gary Clifton attempting this had to be seen to be believed.

I raced Jack back to the bikes (just), as Tony piggybacked Zarina also to the bikes (only just).

After catching our breath, back on the road heading for McMahon's Cheesery, passing a series of beautiful pubs on the way (Lal Lal, Dunnstown, Bungaree and Wallace). The Cheesery people were very nice once they had finally got rid of a bus load of old ladies and after some tastings of cheeses and honeys we were ready for the homeward journey.

cont.

Lal Lal Falls cont.

The ride home was very pleasant now that the sun had come out, but the police had come out too, and Ben Warden magnificently sacrificed himself so that I would not get a speeding ticket (or thats what HE said!!!!). Overall a marvellous day was had by all, in fact I am writing this report while scoffing into McMahon's vintage cheese, peppercorn paté and a lovely Gewürztraminer (from the Barossa Valley trip last year) in the company of the days leader, Tony Gustus. Thanks everyone for the delightful day and the chance to relieve the misery of my dreadful cold.

Col Waddell FZ750.

LISTS OF BIKES:-

Tony XJ900, Colin FZ750, Graeme K100RT, Gary FJ1200, Ian & Kerrie XJ900, Steve VF750, Ken K100RS, Peter P. GT750, Gary & Velga GTR1000, Ben ZX10, Ross & Zarina GSX1100EFF, Jack T.T. thing, Danny Z500.

"Who said it was COLD"



Peek-a-boo

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Who's News

Congratulations to Ken Wurster and Ann Hall on the announcement of their engagement.

A set of Mercury Vacuum Gauges has been made by members Ben Warden and Tony Gustus. This type of gauge is far more accurate than the dial type when balancing carbs etc and will be available at the Maintenance day (as will many other tools) for members to try out on their bikes.

From member Martin Bastock (currently in USA).

Hi folks, Best wishes to you all, my wishes go out to you-especially those who got away camping over Christmas I wish I could have been with you. Sorry I haven't had the time to participate more in Club activities over the last couple of months but am looking forward to contributing more on my return in March 89.

Glad to report that both Andrea Sirninger and Justin Gordon are both making a speedy recovery from their accidents and should be back in the saddle shortly.

Bikes of 1988 Reviewed

GPz550, K100RS, GPz900R x2, ZX10

In case you are losing track of which bikes I am riding or own, here are a few reminders:

I crashed the BMW K100RS January 10th, 1988. It is still in bits, though the frame has been straightened at Bob Martin Engineering. I am still undecided what to do with it. (Maybe Hans will make a serious offer for it!) After the crash I continued riding the old blue GPz900 until July when I acquired a red GPz900RA1, minor crash damage and not running, for \$2700. It had not been ridden for two years - not started or cleaned - and was missing bits and pieces such as: mirror, blinker, rubber between tank and frame, battery, and numerous nuts and bolts and rubbers out of the fairings. The bike looked bad cosmetically: the tank had a small dent, the left hand side fairing was a bit scraped, other miscellaneous scratches abounded possibly from being transported roughly, and the disks were rusted. But the motor had done only 10,500 km, the chain was original and unstretched, and it had a new front tyre. And I needed something to get us to EXPO and back, reliably. I bought it.

Immediately I decided to wreck the blue 900 for parts for the red one, and sell the remaining bits. (The blue 900 was on its last legs, needing tyres, possibly wheel bearings, and brakes - the floating disks had warped, they were so thin - and the fairing was falling off in chunks. The instruments had lost the battle with gravity long ago and sloshed around violently. I also discovered the top subframe had broken clean through in two places, again. The motor was tired, but okay.) Four days of hard work saw the red bike on the road, costing about \$30 in oil, filter, plugs, and a choke cable. I transferred the registration plates from the blue to the red, and changed the engine number at the RTA, saving transfer fees. The bike was completely serviced including changing all the fluids, setting the valve clearances, synchronizing the carburetors, dismantling and rebuilding the front brake system, and cleaning the fuel system. The fairing subframes straightened well and were repainted. The instrument mounting bracket (cracked) was welded. I swapped over the stiffer fork springs, set the rear axle in the low position, and later made a set of floating disks out of warped standard disks reusing the pins from the Daytona floating disks. I exchanged my BMW panniers for Ken Wurster's very neat and strong, hand made, close fitting rack and gearsack. (He had recently (and conveniently) sold his red 900 and bought a blue K100RS).

