

ITINERARY

July 1984

6th General Meeting that's tonight

8th Mt Misery NE of Beaufort

15th Verdon's Vroom surprise ride

NOTE: the above 2 rides are in reversed order to that previously published, owing to Verdon being unavailable on the 8th.

22nd Polly McQuins near Mansfield

29th Red Rock near Colac

AUGUST

3rd General Meeting Auction Night

EDITORIAL

Well, well, it's editorial time again, (my second). I should be writing a scathing attack on all you slack arses who seem to have forgotten how to write over the past 4-6 weeks. However, as they say in the classics, "Let the punishment fit the crime" and adhering to my policy of printing whatever you submit, I'm submitting for your reading pleasure a 4 page magazine complete with 4 ride write ups.

I see from the forthcoming itinerary that once again the committee, with regards to the choice of rides, has shied away from catering to the whims of individual groups within the club. However, the number of family type B.B.Q's is on the increase; the attendance at which I consider doubtful as in the past we have paraded ourselves as a RIDERS club and as such have attracted that type of motorcyclist.

Keith Editor.

OUTSTANDING ARTICLES

Buffalo Nat Park – camping weekend

Jerusalem Creek

Torrumbarry Weir

Toorong Falls

Tatura

WARANGA BASIN 20TH May

Left Williamstown at 8.40pm; CHRIST, it was cold. For the second time in my life I found myself pillion passenger on a bike larger than 250. The first time being the day before; tore into the car park in the city, arrived 9am. We sat around and closely examined the other bikes as they were arriving. We cruised out and on to the Tullamarine Freeway. From there it was all bitumen until we came across a said bitumen road, which was in fact dirt. I'll tell you now that I will only be mentioning the names of 2 towns, because I can't remember the names of the others.

While travelling along the dirt road we ran over a snake's tail and then watched it slither off into the bush. When we arrived at Waranga Basin, we climbed off the VF and it disappeared under a cloud of smoke. After the smoke cleared we noticed an oil leak onto the exhaust system, luckily the leak wasn't a big one, so we were able to continue. Next stop, another town I can't remember the name

of, to get some petrol. We were lucky to get petrol at all, because the station is normally closed on Sundays; but the owner came in to fix somebody's fanbelt and while he was there he sold us all some petrol, for which I was happy, because I had about 2 minutes worth of petrol left.

Then on to Yea, but before we got there we stopped at a corner with the first two riders after the leader and waited over an hour for everybody to turn up and even then only 3 bikes came; the other 5 having gone straight to Melbourne. One of which was a broken down RD350. (Robin Heath – Ed) Arrived at Yea, filled up and looked for Keith, (the leader) who couldn't be found anywhere. ('cause he went home, 5 minutes previously, Ed) So we all went home.

Just outside Yea and reaching the speed where the pilot's helmet starts to get lifted by the wind, then he slowed to a halt and muttered something about forgetting to do up the strap. Just at that instant a police car sped past and stopped Ross on his GS1000. We rode past doing a moderate 80k's (Kevin XJ650, got booked – Ed). Then further on down the road, around a corner we stopped and observed a hang-glider and then went on home through Broadford.

Karl Seikel and Duane Mathews.

APOLLO BAY – June 3rd

I was running late, so I decided to go to the servo at Laverton where we used to have pickup's, that's something we'll have to revive, more pickups! Anyway I made it there are not long after Peter Dwyer arrived. We chatted until Vince Green led the troops past. With a wave, we set out after them.

Craig was running in his new R500 Honda, as rear rider, with Fagan hanging back as well running in some trials units on his B.M. We went straight though Geelong and regrouped, refuelled and just before the Anglesea turn off on the Geelong/Colac Road. The next stop was Apollo Bay. I was passed by all and sundry on the G.O.R. I'd better stick to outfits, that way I can blame the machine for my sluggish progress!

The weather was beautiful by this stage, hardly a cloud in the sky, but most of the shaded corners were a little on the slick side. After some lunch, the mini-golf battle of the stars began.

