



Z OWNERS CLUB MAGAZINE

QUEENSLAND BRANCH

FEB 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
Events and Rides Stories
Articles of Interest
Events Calendar (Flyers)

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www.zownersqueensland.com

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Webmaster: Gary Crane

PRESIDENT'S REPORT

G'Day Zedheads

The fact you're reading this is thanks to Bill Staff.

Bill is a newly joined member who at his first meeting, put up his hand to volunteer for the position of Editor.

Well done Bill, and thanks for taking on the task.

I hope everyone had an enjoyable and restful Festive Season and some of you actually did some work on those Zeds you have hidden away in sheds, etc?? Noreen and I spent Xmas/New Year with my family in Tassie and had a great time.

When we returned I had a chance to put a new stator and regulator/rectifier into my Eddie Lawson Replica and even got a number plate 83 EDY for it, so now it's ready for a RWC and Club rego.

The Club's year started off with Ray's Ride, which ended up being a great day and Ray was happy to get all of his Kwakas out at the same time. More on that from Ray later.

We have a fairly hectic ride/event calendar for the first quarter of this year, including Conondale in March. Speaking of which, I'd just like to ask members if they could ***please make the extra effort to get to the next TWO Meetings***, as there is a lot of organising that needs to be done and it'd be great to see as many members there as possible, especially those that will be doing specific tasks at the Rally (and most of you know who you are).

We still need ideas for Club Rides/Events for other months to come, so again if you have any ideas or suggestions please feel free to bring them up at a Meeting or inform one of the Committee.

We have a ZED ONLY ride coming up on Sunday Feb 15th, and I personally am really looking forward to that and hope to see as many Zeds as possible on that ride, as it'll be a great opportunity to showcase the Club and of course the bikes as that's what the Club is all about.....the CLASSIC ZEDS!!

If any members have had any of their personal details changed (ie. email address, phone numbers or Emergency Contact details), could you please let Noreen or myself know ASAP, so she can change the Members Master List.

That's it for now. See you at the Meeting.

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

Cheers.

Beno

El Presidentè

EDITOR'S REPORT

Hi fellow Zed Lovers,

As this is my first monthly magazine effort, please forgive me for any teething problems which may arise. Looking back through previous mags, I would like to commend Kelly on her efforts. I hope I can produce something which is half as good.

In terms of the format of future magazines, I would like to be able to include articles of interest (tech info, safety tips, restoration tips, etc.), that you may be able to help me with. If you find something which hasn't been included in the magazines in the past, please send them through to me and I'll include them. In fact, it doesn't matter if they have been seen in the mag before, especially the older posts. There's bound to be some who haven't seen them all. As I see it, the more info we can provide for the benefit of members and guest readers, the better. Later on in this issue, you'll see I have included just such an article that Dave Joachim provided.

I intend to produce a magazine by the end of each month, so that you have the opportunity to read and absorb the info, and have time to think about any constructive criticism before the monthly meeting. This is your magazine, so take the opportunity to help me make it a better production. Bear in mind when you are sending info or articles you want included that I'll need time to do so.

Meanwhile, I hope you enjoy this read.

Cheers,

Bill



RAY'S RUN - 18TH JAN 2015

The idea to take my Kawasakis on a ride together has been brewing for a while. My Kawasaki collection was never intended as such, but grew out of being a teenager with no money on the fringe of the Motorcycle boom of the 70's. It was a golden age for Japanese motorcycles. One-upmanship by the Jap Manufacturers was the order of the day.

Central to that boom was Kawasaki and the Z series. The Z1900 ruled production racing, winning 4 Castrol 6 hours in a row from 1973 to 1976. It also starred in the 1973 movie "Stone".

Returning to the present, my collection started in May 2001 with the 1975 Z1B now known as "The Avon Lady". Then followed the 1974 H2B 750 in Dec 2011, ridden on the "Around the Dam" run in July 2012. The 1971 W1SA 650 was purchased in July 2012, followed by the 1978 Z1R Z1000 in September 2012, ridden on the "Bundie Run". The 1981 Z1300 arrived in April 2013 and was ridden on the first "Halfway Run – North" to Pinevale. The 1976 Kz900 Ltd found its way to my house in September 2013 and was ridden on the "Dewey's" run and finally, I purchased the 1984 GPZ900r in September 2014.

