

ITINERARY

FEBRUARY 1985

- 2nd ROSS'S CANDELIGHT Night Ride. (fit your spotties now!)
RAMBLE
6.30pm KBCP
- 3rd PICNIC RIDE Lerderderg Gorge. Bacchus Marsh (swimming)
10.00 KBCP
11.00 Laverton
- 10th DANNY'S DILEMMA Ask Danny.
9.30 KBCP
- 17th SON OF WURSTER'S Ask the son of Wurster.
WOOT 9.00 KBCP
- 24th SIMPSON REVISITED NW of the Otway Ranges. (If you like lots of clicks
8.30 KBCP this is the ride for you. No rain this time eh).
9.30 Laverton
-

EDITORIAL

Well here we go, the first mag for '85 and it would have to be the worst prepared mag from me, to date. (ominous?) What with me giving the 13 some T.L.C. over the Christmas break, going to the Christmas camp and staying a week in the rain and now, home from the 'Clubman' – very lethargic, where does all the time go? Ah well, Teddy's been busy photo-copying and using the word processor on some articles, Ben and Noddy have both handed me pre-printed articles, so I guess it's just a matter of me typing a few pages, printing and collating the whole lot, in the two days left before the G.M (bloody hell, what a prospect).

WHOS NEWS

Well if you didn't know already, there is BIG NEWS.

NODDY AND BIG EARS ARE
  **GETTING MARRIED**  

LICOLA 25/11/84

Only three riders left KBCP to Hallam pick up where a further five riders were waiting. Ben was leading on his Kwaka 900 and Ted elected to go rear rider as his new Honda XL350 had to be run in. We took off to Pakenham, then Kooweerup, and followed the south Gippsland highway to Korumburra where we stopped for morning tea.

Joy on her BMW 65 decided to leave us at this point to go to Inverloch beach. We then proceeded through Leongatha, and a good bit of twisty road followed, then through Mirboo north, Boolan and finished up through Morwell and Traralgon for lunch.

It turned out a nice hot day as we were eating our lunch in the main street. We took off again on a good fast road to Heyfield where we turned off to Glenmaggie and finally finished up at Licola. Where Ken Weister was waiting for us on his Kwaka 900.

The road between Licola and Heyfield was very twisting and gave us good views of the mountains and Glenmaggie Lake. After we had a drink, rest, etc, there was a bit of confusion who was leading the ride back. Vince was going to lead but he could not wait any longer and took off on his own, after telling us to get somebody else to lead.

Anyway we all finally finished up at Traralgon Shell Service Station, after filling up Ben led the way home.

Bob. Yamaha X2500

SHORT CAPTAIN'S RIDE 23/12/84

This Sunday is a beautiful cool-warm day early, well 9.30 at KBCP is fairly early, but promises a 30' maximum. Things do not look too good with only three bikes here and the short captain not fronting for the Short Captain's Ride, however Brenda has been deputised by Gary who is committed on family business.

Between 9.50 and the 10am deadline no less than 13 bikes arrived making KBCP look like Kings Bridge Motorcycle Park and we all debate what constitutes a short captain and his or her ride.

Without a destination we hear all the way out suggestions from Broken Hill to stay here at KBCP, but eventually get it down to between Queenscliff and Mt Donna Buang.

In weighing up all the pros and cons of this choice, mainly dependant on which direction you live, a big decision is reached, heads for Queenscliff, tails for -----. Off we go towards Warburton with Ben's mechanically sound but still slightly scratched GPZ 900 in the lead and Phil's mechanically sound but very scratched wing outfit in the rear.

Very slow and legal past the radar in Doncaster (we were pre warned by a Holden driving flasher) an on towards Yarra Glen. Not far from the Glen now and most bikes do not arrive at the corner marker, give' em another three minutes and Mick on his way back to find the hold up. First – ride – with – the – club – Alex has lost the Yamaha XV 250 on the gravel edge of a tightening left hander. Lucky, a bent rear brake lever is the worst damage, if you don't count the physical and mental shake up of a get-off (or is it a stay on and fall down?) More action on this section of the ride with two ducats stopped road side but wave us on, out of petrol or out of something?

