



# **Z OWNERS CLUB MAGAZINE**

## **QUEENSLAND BRANCH**

**MARCH 2015**



### **General Meetings**

Held on the first Tuesday of every month at the Motorcycle Sportsman's Clubhouse 35 Crosby Road, Albion at 7.30pm

## *Contents*

President's Report  
Letter from the Editor  
Articles of Interest  
Jokes  
Events Calendar (Flyers)

## *Website*

[www.zownersqueensland.com](http://www.zownersqueensland.com)

## *Queensland Branch Committee*

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**Treasurer:** Justin Eiszele

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**Webmaster:** Gary Crane

# ***PRESIDENT'S REPORT***

## **CLASSIC Z ONLY Ride Sunday February 15<sup>th</sup>**

Well the Gold Coast Chapter of the Z Owners Qld gathered at BP Coomera, for a bit of breakfast before heading off on the ride.



We picked up Sludge and Jon on the highway, on the way through to the city. It was quite an impressive collection of machinery.

Gary Hanley joined us on Samford Road in a precision merge that couldn't have been planned better (even if it wasn't).

We arrived at Dayboro a little early, so we all fuelled up and went to a nearby cafe for a coffee.

More members joined us there and there ended up being 13 CLASSIC Zeds, which was a VERY impressive turn out. We had a LOT of admirers there. Greg Wardlaw even made the trip down from Marlborough, just for the ride. A great effort Greg!





Unfortunately a few couldn't stay for the ride, but it was great to see that they turned up anyway.

So nine of us headed off! We decided to head towards Conondale and check out the rally site, seeing as how we were halfway there already.

We arrived at Green Park, which looks a little different from last year because they've cut down a couple of the larger trees that are near our Games Area. By the way, there's plenty of water in the creek, if it gets hot enough to go for a dip.





We headed to Kenilworth and stopped for lunch at the Pub (and a couple of coldies). They do a GREAT burger there. There were plenty of bikes there that were passing through and we certainly turned a few heads. We may have even recruited a couple of prospective members.





We left Kenilworth and went through Obi Obi, Mapleton, Montville, along Mountain View Road to Woodford and onto D'Aguiar Pub, where we stopped for refreshing ale.



The only rain we hit was a little shower before Woodford, which was annoying, but not too bad.

It was a great ride, everyone enjoyed themselves and all agreed we should do this on a regular basis (maybe bi-monthly). So keep an eye on the website for details of the next one. I may organise one down south, seeing as how the GC Chapter made up half the bike numbers.

Riders were;

Beno Z1B \*\*

Ray Z1B \*\*

Dave Z1000A1

Daryl Z1000A2 \*\*

Con KZ900LTD \*\*

Sludge Z900A4 \*\*

Jon Z1B \*\*

Gary Z900A4 \*\*

Allan Z1B \*\*

Greg Z1900 \*\*

Rene Z1000ST

Leon Z1000

Leon's Son Z900A4

**REMEMBER ..... Ride em DON'T hide em!!!!**

Cheers.

***Beno***

***El Presidentè***



# *EDITOR'S REPORT*

Hi fellow Zed Lovers,

Unfortunately, I couldn't make the Zed Only ride, due to family commitments. It looks like it was good turnout and a great day.

This month, I have included a story that Ray has provided. I have also included some jokes that members have been filtering through to me (I take no responsibility for these, haha).

I note that there is not a For Sale section for members on the website and I would be interested to know if you would like to include a section for sale or swap, etc. I will raise this at the meeting tomorrow.