After borrowing Ian Paynes tank bag (thanks Ian), I now had a good handling, low mileage, as new 900 with luggage carrying capacity, ready for EXPO. (I immediately went and bought some comprehensive insurance, \$466. Ouch.) Vicki and I spent a very pleasant three weeks and 5,000 km travelling up to Expo staying with friends all the way up, including 12 days in Brisbane. At Taree we stayed with Vince Green (former Club President, onto his 6th XJ900). I did the 15,000 km service - oil, filter, valve clearances, air cleaner, battery, and plugs - in Vince's Mobil service station. Thanks Vince (and Sue) for your hospitality.

Back in Melbourne, it appeared as if the blue 900 was worth more to sell bit by bit than to sell as 'almost complete'. So I stripped it down to motor in frame - the swing arm bolt was impossibly tight - and cleaned everything, hiding the fairings, and subframes from prospective buyers. The front wheel sold for \$130 and someone else took the rest for \$1600! (Yes Tom, \$1600. It's a Kawasaki!) After all, the odometer only indicated 48,200 km. I did not tell them about the time the speedo cable broke and I lost 2,000 km.

Early December, I heard that an acquaintance had agreed to buy my GPz550 for \$700. The odometer stopped at 91,000 km a couple of years ago. I was slightly sorry to see it go. It was the bike I was riding when I joined the club, back in 1982.

On the Monday before Christmas I traded the red 900 on a new ZX10. The 900 had 30,900 km on the clock and was nominally valued at \$4,800, leaving change over price at \$5,200. I removed Ken's rack and my floating disks, replacing the originals. (Daytona floating disks now cost around \$595 new.)

Why a ZX10? It is really a better 900.

Major Improvements include:

better brakes - 6 kg lighter, bigger disks, bigger disk pad with twice as many pistons;

better handling (I thought the 900's was excellent) - wide low profile radial tyres combined with mammoth frame and better suspension - rear more progressive, stiffer front springs;

stronger motor - bottom end, mid range, top end - who cares (American magazine 'Motorcyclist' has it at faster than FZR1000 and GSX_R1100 over quarter mile (10.46s), higher top speed (167 mph), and shortest braking distance from 60 mph. It loses in the 40-60 and 60-80 mph roll-ons. I was not aware of any of these figures when I bought the bike, only that it was beating these machines in the endurance events (6hr, etc) in New Zealand, meaning ZX10's were fast, handled and were reliable.)

and the gearbox is much lighter and quicker.

Similarities:

excellent snail cam chain adjusting mechanism also allows alterable ground clearance (centre stand catches early) and once wheel alignment is set, right forever;

22 litre tank capacity - ZX slightly bigger;

good economy (16 -19 km/l, average 17.5 km/l) but slightly worse than 900;

seating position, instrumentation, lights, switches, handlebars and levers.

Minor differences:

The ZX has:

convex mirrors;

Yamaha push-off type blinkers, not self cancelling;

the rear damping control mounted in frame and accessible while riding;

a bigger fairing screen;

free revving motor with very little flywheel effect requiring precise gear changes;

no antidive or air or damping adjustments to front forks;

marginally higher foot pegs;

no volt meter and only one helmet lock;

large extruded aluminium frame as compared to mainly steel tubing on 900;

better stability in high wind probably due to bigger front wheel;

a more accessible tool box and stronger subframe mounting points;

harder seat removal - 2 screws;

and an underslung rear brake calliper.

Maintenance is about on a par with the 900: valve clearances are controlled by shims (screw and locknut on 900) - but do not require a shim tool. The fairings don't need to be removed to get the rocker cover off (a great improvement) though a radiator hose needs to be removed. The oil filter is a bit fiddly to get out and the spark plugs are smaller. Fork oil, steering head bearings, and brake pad replacement all looks straight forward enough.

Ben (ZX10)