The usual uproarious game produced a fine hole-in-one for Vince and victory for our team; Craig, Brenda, Gary and I. Gary being overall winner with 31 points; (I heard every-one cheated Ed.) On the way home we travelled inland from Apollo Bay via the most spectacular, skinny track, some of it sealed, then through more open country back to the Geelong/Colac Road. We regrouped at Laverton and most headed our way. Another good ride with no stuff-ups.

Phil Duffy CX500 (borrowed)

Q. WHAT IS SMALL, BROWN AND RIDES A MOTORCYCLE THROUGH CORN FLAKES?
A. WEEVEL KNIEVEL

DON'T FORGET THE AUCTION NIGHT'S COMING UP AGAIN THIS AUGUST.
START SORTING OUT YOUR GEAR NOW!!!
PLEAS NO CRAP!!

DON'T FORGET TO BUY YOUR *CASTROL* PRODUCTS FROM M.T.C.V.

DON'T FORGET TO BUY YOUR *CLUB BADGE* FROM M.T.C.V.

COSTA FIELD, COSTS FIELD, COSTER FIELD.....June 17th

It was fresh, but the weather looked promising as I rode into town. Frank Bloxham and Jack were the only early-birds, as usual, most people rode in with minutes to spare. There was Craig, Ben, Mick, Gary O, Peter, Ray and myself. It was decided that Ben would lead and I would be the tail rider.

We headed out through Lancefield, having headed out of town along the Tullamarine Freeway. On to Heathcote, where we stopped for coffee, it was here that Jack left us. Ben decided that he would take us up Mt. Ida fire tower, only some of us left our bikes at the bottom and walked up, which wasn't far. Gary must have lapsed into a state of childhood, as he tried throwing and pushing these massive boulders down the hill, then Craig and Mick joined in, only to have the rest of us in fits of laughter, after that the 3 proceeded to climb up a structure, I was unable to make it, a much discussed topic of weight followed, then Gary left an inscription stating that we had been there.

Then it was back through Heathcote to Costerfield, (correct spelling...Ed) where Craig showed that his chain was wearing a hole in the frame of his new Honda 500. It was from here that Craig departed our company. Our next stop was at the Resedle Bridge, which was built many years ago.

“Let's have a chew at Chewton”, said one. So, on we rode. After our chew, Mick, Frank, Gary and I wandered around the local cemetery looking for a relative of Mick's, only we couldn't find him. Rumour has it that Mick had his cemetery confused. Finally we headed for home; it had been a relaxing ride and a day full of laughs.

Chris GSX400

RUMOUR HAS IT: that Noddy has dropped his bike on the way home from the Alpine Rally. (Rumour be buggered, it's FACT!...Ed)

FOR SALE: Medal Boots. Size 5, see Chris Young.

RUMOUR HAS IT: Craig (DAWSO) has just purchased a GSX road burner as he couldn't handle his Honda 500 chook-chaser.

Ben Bendem at Calder Raceway.....Part 2

ADVANCED RIDING SCHOOL

As you all recall from last month's enthralling chapter, Ben had mastered changing gear with the bike off the centre stand; and is now about to try riding with the motor running.....

First we went around the track and the instructors circulated amongst us watching the way we rode, looking out for bad habits, poor technique etc. We stopped. They talked. Then we did crash braking down the main straight at each end, in a loop, accelerating to a repeatable speed, say 100km/h, holding it to the 200 yard marker, then braking to a feet up stop, the theory being to ease the front brake on very gradually until the bike assumes a new attitude (forks compress) and then apply front brakes hard to the point of locking up, using the back brake only for stability. It is of little practical use. I had difficulty in not locking up the rear wheel. Also it is very hard not to grab the front brake hard immediately in a panic situation. The result of grabbing the brake is to apply a turning motion to the handlebars which can be enough to throw you off, a la Benalla Hume episode.

During this braking session we were delayed for about ten minutes while a Mitsubishi Starion Turbo did five laps testing out new shock absorbers. It was quite interesting to watch as he was going fairly hard at the end, controlled sliding (screeching) around the corners.

They talked to us about counter-steering and how if you want to go right you push the right handlebar away from you. Also where to sit: a rider's upper torso remains in the vertical plane roughly and the bike is moved from side to side between the hips like a Hawaiian dancer. The instructor did a full lock circle in first gear as a "party trick", which requires knowledge and throttle control and is hard!