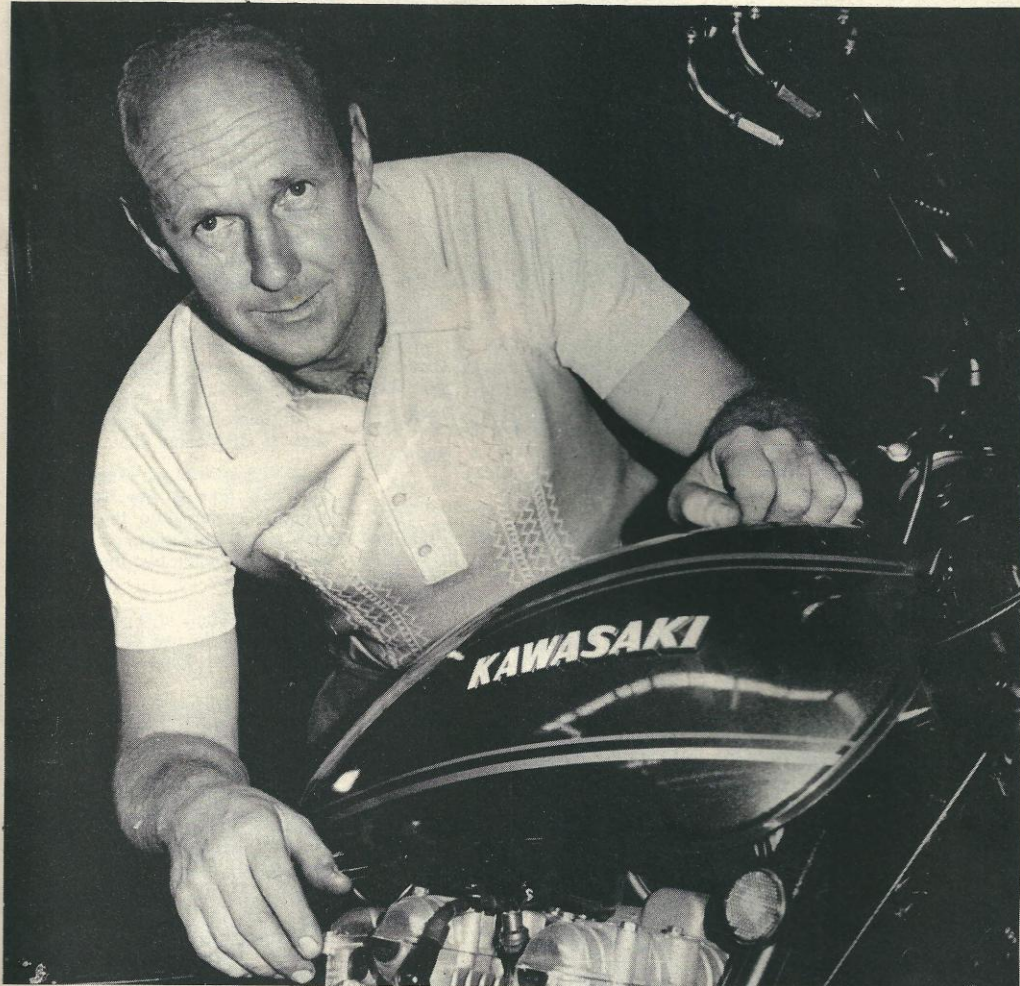
Meanwhile, enjoy this month's mag, and I'll see you tomorrow evening.

Cheers,

Bill



## ARTICLES OF INTEREST



# 900 SECRETS

Neville Doyle, Australian Team Kawasaki tuner, reveals the secrets of the factory supported bike and what can be passed on that'll work for the faster street 900s.

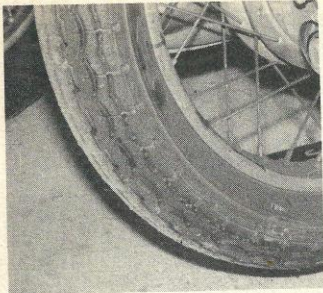
Definitely the best feature of Kawasaki's ultra-successful Z1 900 is that the very first model is much the same as the '76 specification. No weaknesses have been found

and apart from detail, cosmetic and fashion changes the basic machine remains near identical in its fourth year.

The original design has proven to be strong and lend itself to all kinds of racing competition from drag bikes to sidecars. It has won the last three Castrol 6 Hour races with the '75 award going to Team Kawasaki's bike that has raced at

the Calder 2 Hour, Castrol 6 Hour, Queensland 1 Hour, without even any appreciable chain wear!