My first Pool Party / Ride started in Jan 2013 as a means to get the Z Owners ride calendar going each year. This year I decided to include my Kawasaki collection in the ride. In hindsight it was probably a risky move but I honestly believe in Beno's motto "**REMEMBER Ride em, DON'T hide em!!!!**" All the week before, I pre-test rode and fuelled the Kawas except for the H2B which I left to the Sunday morning of the ride. Setting out at 6.30am to get fuel, this turned in to a check ride to Canungra. Coming across a guy on a Harley Dyna, I decided to give him the shits with two stroke Jap crap. I shadowed him until I heard a clunking noise from the rear end of my bike. I stopped near the Army Camp to find the joiner link clip and side plate had come off! I rang Beno who came to the rescue with another 530 joiner link. I said at the time, "Aren't you lucky it happened to me and not you?" I got back to my place after 8.00am to find Con already there, having a swim.

It was hot and humid that day, reaching 37 degrees. I assembled the collection out in the street and Bill Staff took the attached photo before we left at 10.00am.

The Z Owners to ride the collection were;

1984 GPZ900r, John Watson,

1981 Z1300, John Speldwinde,

1978 Z1R Z1000, John Harris,

1976 KZ900 Ltd, Dave Joachim,

1975 Z1B 900, Con Schuit,

1974 H2B 750, Beno Benson, and

1971 W1SA 650, myself.

(Cont'd)



(Cont'd)

We rode to Canungra for smoko at the Cafe Metz and then back to my place via Beechmont.



(Cont'd)



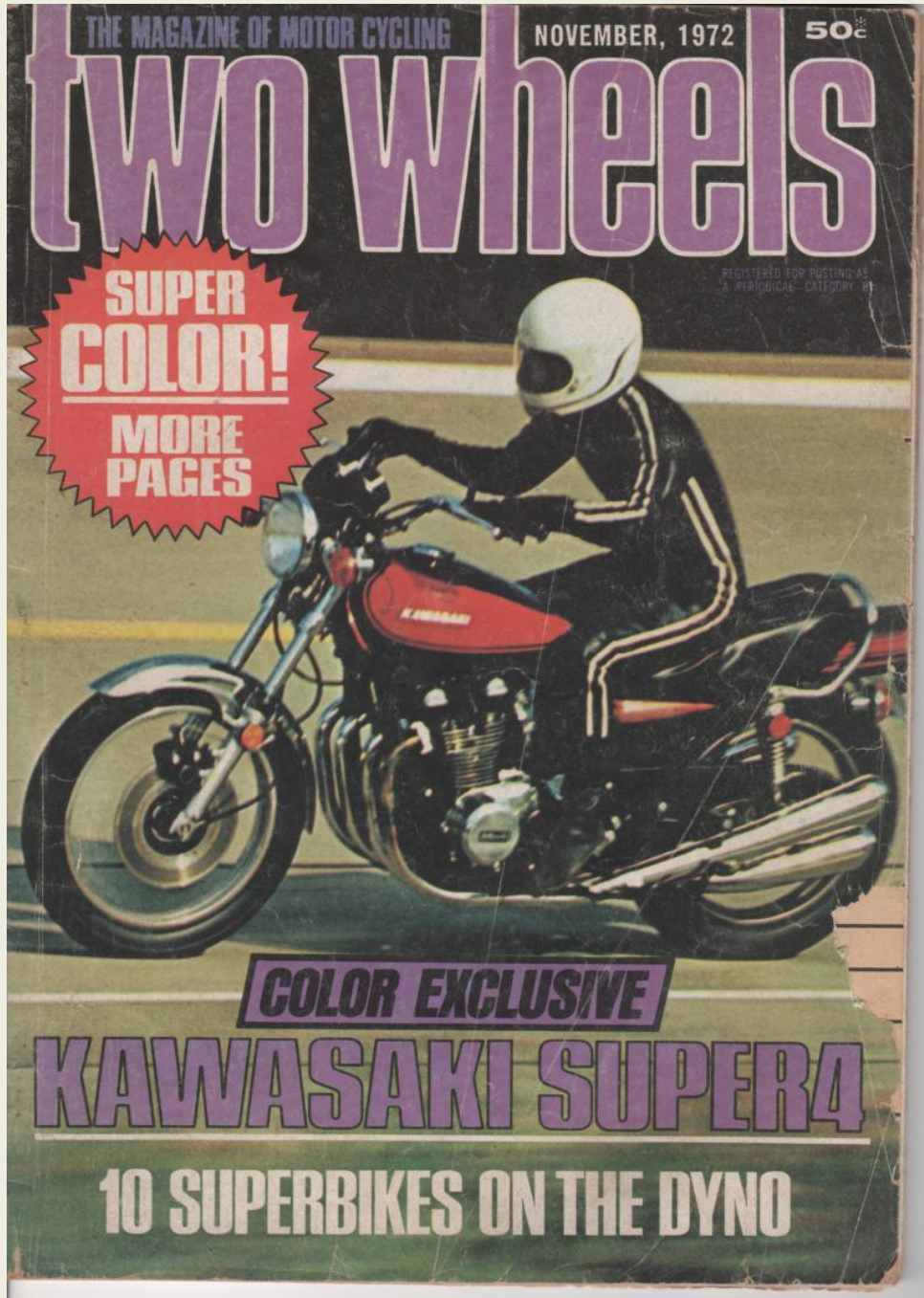
We got back after 12.00 and Justin and I fired up the barbie for the sausage sizzle, while most headed for the pool room.



