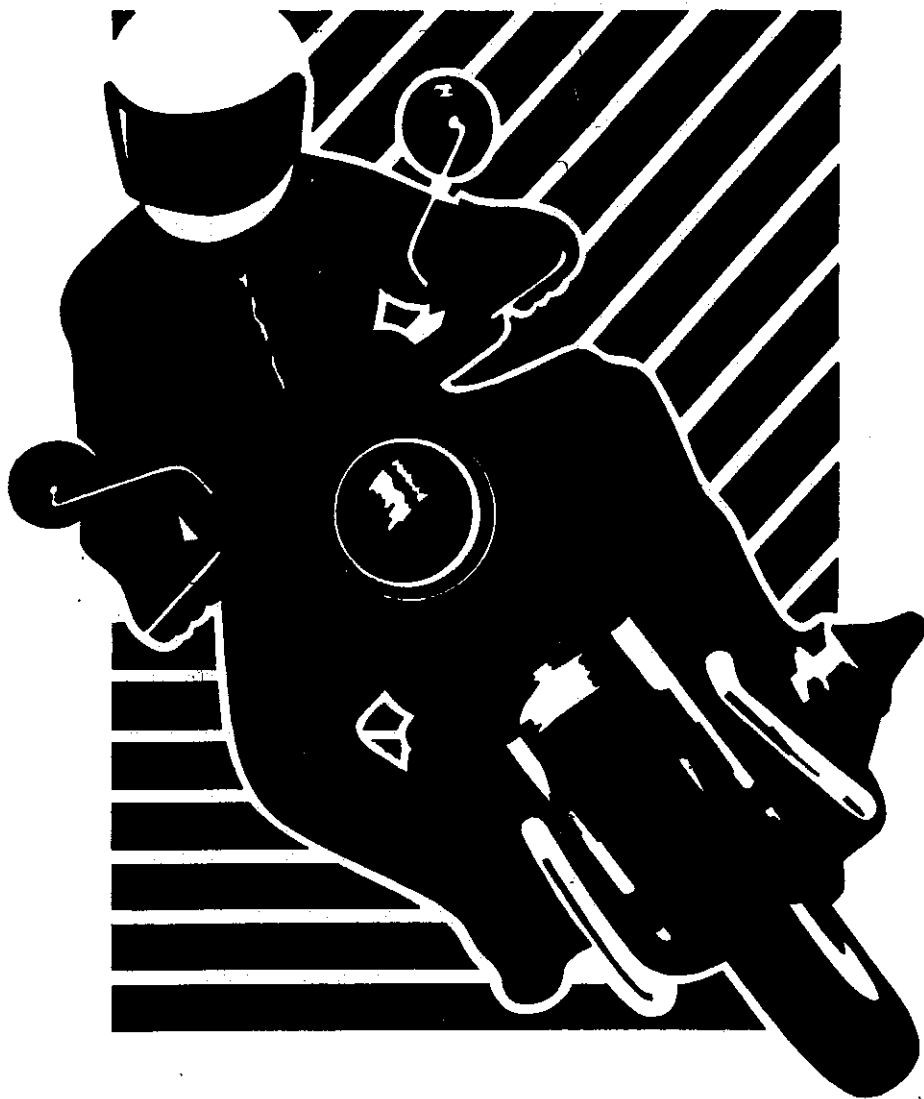


Aug 89

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

AUGUST 1989

SUNDAY 6th. FORT QUEENSCLIFF.
9.30KBCP
10.00 Laverton.
Ian Payne leading.

This excursion will take us West to Maude then South to Queenscliff to view this 100 year old fort. Tour duration is 30 - 40 minutes & commences at 1pm.

SUNDAY 13th. DAMS RUN.
9.30 KBCP.
10.30 Yarra Glen.

Come with Ben Warden as we view some of Melbournes H²O Catchment areas, including Winneke, Maroondah, Silvan & Cardinia.

SUNDAY 20th. FAUNA PARK.
Ballarat.
9.30 KBCP.

Gary Clifton will lead us the usual Greendale/Dunnstown route to the park, a bit of a look see then Ballarat for lunch. Home through Daylesford & finish at Melton

SUNDAY 27th. AUST. MUSEUM of MODERN
MEDIA.
Frankston.
9.30 KBCP.
10.15 Hallam.

Come and see this collection of TV, Cinema & Radio nostalgia (IMT Barrel, Rolf Harris's Wobble Board plus hundreds of other items) down at the Moorooduc Cool Store. Short ride later to Arthurs Seat.

SEPTEMBER.

SUNDAY 3rd. ECONOMY RIDE,
Castlemaine Counter Lunch.
9.30 KBCP.
Murray Browne leading.

This run involves filling our petrol tanks in Melb. travelling to Castlemaine & a re-fill. Note the amount of petrol used, divide by kms travelled to find km/lt. Least consumed is the winner.