What's this? 120 Ducati's stopped road side! Well not really 120 but has to be 20 – 30 and only stopped waiting for the two back there. It's a pleasure to hang around and hear this bunch of big V twins take off making proper Desmo – Conti sounds (whatever they are)

Here we are at Warburton for lunch (where else you may ask, we always stop here, something about the toilets perhaps) conversation gets around to the writing of articles for the club mat. Some opinions are for each rider to contribute his/her impressions, some for four line articles, some for six pages with details of who had what to eat (ridiculous). On the majority it is decided to list all riders on the fide as "people like to see their name in print", how about on traffic infringement notices, summonses, etc, etc?

We make it up to Mt Donna Buang by 1pm, that road is always good and some resurfacing after winters' ravages have improved it further. Most climb the look out tower and make rude noises about the lazy ones who don't, someone has got to watchover the bikes, feel the hot tyres, etc.

In keeping with the ride, remember its a short captains ride, we disperse early at Lilydale.

As promise, below is a listing of riders and bikes. If your name is not there or mis-spelt or (shock, horror) wrong bike model, do not sue the writer or editor...leader Ben did the list so go get him!

John GPZ 1100	Mick R100 CS	Frank R80 GS
Ben GPZ 900	Alex XS 250	Phil Wing Outfit
Ivor Z 750	Bob XZ 550	Keith Z1300 (and son)
Jack Lav. 1200	Jeff Z500	Daryl/Kim XJ900
Alex GT 750	Brenda R650	Robyn CX 650
Janet/Mary Anne GPZ 550		

Jack Youdan

“CT – 18”

**** NEW PRODUCT FOR A SHINY BIKE ****

Being the type of person who likes to keep his bike looking in top condition, I have tried many different kinds of cleaners in the search for the all purpose wonder product. This has, throughout the years, led to the discovery of quite a few good products but in most cases the cost of the cleanser is prohibitive and usually only suited to one purpose. Well this means you end up with a bottle for everything.

I finally think that I have solved this age old problem with the discovery of a concentrated detergent called CT-18. It is billed as the “Original No Hands Truck Wash”. CT-18 will remove dirt, oil film and fuel soot from all washable surfaces and rinse off leaving no residue or streaking. Well being a concentrate you use 1 part CT-18 to 10 parts water and just spray it on. After about 10 minutes hose it off with water and you’ve got a clean bike. For cleaning mag wheels I spray it on and scrub with a firm brush before hosing off. It works perfecto.

You can purchase CT-18 in a 5lt container from shell truck stops for \$18.00 or \$49.00 a 20lt drum. Remember that 5lt will give you 50lt of solution and I only use approx ½ lt per was, that means 100 washes for \$18.00 which is the equivalent of 18 cents per wash.

It’s CT-18 from Chemteck Distributed by Lubrication Engineers of Australia.

Good luck-
Gary Lloyd (Noddy)

LOST.....in the Jinjelic/Walwa area, an assortment of bolts to suit pannier frames. If found please contact Noddy or Vince.

INNUENDOES

HANS – I don’t snore.
PETER – tentless.
WHAT – can you say about Kevin.
GARY second navel
VINCE & JAN – yes, we did bring the kitchen sink.
CHRIS lost soul

BRENDA sick'em
DANNY valve bounce (more revs)
PHIL hatchet hand, I can't hear you.
KEITH – faster than a speeding pannier.
JACK – closet yobo.
BRUCE – the quite achiever.
TEDDY – love those bathers
PAUL – poor man's Darren room
WAYNE – did you hear the one about?
JOHN F...K this and that
JEFF – points down or on the spot.
BEN & JANET – an item.
ROBYN & MICK – didn't seize.
RAY WURSTER)
HANS THOMAS) snore in stereo
MARK – lost in dirt again
Another 30k Ben.

Do YOU sit in the fast lane when the L/HAND LANE is empty? The State Govt is thinking of legislating to make it all specific offence to us the R/HAND LANE except for overtaking.

How's your road craft?

RIDE SAFELY!

NOTE.....

THE ABOVE IS NOW LAW EFFECTIVE AS OF SEPTEMBER 1984.

...Ed.