A good time was time was had by all and I would like to thank all Z Owners and visitors who came. I'm told to make it an annual event.

Ray

ARTICLES OF INTEREST



Here, for the first time in the world,
TWO WHEELS presents the full details, first pictures
and specifications of Kawasaki's super sports tourer . . .

SUPERA4

900

POWER SENSATION!



Rolling from a factory in Akashi, Japan, as you read this is the most exciting mass-produced motorcycle in the world.

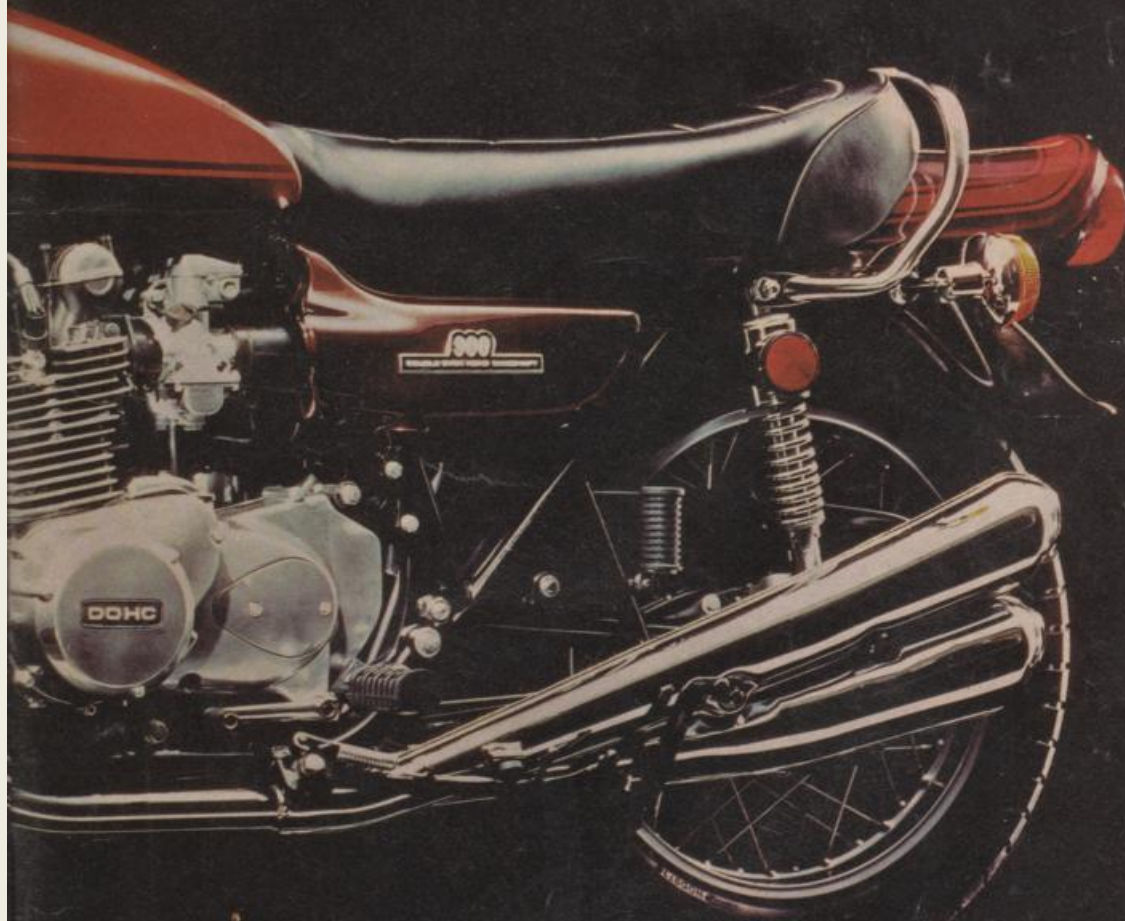
Kawasaki has built its Super4, a 900 cc four-cylinder four-stroke — the quickest, most sophisticated production bike ever built.