Like all powerful bikes, there are many fallacies on how to extract more horses and more speed. Even though the basic package is good, it can be improved to handle better, stop quick and maintain top speed longer.



#### Tyres

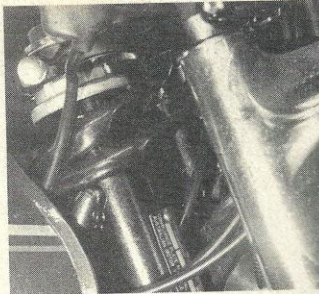
There are three good tyres for this kind of bike

- i) Dunlop K81
- ii) Continental K112
- iii) Avon Roadrunner

The first two are much the same and very good but the Avon has proven to be the best as it wears AND handles.

Dunlop's new multisiped "Red Arrow" is great in the wet but being of soft rubber it wears too quickly.

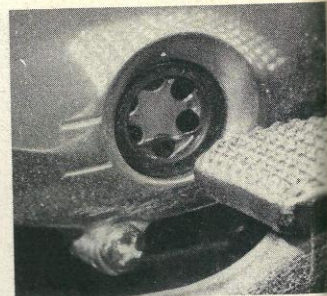
For hard racing conditions set to 32/34 p.s.i. front and 40/42 p.s.i. rear, otherwise go no higher than normal.



#### Steering

Both wheels should be removed, the rims trued and then accurately balanced. On assembly, the wheel alignment is crucial. Ignore the swingarm marks and set the back spindle by sighting a length of string along both wheels.

If "wobbling" persists then the trouble is almost sure to be steering head bearings. Faults won't show up by the old "tug" test and they should be replaced by new and correctly tensioned. Sometimes, even new bikes benefit by replaced steering races properly fitted!



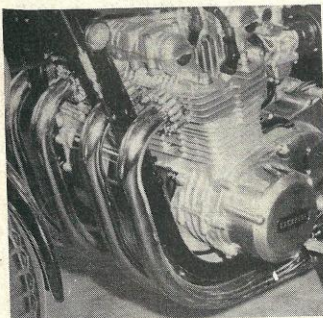
#### Oil

If you're a leisurely touring man then an ordinary Super 20-50 grade is sufficient.

Any more calls for a specialist oil such as BP Coarse Plus.

NEVER overfill as excess oil will inevitably find its way through the breather system into the air filters and enrich the mixture. Keep the level between the two marks on the sight window.

An interesting little sidenote is a warning not to use GTX in an H2 gearbox, hard riding will see clutch slip problems.



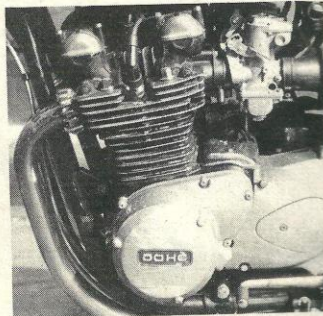
#### Camchain

This is frequently overlooked by many enthusiasts.

The chain must be set to the correct tension not only to prevent damaging "whip" but also to maintain correct valve timing.

Correct tensioning sequence is:—

- i) loosen lock nut and lock screw,
- ii) turn the engine till the static marks line-up,
- iii) turn the engine forward by two full turns and HOLD in position,
- iv) lock.



#### Wear

To keep the engine going as long as possible adopt the following rules:—

- i) after starting the motor let it warm up on a small amount of choke. Further warming at running speeds is necessary before top revs are applied.
- ii) use the best oil and change it regularly. Economy in this department is crazy.
- iii) if you are not capable of setting the running adjustments spot-on then pay someone who can. It's cheaper in the long run.



#### Rear Chain

Would you believe that last year's Castrol 6 Hour winner started the race with 1" chain slack and finished with only 1 1/2", and furthermore the same chain has raced the Calder 2 Hour, Castrol 6 Hour, Queensland 1 Hour and is still OK?

It is, of course, a '75 spec self lubricating chain as currently fitted to new bikes.