WURSTER'S WOOT 2nd December '84

Starters:	3 gpZ900r'S	- Ben, Peter, Hans
	3 BMW	-Ted, Ian, Brian
	1 XJ900	-Vince & son
	1 GT550	-Janet
	1 GT750	-Peter P.
	1 GS1000	-Ross B.

TOTAL.....10 bikes

Start:- 9.30am a bit late really and finally got underway at 10.00am sharp. Caught every REDLIGHT out of town via Pascoe Vale, Bulla, Sunbury and the back roads over Mt. Macedon, (good twisties) to Woodend for our first stop & smoke. Beaut weather...whilst there another bike club with many riders rode past also going our way. We recognized one of them, who was none other than our Danny and son on his Z500. He even gave us a wave. (traitor??) whilst there I told the others where the ride was headed, but Ross suggested a slightly different route or "Woot" or whatever, leaving out an interesting dirt section. A couple of the others obviously didn't like dirt either and backed him up.

Anyway, after leaving Woodend we caught up with the tail enders of the other club but luckily they took another turn off before we got tangled up with them. We headed to Tylden, Trentham then via Newbury, Barry's reef, black wood and Greendale to Ballan. Nice forest areas with lots of fast

sweepers then off to Meredith, Steiglitz and Maud to Anakie. Vince was low on fuel and had to top up. Most of us did the same, not that we needed it.

By this time everyone was asking me where I intended to stop for lunch as they were all thirsty and starving. Any excuse I told them, had it not been for Ross' idea in changing my "Woot" we would have been there already. (Destination You Yangs).

Just before arriving at Anakie and stopping for fuel, I (the lead rider was passed by Brian on a BMW). I thought he was leaving the ride and haven't seen him since. It may have been my fault as I 'thought' he was aware of our club rules including the one like 'DON'T PASS THE LEAD RIDER AND WE WON'T LOSE YOU'

Then left Anakie (now one rider short) and headed for the You Yangs. At the FORD proving ground turn-off, Ted Marshall and Peter (GPz900) decided they couldn't handle it any longer and went home. (WHIMPS) then up to the top of the You Yangs where we 'just happened' to find what we were looking for. Food (B.B.Q.) and cold drinks for all. It 'just happened' that my wife Margaret and daughters were up there and 'just happened' that they had the snags etc ready for the 'worms'. Just as well as I was rapidly becoming very unpopular with the hungry bunch.

Whilst relaxing in the shade up there, some picnickers nearby lost their 2 year old boy (one hour gone). The ranger and police arrived who then asked for our assistance to search for the wayward kid. Of course we obliged. First on our bikes, then on foot covering a large area. Ben eventually came out worst. His misjudged his bikes ground clearance (or lack of it) and damaged the lower part and also got quite a few scratches on the side of his fairing from brushes as he was riding through the scrub. The boy was eventually found. (Not by us) and returned unharmed to his 'slack' parents.

Anyway, all is well that ends well, and the local cop and ranger acknowledged their appreciation for our efforts and assistance and spent quite some time talking to us. Shortly after, no w3.30pm we left this spot to go home, just beating the fast arriving change of weather.

Altogether covered a bit over 300ks of various bitumen and gravel roads without any mishaps and I felt that the ride was enjoyed by all.

Hans....GPz900R.

DON'T FORGET THE FOLLOWING.....

- 1/. THE CLUB IS A DISTRIBUTER OF THE FULL RANGE OF CASTROL PRODUCTS
- 2/. ANY SUGGESTIONS FOR THE NEW ITINERARY.
- 3/. FORTHCOMING ELECTION OF OFFICE BEARERS

TONY GUSTUS RIDE 9/12/84

Weather perfect, and eight bikes assembled for the days ride. Being Z1300 (Keith), K100RS (Jack), 2, GPz 900R (Ken and Ben), GT750 (Pete), 2 GPz 550 (Tony and Janet), and Honda 400/4 (Tony F).

Exiting the city via Footscray Rd we travelled south of Melton past the Melton reservoir. Venturing through the Brisbane ranges nat. Park and dove a section of sealed road that seemed to have been misplaced in there. Beware of steep winding roads (and bridges).