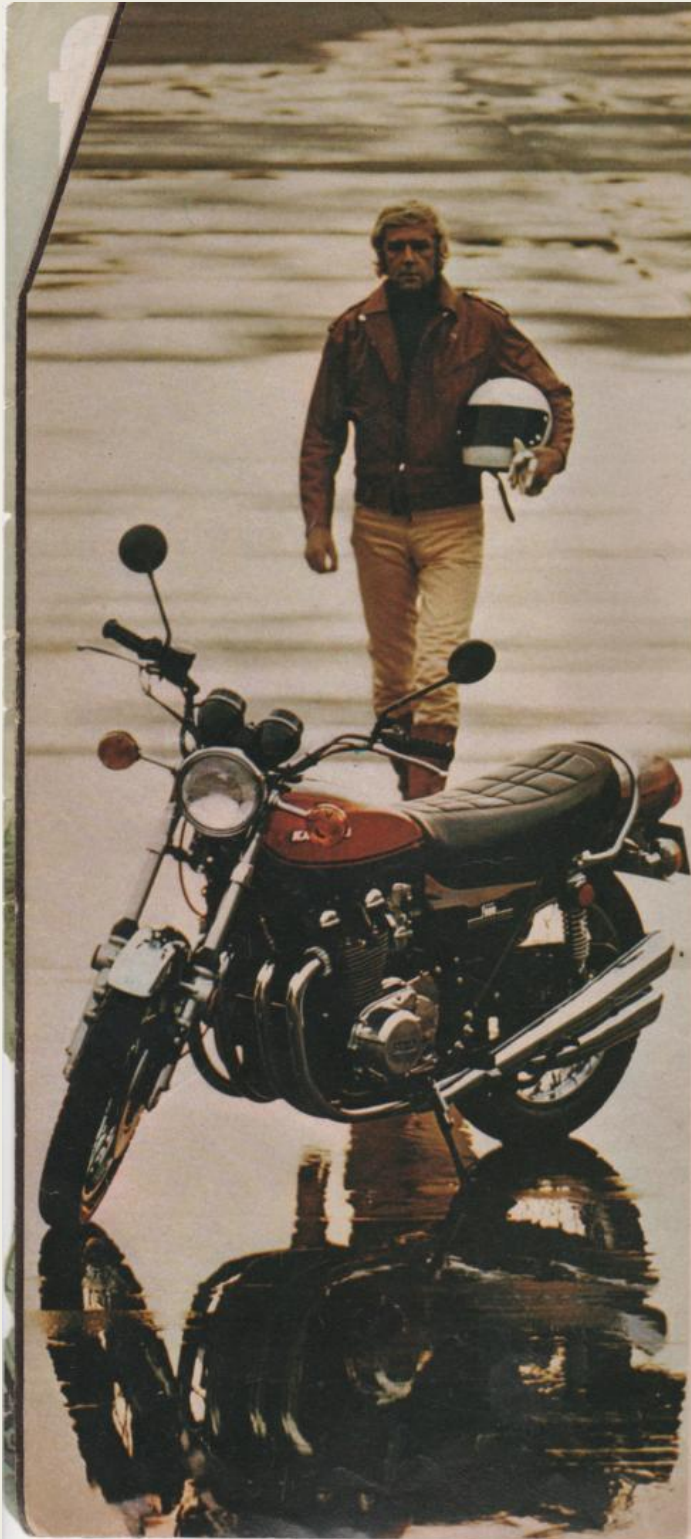
TWO WHEELS told you the news of this sensational machine back in June, correctly predicting configuration, large capacity and Kawasaki's dramatic switch to a four-stroke powerplant.