Eventually they spread us down the main straight in little areas where we could practise what we had been shown. I found doing figure eights to be the most rewarding, physically shoving the handle bars from side to side grinding my foot pegs on both sides after a time. I was only in second gear at 10 to 20km/h. Very tight circles, but completely safe, and fun.

Then we did cornering around the big sweeper at the end of the main straight from a standing start position. This time we were to use our newly learnt cornering technique. We did this back and forth 5 or 6 times. Accelerate all the way around the corner just pushing the bike over. The bike becomes like a toy, it is that easy. If the corner tightens up you just push it over more.

Another point they were showing us was that even though we were starting from a standing position we were exiting the corner as fast as or faster than if we had entered it at full speed, because it was smooth, controlled acceleration, and we were not bothered by braking. So finish braking before the corner.

Then we circulated around the whole track again putting into practice what we had just learnt. This time the instructors pulled over people who were going slow, due to their inefficient technique. There was one main rule: No passing in corners. This was strictly obeyed, though at times frustrating. I now began to pay attention to what lines to take through the corners, especially the sweeper at the end of the main straight. It is very wide and many lines are possible. Steve (the racer) went wide and cut in, whereas the other instructor stayed in close. Depending on which line I chose and how well I did everything, I exited at between 80 and 95 km/h. I was consistently exiting at 90km/h.

At some stage I realised someone had gone straight through the end of the back straight. He was a boy racer on a RD250 and was trying especially hard. I could see that he was having handling problems. Anyway, he was okay and no damage was sustained. Someone else did the same thing later on. The only fear I had was of hitting the concrete wall coming around the sweeper onto the main straight. A few bales of hay would have been nice. Also the track needed sweeping, even after Steve had swept two of the worst corners.

Through the esses at the other end I had followed Steve and I was quite happy with my lines through there, except the final turn into the main straight where I was always in two minds whether to drop down a gear (to fourth) or not. I seemed to consistently go through there at about 80km/h and later on my final lap where I accelerated all the way round, I exited at 90km/h. I wished that I had pushed harder earlier, grinding foot peg all the way around.

I ate a sandwich at about 12.30pm as we congregated outside the track. This was question time. We talked about suspension. He suggested that I put a fork brace (£65) and new fork springs (£45) to tighten up the front suspension. We both ran 30 grade oil. (I have also heard of replacing the front wheel with an 18 inch one (stock 19) to quicken up the steering and improve aerodynamics). He also talked about tyre pressure and what it felt like to run hard and soft pressures. If they are too hard the tyre tends to skate across the pavement and you feel as if they are going to let go (they are not of course), if they are too soft the tyres squirm under heavy braking.

After this discussion it was out to the grave/sand/dirt road that leads into Calder off the highway for some braking practice. One had to gradually lengthen the distance of the skid (to build up confidence). The rear wheel will always fall down the camber of the road. Little or no front brake was to be applied, the theory being that if the front locks up you will not be quick enough to catch it. (I tried locking up the front brake once on gravel road near where I live – and I was going very careful – and I decided it was not a good thing to practice. I only did it to find out just how hard I could apply the front brake before lock-up – surprisingly hard). At the end of the skid we were to control how far sideways the rear wheel came round, without falling off!! There was some interesting “wave” theory: the rear tyre only slows down dramatically when it has dug sufficiently deep into the surface such that it is pushing a wave of dirt in front of it. When the tyre is travelling sideways it is pushing a larger wave of dirt and eventually stops.

Ben GPz 500

TO BE CONTINUES:

MOVIE NIGHT

On Saturday the 14th of July we are off to the flicks, hope that you all remember that date. We are to meet outside the “cinema centre” at 8 o’clock. The one between exhibition & Russell Streets. Please hand in your money tonight or else we will not be all sitting together, hang on, that might not be such a bad idea. Don’t forget to bring jaffas and a friend with you. Afterwards we will be going out to supper, so don’t have too big a dinner.

Robin Duffy...Social Sec.

I was that tired last night that I couldn’t stay awake for a second, in fact, I could hardly stay awake for the first.