Ballarat – and a feeding stop was requested (11.13). finding the fish shop busy preparing next week's supply of potato cakes and battered fish, the milk bar around the corner was the popular choice.

Onwards to Beaufort via Carngham with one unscheduled fuel stop, with lunches and fuel purchased in Beaufort onto Mt Cole State Forest and Richard's Picnic Ground where lunch was consumed in the picturesque surroundings. The more energetic members decided that a bush walk was in order for the day, and set off for Dickman's Cave. (More of a split in the granite rock) the cave (to Ben's disappointment, see Whroo Caves Dec 84) was flooded due to heavy rain the previous week.

On return to the picnic ground it was decided that Pete and Tony F were lost. Search party assembled, the lost-ees were found in good health after 30 seconds of search.

Continuing the ride through the forest over unsealed (dirt) roads we re-emerged into civilization (sealed roads) at Warrak. Returning to Beaufort to clean air filters and brief treatise on the "theory and practise of chain maintenance". Then back to Melton via the Western Highway (almost) where the ride broke up with 420km on the clock.

Tony GPz 550

CHRISTMAS PARTY 15/12/84

Well the party has been and gone so if you missed it, TOUGH! And if you went I hope that you had a good time. Saturday arrived and with it the weather changed for the better thank goodness. Brenda and Gary came to our house loaded with the meat and salad vegies, and we spent the whole afternoon preparing salads. We arrived at the KBCP at 6pm where Peter P was already there, set up the tables and then people started to arrive. Phil started to cook and cook and cook, with apprentice Ross joining in half way through.

When everyone had finished eating, and I had badgered everyone into buying all the hamper tickets, and Phil and Vince had done their best to flog all the Tyre raffle tickets both were drawn. The hamper was won by Eric Brown, who had no way of getting it home, so Sue Jean was helpful enough to take it to her place where he was to pick it up the next day. The tyre raffle was won by Frank Harrison, he is a member of the Side Car Club. Yes Phil did sell him the ticket, why he couldn't have brought that one himself is beyond me.

It was getting quite cold now and as it was all of 9.45pm the party died a natural death. With the last of the dirty dishes packed away into Gary's car we left. Many many thanks have to go to a very small group of people because without their help the party wouldn't have been such a success, Peter Dwyer has to get a large part because he supplied all the plates, knives and forks, wipers, cheese, cake, coffee and tea and sugar, large boiler with gas ring, thank you very much Peter. Gary and Brenda, not only did they do the shopping for the meat and vegies at the right price, they were the only ones who came over to lend a helping hand with the preparing of the food. Then you two very much. Lastly, Phil who did the cooking and later the dishes thanks.

Once again I hope you had a good time and enjoyed the food.

Robyn Duffy (Social Sec)

SHORT CAPTAINS RIDE 23/12/84

Weather was fine, no clouds, no wind and mid 20's expected. Arrived at the KBCP at 9.55am having caught every red light from home, just in time to hear Ben's spiel about corner markers, leaders and rear riders.

Ben was going to lead, with Phil the rear rider. Over 20 men, women and children headed off to Mt. Donna Buang via Doncaster Freeway. Lovely little run to freeway, bit of high speed to get the eye in. Turn off freeway to Bulleen road cars coming from opposite direction flashing lights. Everybody backs off to a sedate 60ks. Slowest that Ben has ever gone. Sure enough, radar gun on the side of the road, with two very despondent looking boys in blue as we all slowly ride past.

Speeds picks up as we go through Templestowe – Warrandyte. Turn off to Kangaroo Ground. So far the corner marking system working well. practically a U turn at Kangaroo Ground to go through lovely Christmas Hills to Yarra Glen.

A truly beautiful view looking over the valley. A new rider on a yammy 250, liked to view so much he laid himself and the bike down for a rest on one of the corners. Fortunately rider and bike suffered minor bruising. It must be a popular spot for spills as Phil found several extra bike parts that did not come from the Yammy. Stopped at Yarra Glen for regrouping and morning tea.

Next stop Warburton, good roads all the way. Arrived at 11.55am for lunch. All the bikes lined up along the main street, several sneering looks (or was it envy) from passing cars, lots of other riders passed by. It was really a fine day for riding.