Designed to meet the highest standards required of a sports tourer, the Super4 develops a searing 82 horsepower, capable of powering the 506 lb (dry) machine over the standing quarter in 12 seconds dead and to a top speed of more than 125 mph.

Kawasaki has taken the plunge to a four-stroke multi powerplant in a unique capacity class, but the combination of design and capacity has produced a remarkably tractable high-performance motorcycle.

The factory claims the Super4 to be practical for both high speed touring and sports performance (an understatement?), but it also offers a wide power band that





climbs smoothly from 2000 rpm to its 82 horsepower at 8500 rpm maximum — an honest 125 mph.

The engine is at its torquiest (54.3 ft/lb) at 7000 rpm. Although this is a lesser figure than that claimed by the Mach IV (57 ft/lb), it is considerably more than the Honda Four (44 ft/lb) and spread over a wide usable band — at 2500 rpm the Super4 has 36 ft/lb on tap.

Just what this means in terms of tractable road performance is very strongly demonstrated by the factory's claim that the Super4 pulls cleanly in top gear from only eight mph — an innovation; made even more surprising considering it comes from Kawasaki.

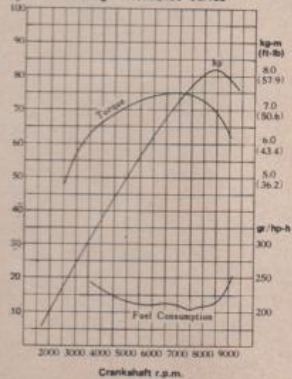
Oh sure, it's a blaster, too — turned out by a crowd who are already acknowledged as king of the tar-burners — but here is a dramatic step which broadens the high performance motorcycle's appeal on the road.

The first drawings of the Super4 dated back to 1967, we were told by Mr. T. Yamada, Kawasaki's motorcycle division manager.

The following year a wooden mock-up was completed — at which stage the Super4 suffered the blow that nearly killed it and caused Kawasaki to hang back.



Running Performance Curves



The blow Honda pulled then revolved '68 Tokyo declared it r

It was, in quite different project, but Kawasaki evaluation of one for aceing another at it.

But the market got convinced the market (cylinders) attractive.

The first 900 cc in design is of ciently so overall wide Mach IV is CB750 mea

The cylinder square — a for smooth bearings and ends and cr

All parts the cranks the five-sp the engine adjustment in the doh camshafts s

And the lubrication too. Kawasaki Super4 will surprised system synchronised

Overall a noticeable pollution f has obvious meet possible this area. valve seats can be r without lo means that particularly the pollution which are but which stringent

become lav A Positive system (P gas from th and the s dramatic r emissions.

The Super mesh gear neatly mat torque spi boomer's t 70 mph i cruising at engine spe

The blow was called the CB750. Honda pulled the wraps off the then revolutionary sportster at the '68 Tokyo Motor Show and declared it ready for delivery.

It was, in many ways that count, quite different from Kawasaki's pet project, but similar enough for Kawasaki to pull out for a re-evaluation — it was still a question of one four-stroke, four-cylinder aceing another, however you looked at it.

But the way the hungry world market gobbled up the CB750 convinced the two-stroke specialists the market for an alternative 4/4 (cylinders and strokes) was still attractive.

The first dohc powerplant of 900 cc in four-cylinder, four-stroke design is of compact design, sufficiently so to allow the Super4 an overall width of only 31.5 in. (the Mach IV is 33.5 in. wide and the CB750 measures 34.5 in.).

The cylinder design is 66 mm square — a desirable characteristic for smooth, high revs — and needle bearings are used on both the big ends and crankshaft mains.

All parts can be removed (except the crankshaft itself and parts of the five-speed transmission) with the engine in the frame. Periodic adjustment of valve clearance shims in the dohc can be done with the camshafts still in the cylinder head.

And there's a new constant flow lubrication system for the chain, too. Kawasaki have equipped the Super4 with an automatic pressurised system pumping oil at a rate synchronised to the bike's speed.