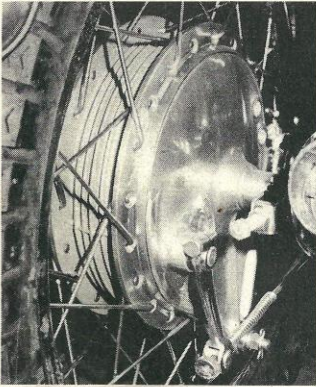
Older models should have the oil pump removed together with the old chain and \$75 invested in a new one. A very wise buy.



#### Lights

A fault which few people appreciate is that most globe failures are caused by the high frequency vibration put out by the Z1 engine.

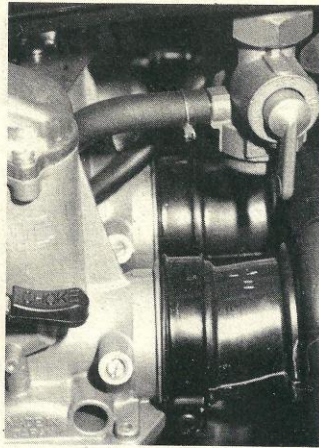
This can not only demand that standard globes are replaced from time to time but also that non-standard items break down with expensive rapidity.



#### Rear Drum

Understand that the 900's rear drum is good enough for 20 hour's flat out racing and has been praised by most top riders. So don't go complaining that Kawasaki should have fitted a rear disc long ago.

All that is required to stop any grabbing and increase sensitivity is to increase the taper on the leading lining from 1/4" to 5/8" with the angle going right down to the shoe.



#### Carb Pipes

A common mistake made by too many owners is to quickly replace the petrol tank and confuse the fuel lines with the carb breather pipes. The result is an engine that runs rough and floods.

This has been cured by the latest model having pipes of different diameters that cannot be mistaken.

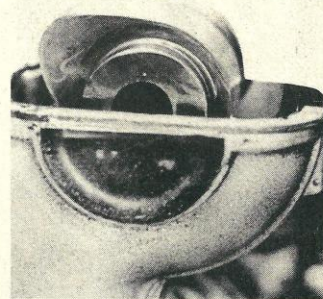


#### Rear Units

If your original damper units aren't worn then fitting Boge Mullholland or Koni shockers will not improve the bike's handling.

The major problem here is often adjustment.

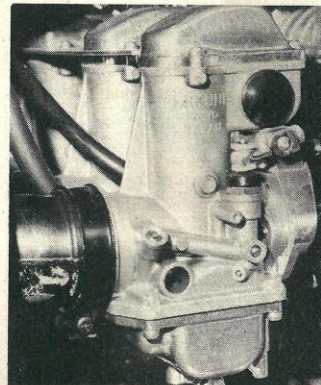
For a person of average weight (around 11/12 stone), road riding means number 2 position, and racing calls for either 4 or 5 depending on the track.



#### Valve Clearances

Believe it or not but experience has shown that these are not absolutely critical. By this we don't mean they can be let go to ridiculous limits, it's just that they seem to have more safety margin than other running adjustments.

Don't let them become too tight though; they seldom loosen.



#### Carbs

Should a motor have a flat spot between 5 to 6,000 rpm then raising the needles by one notch each should cure it.

Another common fault is rough running caused by hair or fluff in the emulsion tube (about 1" long) above the main jet.

DON'T go playing with the carburettor settings unless you are sure of what you are doing.



#### Spark Plug

Providing these are in good condition, correctly gapped and of the recommended heat range then there is no real difference between Bosch or NGK or whatever.

The Team racing bikes run on either Champion N57G or N55G as per the racing Yamaha two strokes. In the Six Hour, N55G was chosen.



#### Swing Arm

We've already said don't trust the spindle adjustment markings, so there's no need to repeat why.

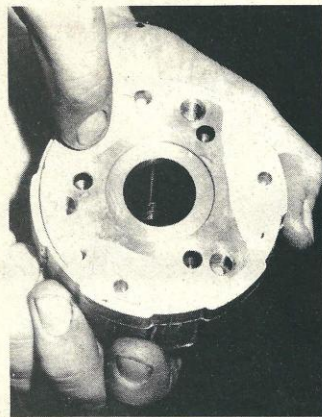
Earlier 900s were fitted with fibre swing arm bushes that had built-in thrust washer faces. The latter broke off allowing the bush (now without a retaining flange) to move inwards so causing rear wheel wobble. Replacement with new is the only answer.