We rested for about an hour, then on to Mt Donna Buang. Brenda, Phil, Robyn and kids decide to return home. Robert on his 550 is the new rear rider. Thirteen bikes make it to the top. Magnificent views on the way up the mountain. The climb to the top of the tower is well worth the effort. It's the closest the most of us will get to heaven. Robert lost the apple in the bin contest. He bet he could throw the core into the bin from the top of the tower. He allowed too much for the wind or some such excuse.

Back to Lilydale via Warburton and Launching Place, reasonable amount of traffic considering the beaut day. One clown decided to change his flat tyre right in the middle of the highway. caused a bit of a traffic jam. At least it gave the divvy-van boys something to do other than harassing us poor bikies. Stopped at Lilydale where the ride officially broke up. Ben invited everyone back for coffee. Seven bikes accepted. Six Kwaka's and one yammy. Back through Wonga Park, Templestowe to Montmorency.

Mr. & Mrs. Warden made us very welcome with tea, coffee, soft drinks and cakes for the four pillion passengers and seven riders. Sat around talking for a while and then headed for home. 233ks completed for the days run.

As a short Captains ride (or any ride for that matter) couldn't have had a better day.

Geoff Z500.

RISING DUST 7-16th Jan 85

Janet and I had two weeks of annual leave occurring at the same time so we decided to head north. We planned to travel up the coast as far as Brisbane staying in Youth Hostels and with relatives. By staying in hostels we did not need to carry a tent, sleeping bag, air mattress, or cooking facilities and at 3-6 dollars a night hostels are cheap accommodation.

We expected to travel four to five thousand kilometres.

Preparation included routine maintenance on the bikes: valves, oil and filter change on the 900, and shims, oil and fork seals on the 550; and buying a tank bag and pair of totes (waterproof over boots).

Sun: "Ben's Twisties MK IV" 300 km, home 2.30pm, highlight racing with Craig (GSX1100) through Black Spur, sparks afflying, speed exotic.

Mon: work as usual, new stock front tyre (fitted \$60) – original bald sides at 10,800km; bike damage finally assessed; left home 4.30pm, each speeding ticket (\$55) on freeway entering Warragul, arrived Bairnsdale 8.30pm.

Tues: Canberra, Thredbo booked out. Rode to Narooma (80km north of Bega). Good roads, perfect location – State Forest, estuary, canoes, rowed around, each caught small fish, fierce dry electrical storm created breathtaking spectacle across water at sunset; nightly campfire.

Wed: Arrived Sydney fiveish. Took 30 cent tollway instead of Bulli Pass. Weather hot, bike overheating around town, kill motor at lights. Walked around city, Janet lost wallet containing \$80 cash, licence, speeding ticket and Westpac card near Pitt and Martin St's fountain. Passing taxi gave us lift to The Rocks police station, paperwork, bus to hostel.

Thur: Finally found rhs engine cover for 550 (none in Melbourne) in Bankstown after numerous phone calls (wreckers none). Rode to Carrington Hostel near Karuah, 70km north of Newcastle. Old Pacific Highway best road of trip so far, little used but greasy, hot. Walked to Tahlee Bible camp, saw largish turtle, jumping tailor and mullet. Planned rest of trip to Brisbane and back.

Fri: Left 10am for Walcha (400km inland near Armidale). Rounded 4th or 5th corner to see rising dust. Janet dropped bike 100-110km/h in gravel at side of road, reason unclear. Bike damage: headlight, instruments, blinkers, mirror, handlebar, foot pegs. Forks, motor, frame okay. Rideable. Janet: quivering, whimpering, face down mess. Ambulance to Newcastle Mater hospital 70k. Dislocated thumb, stitch – bone punctured skin, x-rays, needles, pain, scrubbed gravel rash on hip and knee, extensive bruising left leg, sore neck, shock, memory loss. Ripped jeans, wrecked helmet, torn new Alpine Star boots; jacket, gloves relatively unscathed; made local radio news!

Banks closed. Social worker rang for accommodation – cheapest Newcastle \$55 (peak holiday season), caravan parks full except 20 km out of town. Eventually Janet stayed in women's refuge overnight. Agreed to meet at hospital 12 noon next day – check up concussion, thumb. No phone at Carrington hostel – converted 1853 convict built church; Women's Refuge silent number unavailable to men. I slept back at Carrington.