Overall powerplant design shows a noticeable leaning to anti-pollution features, and the Super4 has obviously been designed to meet possible future legislation in this area. The motor uses sintered valve seats and Kawasaki claim it can be run on lead-free petrol without loss of performance. This means that the motor (and valves particularly) will operate without the pollution-producing lubricants which are found added to petrol — but which will have to go if stringent anti-pollution measures become law.

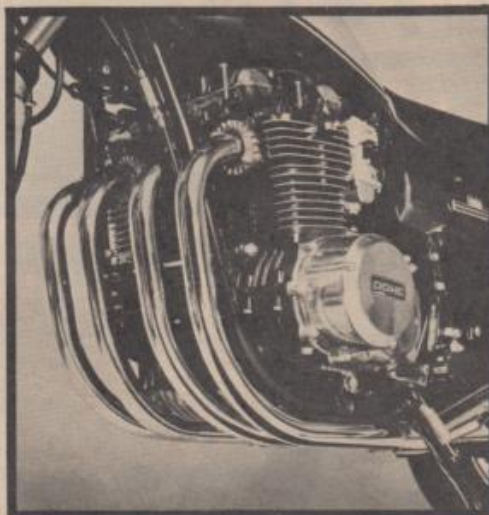
A Positive Crankcase Ventilation system (PCV) recirculates blow-by gas from the wet-sumped crankcase, and the system is said to offer a dramatic reduction in hydro-carbon emissions.

The Super4 five-speed constant mesh gearbox has obviously been neatly matched to the motor's wide torque spread to stress the big-boomer's touring potential. At say, 70 mph in top (fifth) you're cruising at comfortable speed and engine speed is 4500 rpm.

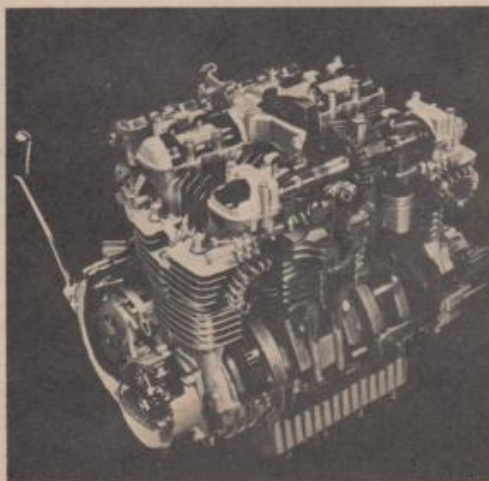
(Continued on page 61)



With the new motor comes a new style and new treatment of the tank, side covers (no oil tank, Super4 is wet-sumped) and rear guard.



With double overhead camshafts and squared bore and stroke; Kawasaki's new four puts the torque where you need it — right across the rev range. Bike has both electric and kick start.



Cut-away shows central chain drive to cams. Crank mains and big ends are all needle bearings. Motor is only 31.5 in. wide — the narrowest four yet!

SUPER4 900

Continued from page 9

The Super4 not only goes — it stops. The disc/drum combination (same as the Mach IV) hauls the bike to a standstill from 23 mph (50 kph) in 36 ft. An interesting figure this one. Our test Mach IV (May issue) stopped comfortably in less than factory figures but we've tried private bikes since and experienced a variation of 10 ft! Obviously, one of the critical areas of the Super4 is going to be the way it's tyred!

The factory reportedly experimented with 10 variations of frame design for the final product, and prototype test riders have said the bike handles low-speed manoeuvres easily and offers stability in both heavy traffic and touring conditions.

The Super4 has an all-new instrument panel, too. The easily-read tach/speedo dials are now separated by an instrument panel, on which the key keeps company with neutral, flasher, high beam and oil pressure warning lights.

"The Kawasaki Super4 is our expression of confidence in the future of high-performance motorcycles," Mr Yamada said.

You know, we like that phrase, and if the Super4 is as good as the Mach IV it could be a new high in the art of building bikes — and in fulfilling this aim Kawasaki have created a whole new market. The Super Sports Tourer has arrived!