#### Valve Springs

The 900 motor is good for a sustained 10,000 rpm with complete reliability. Best racing speeds are between 7 to 10,000 rpm, as was used by the winning 6 Hour bike.

Increasing valve spring tension will do nothing to improve the engine.



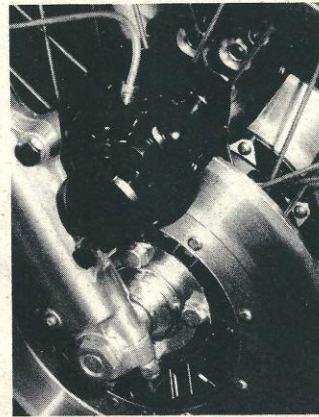
#### Rotor

These can literally blow-up if allowed to deteriorate.

The steel insert in the alloy that has the 3 studs to the start clutch can work loose. If a gap develops between the steel and alloy then the rotor must be replaced.

Engines that are continually revved high should have this point checked regularly.

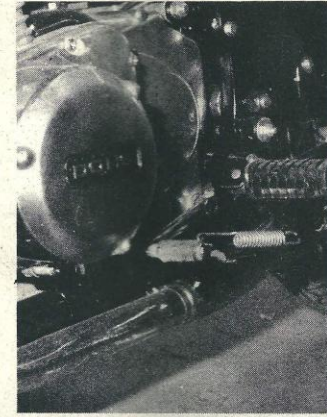
Take this seriously as the damage at 10,000 can be dangerous as well as wickedly expensive.



#### Front Disc

If you can afford it convert to a dual disc set-up. The cost is high as the right assembly AND the master cylinder is required. This definitely gives better feed-back and demands less hand pressure to gain more control.

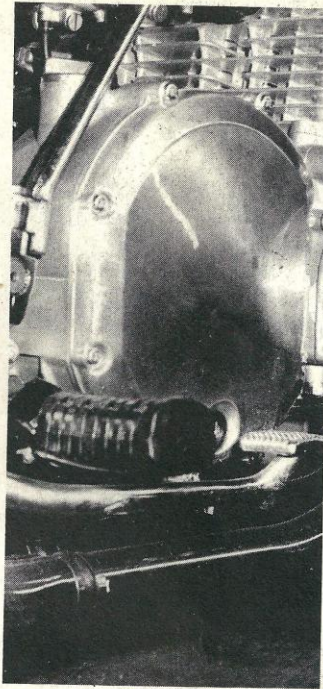
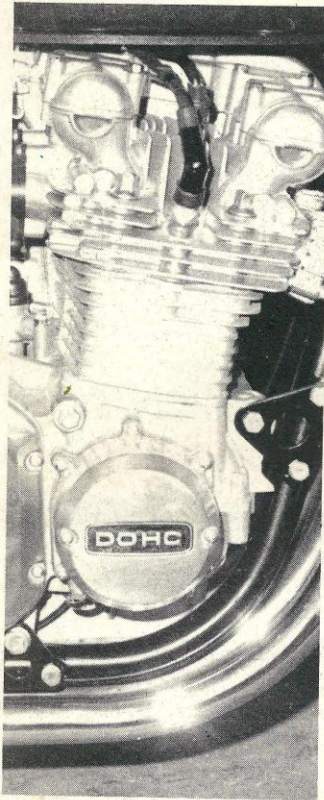
Use Hrdie Ferodo S (standard) pads at \$15 a pair, they are good enough to do a Castrol 6 Hour. Don't use R (racing) pads as they are too hard and lack sensitivity.



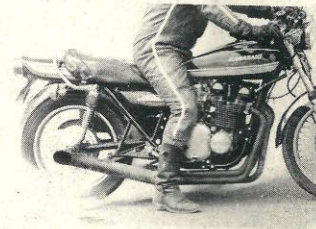
#### Ground Clearance

The first things that scrape are the footpegs. Next is the centre-stand extension. By that time the bike is being leaned over a long long way and going further till the alternator cover grinds merely proves it is probably being ridden incorrectly.