Sat: Moved 550 to Raymond Terrace and left at house of friend of Hostel Warden. Left message at hospital to delay meeting time. Discovered cost of rail ticket for bike and Janet: Newcastle to Melbourne economy \$65.30 and \$105 for bike. Bus booking office closed over weekend and not answering after – hours phone. We had \$65.87 between us. No economy tickets available Saturday, Sunday or Monday due to impending rail strike. We waited two hours for cancellation of ticket (computerized). A first class ticket at \$88.50 came up, train left at 5pm. At 4pm became very desperate for money, at 4.40pm secures \$40 from Women's Refuge (less taxi fare). Split remaining money. I received \$2.00 for next one and a half days food.

Clocked at 77k in 60 zone by "mobile radar" on outskirts of town (police car flashed light at me coming the other way), \$50, Ho-hum.

Sun: Alone, no money, conserve petrol. Banks open Monday. Did washing, walked up Mt Eureka, got lost, sunburnt red legs, 8 kangaroos, kookaburras everywhere. Went Tea Gardens and Eagle's Nest with relieving Warden from Scone. Beach fishing – one guy 11 fish, 5 different varieties, had fished 10 days consecutively, never missing out. Water green and deep blue, sand yellow, hot, legs still burning, blue bottles, hundreds of swimmers.

Borrowed handline from prison officer at hostel, went fishing at Tahlee after digging crabs, worms, snails and shell fish as bait. No luck. Turtle in attendance again, 15 inch tailor jumping.

Mon: Hot. Rode 900 to Raymond Terrace. Rode 550 to Newcastle. Went bank! Put bike on train to Melbourne. Also sent parcel of Janet's apparel – boots, helmet, tank bag, jacket, Speedo. Duct tape handy. Caught bus back t Raymond Terrace. Trudged two km in full leathers, sunburn behind knees killing me, back to house. Left 1.30pm for Orange (500km) via Putty road (greasy – trucks) and Bell's Line of road (fabulous), fires everywhere including along roadside, sky overcast due to smoke, spectacular views thwarted.

Tue: Road home (755km), 8am to 6pm. Wagga Wagga 98 degrees F at 12 noon, Albury 42 degrees C at 3pm. Cruised 120-140km/h, mainly 140. Drank 5 cans and 1 litre of orange juice, large peach and orange. Gave some guys the club spiel in Yea. Flowerdale road "fun". Janet chirpy, sore, broke but happy.

Economy: best 20.8 km/l or 58.7 m/gal Lithgow – Orange – Cootamundra
Worst 17.6 km/l or 49.8 m/gal Wangaratta – Yea – Home
Average 18.8km/l or 53.0 m/gal

A round trip of 3,200 km using about \$89 worth of fuel. The bike consumed negligible oil and has now done 14,000 km. The Clubman Rally should see out the rear tyre.

Janet's bike consistently used 2-3 litres less petrol at each fill, though she managed to run out a couple of km short of Cobargo. The rail strike has worsened and the bike is not back eight days later.

Ben (GPz900)

MOTORCYCLE FACTORIES

AGUSTA	BULTACO	BRIDGESTONE	CZ
DERBI	DUCATI	DKW	GUZZI
GILERA	GARELLI	HONDA	INDIAN
JAWA	KREIDLER	KAWASAKI	LAVERDA
MARUSHO	MEGURO	MAICO	MORINI
MZ	OSSA	RUKUO	SUZUKI
SUBARU	VANVEEN	VINCENT	YAMAHA
ZUNDAPP			