KAWASAKI 900 TECHNICAL DETAILS

PERFORMANCE

Maximum horsepower	82 hp/8500 rpm
Maximum torque	54.3 ft-lb/7000 rpm
Maximum speed	125 mph
Acceleration	SS ¼ mile 12 sec
Fuel consumption	48 mpg @ 70 mph

ENGINE

Type	4-cycle, 4-cylinder, in-line, transversely mounted, air-cooled, dohc
Displacement	903 cc (55.1 cu in.)
Bore and stroke	2.6 x 2.6 in. (66 x 66 mm)
Compression ratio	8.5 to 1
Ignition system	battery and coil
Starting system	electric starter and kick
Lubrication	wet sump

TRANSMISSION

Type	5-speed, constant mesh, return shift
Clutch	wet, multi-disc
Primary reduction ratio	1:73
Gear ratios:	
1st	3.17
2nd	2.19
3rd	1.67
4th	1.38
5th	1.22
Final reduction ratio	2.33 (35/15)
Overall drive ratio	4.92

FRAME

Type	tubular, double cradle
Suspension front	telescopic fork
Suspension rear	swing arm
Tyre size front	3.25 x 19
rear	4.00 x 18
Castor	64 deg
Trail	3.54 in. (90 mm)

BRAKES

Front	disc brake, disc dia 11.65 in. (296 mm) single
Rear	7.9 x 1.4 in. (200 x 35 mm)

DIMENSIONS

Length, overall	86.8 in. (2205 mm)
Width, overall	31.5 in. (800 mm)
Height, overall	45.3 in. (1150 mm)
Wheelbase	58.7 in. (1490 mm)
Ground clearance	6.3 in. (160 mm)
Dry weight	506 lbs (230 kg)
Fuel tank capacity	4 gal



Fastest bikes on Baja.

Last November, the National Off-Road Racing Association (NORRA) staged its fifth annual Mexican 1000 run down the rugged Baja California peninsula. Both of the '71 motorcycle class winners beat their competition with the same spark plug brand.

In the 125 cc and under bikes, the team of Terry Clark and Dean Goldsmith took the victory on the flying Harley-Davidson pictured above.

Their winning Harley was fitted with Gold Palladium spark plugs made by Champion to Harley-Davidson specifications.

And in the over 125cc machines, Malcolm Smith and Gunnar Nilsson teamed on a Husqvarna to capture both class and 1st motorcycle honours; fired by Champion Gold Palladium spark plugs.

The same plug design that sparked this year's World 250cc, 500cc and Trans-AMA Moto-Cross Champions. Add Champion Gold Palladium performance to your bike.

You get three times the plug life from Champion "Golds."



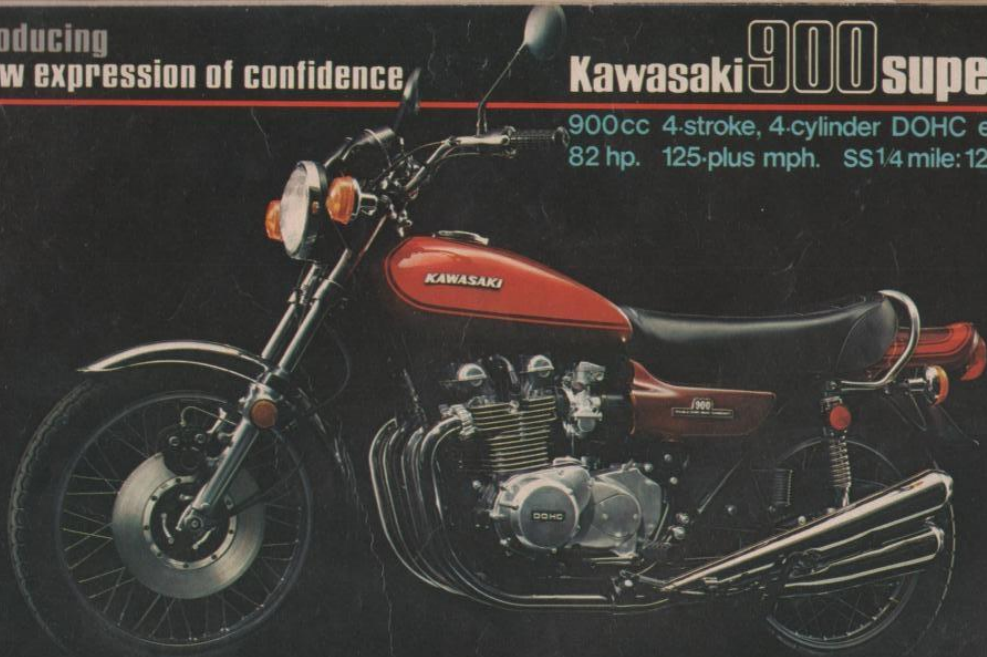
WORLD'S FAVOURITE SPARK PLUG ON LAND, ON SEA AND IN THE AIR!