Greg Hansford only hits the alternator cover when circulating Amaroo at under the old lap record!



**Clutch**  
Fortunately the clutch fitted to the 900 has proven very strong and trouble free. Its setting isn't crucial.



**Ignition**

Timing is crucial. It must be very accurately set. Approximate is just not good enough.

First of all the points should be cleaned or replaced and set to 14 thou.

Then with a circuit meter (or even thin paper) set their breaking to roughly coincide with the static timing marks.

NEVER advance the engine, if it must be set crudely then go for retardation. But don't let this fluctuate more than a degree, the thickness of the timing line! A strobe is the only way to set it correctly.

The inter-points relationship is vital. BOTH must be on the same mark and spot-on.

Exhaust pipes don't "blue" when the timing is correct.



**Forks**

Little wants doing here.

There's no point in going further than refilling with the correct quantity of A.T.F. (automatic transmission fluid).

**Hotting**

If you're hell bent on spending money on an otherwise perfectly satisfactory machine then think along these lines:

i) an alloy cooler. If the engine is continually belted in a hot climate then this is a necessity. Take it seriously.

ii) 4 into 1 exhaust systems can improve overall performance (sometimes they don't make any difference at all) if the jets etc. are tuned-in to suit. To do the job properly the cams etc. should also be modified as the pipes on their own aren't sufficient.

iii) POWER. This can be obtained by competent engineers only. The carbs should be bored out 2mm and up-jetted, the cams modified for more dwell and lift (20 degrees and 25 thou respectively) and stelite tipped valves fitted (providing they are accurately ground to the correct length to main clearances). A big bore kit is also required.

From Vol 1 no 2 "Road & Race ", circa 1976, edited by Derek Pickard.

Published by Swallard Publications

## EVENTS

Trish and Kaye's ride was cancelled due to TC Marcia. See website for rescheduling of this event.



# How do I know you are Gay?

If you don't join Trish and Kay's overnight "Gayndah Ride"!  
**Sat 21 and Sun 22 February 2015**

Overnight accommodation with dinner and breakfast included = \$50

RSVP to Kay: 0402 082 330



Ride Leader - Justin  
(on Kay's instruction)

Tailend Charlie - Gary  
(on Trish's instruction)

*CONONDALE Rally - 13th, 14th & 15th March 2015*



# Conondale Rally March - 2015

## Z Owners Qld

**Host Conondale Rally  
Green Park, Conondale  
13th, 14th & 15th March**

**Come along for the ride and enjoy the Z-  
Owners legendary hospitality.**

**All inquiries sent to  
zownersqld@hotmail.com**

**All bikes WELCOME!**

Disclaimer: All motorcycling events and rallies hold some element of risk. Participation at Conondale 2015 Rally is at your own risk. The Queensland Z Owners will take all reasonable care but are not responsible for any loss of property or personal injury.

**Entry \$25**  
**includes badge to the first**  
**220 people**

- **Great Camping facilities including hot showers !!!**
- **Great entertainment including motorized games**
- **Conondale P&C Catering all weekend**
- **Food Venders**
- **Coffee Cart**
- **Cars welcome... but please park in car park outside the camping grounds... THANK YOU!**
- **No Glass**
- **No Dogs**



## *JOKES*

### **CATHOLIC MORNING COFFEE**

**Four old Catholic men and a Catholic woman were having coffee in St. Peters Square .**

**The first Catholic man tells his friends, "My son is a priest, when he walks into a room, everyone calls him 'Father'."**

**The second Catholic man chirps, "My son is a Bishop. When he walks into a room people call him 'Your Grace'."**

**The third Catholic gent says, "My son is a Cardinal. When he enters a room everyone bows their head and says 'Your Eminence'."**

**The fourth Catholic man says very proudly, "My son is the Pope. When he walks into a room people call him 'Your Holiness'."**