A	D	N	O	H	A	X	M	I	L	L	E	K	A	G
H	C	B	S	N	D	C	A	T	L	U	B	V	U	I
A	Y	C	S	V	A	N	V	E	E	N	C	Z	B	L
M	J	L	A	T	C	I	P	K	U	K	Z	M	F	E
A	M	W	N	I	N	S	D	J	E	I	T	A	A	R
Y	A	W	L	C	B	U	K	N	D	H	A	S	G	A
J	D	R	E	O	C	I	A	M	I	K	U	Z	U	S
P	U	N	O	A	M	J	E	I	K	P	G	U	S	R
O	T	T	T	O	U	K	U	R	A	F	Q	N	T	R
R	A	I	B	R	E	D	H	Q	S	G	U	D	A	I
U	O	O	L	A	C	R	E	V	A	L	R	A	F	N
G	O	H	S	U	R	A	M	C	W	B	A	P	H	I
E	W	N	N	D	G	D	V	E	A	E	B	P	F	R
M	S	R	E	L	D	I	E	R	K	P	U	U	G	O
E	N	O	T	W	E	G	D	I	R	B	S	T	H	M

MOTOR CYCLES AND HOW TO MANAGE THEM

Be noted. This may not always be correct at first sight, owing perhaps to the needle valve sticking. A small syringe, an ordinary oil injector (if clean), or even a fountain pen filler, may now be used to withdraw the petrol from the dummy jet. The liquid will immediately rise to the proper level, and after it has been emptied out once or twice, its mean level can be found with certainty. The correct level should be about 3/16 in below the top of the jet; and it is above this point, it should be reduced in the following manner. The needle should be removed and the brass weight near the bottom, if soldered, should be unsoldered by holding it in a blow lamp or spirit flame. It should then be placed with the weight resting on a nut or anything with a small enough hole through it which will allow the point to hang free. The position of the weight should then be marked on the needle with an old knife with a serrated edge. A smart light blow may now be given to the top of the stem, and the weight will be shifted higher up. If the level of the petrol is too low, the weight must be replaced and the level of the petrol be again carefully tested. The fact of having the petrol too high, e.g., level with the top of the jet tube, only caused waste. Occasionally some trouble may be experienced in finding the correct size jet; and if this is the case the jet itself must be changed. The air inlet should be gauze covered on a motor cycle to exclude as much dust as possible and when gauze is fitted to an air inlet not previously covered, it should be remembered that the gauze will cause obstruction to the passage of air, and the air space should, therefore, be first enlarged. If fine gauze is used, the intake should have three times the area of an unprotected intake. All carburettors should be warmed, by placing the carburettor close to the cylinder by taking air through a funnel (the mount of which is against the cylinder) or by hot air jacketing the vaporising chamber.

A WARNING

The question of carburetion brings us again to the subject of petrol. Petrol is, as we know, an exceedingly inflammable liquid, and if not carefully handled is a source of danger. In case of fire do not use water, petrol floats on its surface and the flames are not extinguished. The correct thing to do is to smother the flames; use sawdust mixed with bicarbonate of soda, in the proportions of 10lb of the latter to 12 lb of sawdust. If the carburettor catches fire, attempt to extinguish the flames with a cap, coat, or anything handy, but first shut off the supply. If at all possible, what threatens to be a serious outbreak should be attacked immediately with the above-mentioned mixture, which should be kept in a box in the motor house.

CHAPTER IX

TRANSMISSION AND GEARING.

Belt Drive.

By transmission is meant the means of conveying the engine power to the road wheels. In America the gear box is called the transmission, which is distinctly misleading, as it is only part thereof, the term including clutch, chain, belt or shaft, and the gear box. The simplest method is by means of a V belt running on V-shaped pulleys, the angle of the grooves of which is 28°. Belts are made in two materials, rubber-covered canvas (usually known as rubber belts) and leather. The rubber belt is cleanly, economical in power, and does not require attention. It has, however, a tendency to slip in wet weather, and so many people carry two belts while touring – a rubber belt for dry weather and a leather belt for use on very wet days. The leather belt is the oldest type, and is still a favourite among some riders, but to keep it in order it requires a good deal of attention. It should be scraped with a blunt knife at intervals to remove the grit which becomes embedded in the driving surface, which, if allowed to accumulate, grinds the angle of the pulleys out of shape. It is after a long ride in the rain that scraping is most necessary, and after the scraping the belt should be dried in a cool, dry place and dressed, preferably with Collan oil, obtainable from most boot makers or accessory dealers. Castor oil may be used if the above-mentioned oil is not obtainable, but it is not so good for the leather. A leather belt should be...continued in March 85 mag.