016.P.128

introducing
a new expression of confidence

Kawasaki 900 super4

900cc 4-stroke, 4-cylinder DOHC engine.
82 hp. 125-plus mph. SS¹/₄ mile: 12.0 sec.



This all new Kawasaki was created for experienced riders who have the confidence to move up to a bigger, stronger and safer motorcycle. The Kawasaki 900 super4 is the first DOHC super sports tourer in its class and the most powerful production motorcycle you can buy. It has massive torque and a wide power band which makes it easy to manage. And it combines high speed stability with low speed maneuverability and powerful disc/drum

Other features and advanced engineering innovations include: an anti-pollution system which reduces hydrocarbons by 40%; automatic chain oiler to extend the life of the biggest, strongest chain fitted to any motorcycle; specially hardened valve seats to permit the use of lead-free fuel without harmful effects. The Kawasaki 900 super4 is not everyone's motorcycle because not everyone demands ultimate performance.

awesome, velvet-smooth power, and the satisfaction of riding the very best new concept motorcycle, then this is the machine you must experience and know.

 **Kawasaki**
KAWASAKI HEAVY INDUSTRIES, LTD.



UPCOMING EVENTS

SWAP MEET - Australian Motorcycle Museum

8th and final combined

australian motorcycle museum

SWAP MEET and HUGE Museum clearance sale

to be held at the museum grounds
Cnr Butlers Rd & Warrego Hwy Haigslea Qld (Behind Sundowner Hotel)
SAT 7th & SUN 8th February 2015
2 DAY SWAP

combining the Australian Motorcycle museum swap (first weekend in Feb) & the Historic Motorcycle Club of Queensland, Haigslea swap (usually held in April) following the closing of the Australian Motorcycle Museum in Sept 2014, there will be a huge clearance of all the museum spare parts (approx 3 tons of misc vintage, British, American and Japanese parts) plus posters, books, banners, diecast models, T shirts Jackets, badges, hundreds of workshop manuals and books.

The following motorcycles will also be offered for sale:

Hercules W2000 rotary	Yamaha DS6
Yamaha seca Turbo	Ariel sq 4 with sidecar
Dong Hai, 750 twin chinese	BSA winged wheel
Scott Shipley	Panther red wing 1935
Smith motor wheel 1922	Indian 1924 Power plus original paint
Mac Velo	

Plus others, approx 30 bikes for sale

SITE HOLDERS

entry saturday from 6.00 am, sites **\$20**, includes 2 people per vehicle
entry Sunday from 6.00 am , sites **\$15**, includes 2 people per vehicle
Lookers \$5 per day
All enquires regarding swap, ph Pete **0407 195 177**
All enquiries regarding museum contents, ph Allen **0434 005 103**

(Cont'd)

Classic Z Only Ride – Sun 15 Feb



CLASSIC Z ONLY RIDE
FEBRUARY 15 2015

MEET AT DAYBORO PUB
9.30AM FOR 10.00AM START

IF YOU RIDE A CLASSIC Z
THIS IS YOUR RIDE

DESTINATION WILL BE DECIDED ON THE DAY
CONTACT ALLAN FOR MORE DETAILS
ALBYATHOME@LIVE.COM.AU

IF IT'S NOT A Z LEAVE IT IN THE SHED !!

900 DOUBLE OVERHEAD CAMSHAFT
900 DOUBLE OVERHEAD CAMSHAFT
Z900
Z650 **Z1000** **Z1000** Mk II
Z1000 SI **1000R** **Z1000** Z-FI
ZIR-II 1000 **Z1000**
Z1100
Z1300

KAWASAKI
Z
900 1000
OWNERS CLUB
QLD

(Cont'd)

Trish & Kay's Ride - 21st & 22nd February



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

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 :