**Since the lone Catholic woman was sipping her coffee in silence, The four men give her a subtle, "Well....?"**

**She proudly replies,  
I have a daughter,**

**SLIM & TALL**

**40 D Breasts**

**24" WAIST and**

**34" HIPS**



*When she walks into a room, people say,*

***“JESUS”***

**Murphy says to Paddy: "What ya talkin into an envelope for?"**

**"I'm sending a voicemail ya fool!"**

**Paddy says: "Mick, I'm thinking of buying a Labrador.**

**"No way" says Mick,  
"have you seen how many of their owners go blind?"**

**19 Irish lads go to the cinema, the ticket lady asks:  
"Why so many of you?"**

**Mick replies: "The film said 18 or over."**

**The Grim Reaper came for me last night, and I beat him off  
with a vacuum cleaner.**

**Talk about Dyson with death.**

**I went to the cemetery yesterday to lay some flowers on a grave.**

**As I was standing there I noticed 4 grave diggers walking about  
with a coffin, 1 hour later and they're still walking about with it.**

**I thought to myself, they've lost the plot!!**

**My daughter asked me for a pet spider for her birthday,  
so I went to our local pet shop and they were \$70!!**

**Blow this, I thought, I can get one cheaper off the web.**

I was at an ATM yesterday when a little old lady asked if I could check her balance, so I pushed her over.

I start a new job in Seoul next week.

I thought it was a good Korea move.

I was driving this morning when I saw a parked RACQ van.

The driver was sobbing uncontrollably and looked very miserable.

I thought to myself, that guy's heading for a breakdown.

Statistically, 6 out of 7 dwarfs are not Happy.

My neighbour knocked on my door at 2:30am this morning,  
can you believe that 2:30am?!

Luckily for him I was still up playing my drums.

I was explaining to my wife last night that when you die you get

reincarnated but must come back as a different creature.

She said she would like to come back as a cow.

I said: "You're obviously not listening."

The wife has been missing a week now.

Police told me to prepare for the worst.

So I have been to the charity shop to get all her clothes back.

Two Muslims have crashed a boat into the Wivenhoe Dam barrier.

Police think it might be the start of Ram-a-dam.

Sat opposite an Indian lady on the train today, she shut her eyes and stopped breathing.

I thought she was dead, until I saw the red spot on her forehead and realised she was just on standby.

The wife was counting all the 5 and 10 cent pieces out on the kitchen table when she suddenly got very angry and started shouting and crying for no reason.

I thought to myself: "She's going through the change."

When I was in the pub I heard a couple of plonkers saying that they wouldn't feel safe on an aircraft if they knew the pilot was a woman.

What a pair of sexists.  
I mean, it's not as if she'd have to reverse the bloody thing!

Local Police hunting the 'knitting needle nutter', who has stabbed six people in the rear during the last 48 hours, believe the attacker could be following some kind of pattern.

**Bought some 'rocket salad' yesterday  
but it went off before I could eat it!**

**A teddy bear is working on a building site.**

**He goes for a tea break and when he returns he  
notices his pick has been stolen.**

**The bear is angry and reports the theft to the  
foreman.**

**The foreman grins at the bear and says:  
"Oh, I forgot to tell you, today's the day the teddy  
bears have their pick nicked."**

**My girlfriend thinks that I'm a stalker.  
Well, she's not exactly my girlfriend yet.**

**Just got back from my mate's funeral.  
He died after being hit on the head with a tennis  
ball.**

**It was a lovely service.**

**An Asian fellow has moved in next door.**

**He has travelled the world, swum with sharks,  
wrestled bears and climbed the highest mountain.**

**It came as no surprise to learn his name was  
Bindair Dundat.**

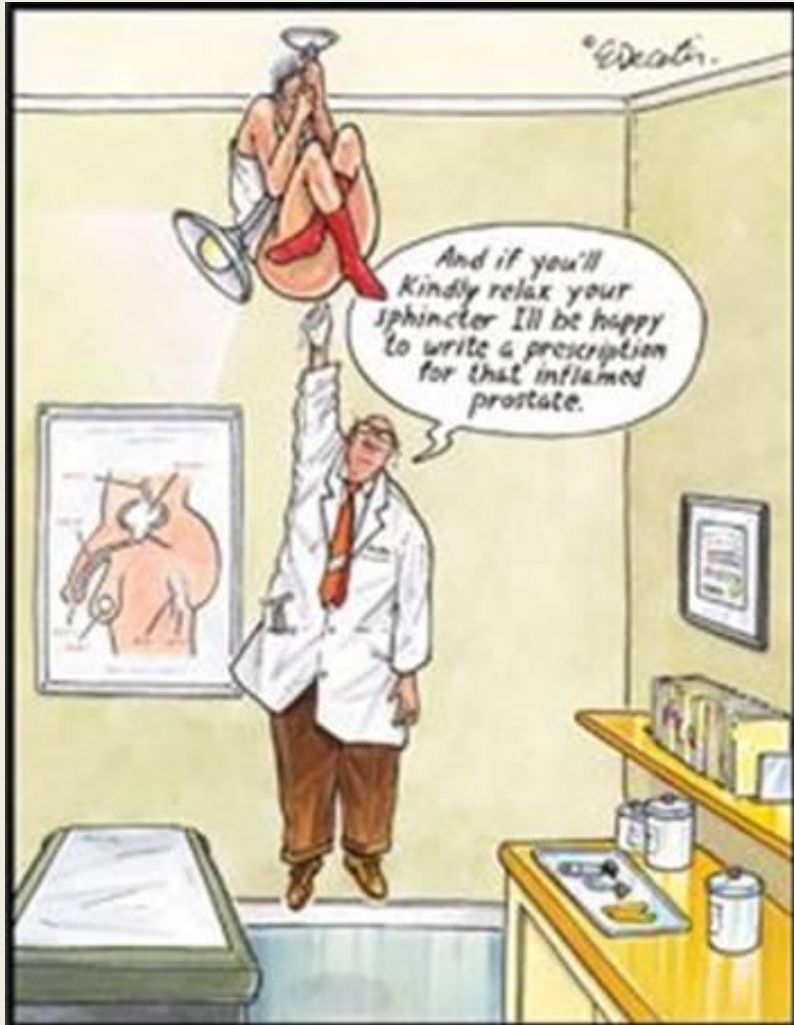


If you think women  
are the weaker sex,  
try pulling the  
blankets back to  
your side.









# Mick's Fix Leather Repairs

Motorcycle Leather Repairs & Alterations

**MICK DU-HAMEL**

**PHONE:**

0411 966 097

**E-MAIL:**

micksbitz@hotmail.com

**FACEBOOK:**

Mick's Fix Leather Repairs



**MICK'S FIX**

Leather Repairs

0411 966 097



**KAWASAKI Z OWNERS CLUB QLD. Inc.**  
 92 Coomera Springs Blvd, Upper Coomera QLD 4209  
 Incorporation Number: 1A14643    www.zownerqueenland.com



## MEMBERSHIP APPLICATION    **NEW/RENEWAL 2014**

NAME: .....    DATE OF APPLICATION:    /    / 2014  
 ADDRESS: .....  
 .....PCODE: .....  
 PREFERRED CONTACT NUMBER: .....    SHIRT SIZE: .....  
 EMAIL: .....  
 TYPE OF BIKE or BIKES /YEAR & MODEL: .....  
 .....

### EMERGENCY CONTACT DETAILS

NAME: .....    Relationship: .....  
 Preferred Contact Number: .....  
 I AGREE TO ALLOW OTHER MEMBERS TO HAVE MY CONTACT DETAILS ON REQUEST ?  
**YES**     **NO**   
 I AGREE TO ABIDE BY THE RULES AND CONSTITUTION OF THE  
 KAWASAKI Z OWNERS CLUB OF QUEENSLAND Inc.  
**YES**     **NO**

Applicant's Signature: .....

President's Signature : .....

Date:    /    / 2014

New Member nominated by: .....

New Member seconded by: .....

Membership Number :