THURSDAY 7th. AUCTION NIGHT.
Club Hall 8.15 Sharp.

Here's your opportunity to unload all those motorcycling odds & ends clogging up the spare room. Note; 10% surcharge on items sold to aid Club funds.

SUNDAY 10th. NAVIGATION TRAIL.
Yea.
9.30 KBCP.
10.30 Whittlesea.
"Some dirt roads involved"

Les Leahy has devised a simple trial that will encompass an easy ride starting & finishing at Yea. Your task will be to nominate an average speed around the course with the winner being the one closest to their nominated speed. Route maps will be supplied.

+ + + + +

NOTE: This is the last newsletter for UNFINANCIAL members.

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MOTOR CYCLE TOURING CLUB OF VICTORIA (INC)

General Meeting : Thursday July 6, 1989.
Present : 29 Members and Visitors.
Chair : Ian Payne.
Apologies : Hans and Ken Wurster.
Visitors : Dean Von Schill.

Minutes accepted by Rod Miskin/Les Leahy.

Treasurers Report : Incoming \$301-90
Outgoing \$172-80
Bank Balance \$858-86

Members reminded subs are now due.

Correspondence : MTC of South Australia sent entry forms
for their ride to Warren Gorge in the
Flinders Ranges.

Captains Report : Apollo Bay - Mini Golf
Lead Riders - Tom and Andrea.
Rear Rider - Murray Browne.

9 Motorcycles - 12 people
1 new rider - and 3 from previous ride.
Weather overcast and raining all day.
Distance - approx 460 kms.

Avoca Wineries Weekend : 12 people all up.
6 bikes leave car park. 1 bike already
at destination with 2 cars on arrival.
Weather very poor. Thanks to Rod and Peter
for using their cars to transport all of
us around the wineries and area.
Very successful weekend.
400 kms - there and back.

Mirboo North : 8 Bikes., 9 people.
Tom Saville leads on Andreas 250.
Andrea rear rider on R80GS.
Wet all day. Ride cut short due to
weather.
430 km.

Puckapunyal Tank Museum : Leader - Gary Clifton.
12 bikes., 18 people.
Fine weather all day.
Caves interesting & plenty to see at
the tank museum.
430 km.

Geelong Wool Museum : Leader - Ian Payne
11 bikes., 16 people.
Weather fine all day.
Excellent displays at the museum with the
shearers wife reciting poetry.
Highlight being a sheep farmer demonstrating
sheep dogs rounding up sheep.
Lunch at pancake parlour.
200 kms.

General Business : The new itineraries for next 4 months now
available.
There are a number of new rides and outings.

The Snowy Mountains ride on Melbourne Cup
Weekend will be 4 days.
Tom Saville says it will be a bush camp weekend.
with a back up vehicle organised with all
gear. Requires a couple of large tents.
Members agreed it should be an excellent
weekend.
So organise the Monday off now.

Ear plugs are - 30 cents a pair.

Gary Clifton thanked members for attending
his birthday party.

Any person requiring Windcheaters talk to Rita after August.

The club will not be purchasing any more. Rita says the price will be
approx. \$12-15.

Tom Saville advises that friends of his have hired the Phillip Island Track
for July 16, 1989.

Five (5) of our members are going.

If the club is interested in doing something similiar in the future,
Tom will check out.

Ray Thomas has purchased a New ZX10 (Definitely not a Wimp Bike!).

Door prize won by Velga (Wax and Polish Kit).

A MOTORCYCLE ACCIDENT AS REMEMBERED BY A MEMBER: PART 1:

Report date: 08/07/89

Ride date: 23/04/89 Morang Go Carts Ride.

The Accident: From memory and with the help of other members on the ride I am able to reiterate the following brief details surrounding the accident and the probable causes.

After an unusually heavy lunch by my standards ie. Hamburger WTL & a Big "M", I proceed with the other riders on the twisty road from Woodend to Mount Macedon.

The time is approx 1:45 PM, the sun has finally appeared thru the clouds and we have travelled some 140 km.

I am relaxed and enjoying the performance of my one month old BMW GS800 Boxer Twin. With some 1800 kms on the speedo it is running in well. Remembering a comment from our now current Captain when I last rode this road, I am somewhat determined to show all my new found skills on the GS800 with respect to my top heavy K100 RT. Passing a few riders with ease in the newly resurfaced bitumen (Blue metal) I spot the lead rider and am enthused. Out of the loose stuff and into the three month old track I feel great. On with the throttle and think "one more Km and I've got you Ben."

Well it's no secret I came unstuck. Misjudging the line and tightness of the corner, I was in the centre of the road with a car coming in the opposite direction.

A little panic, a hard push down on the left handle bar (counter steering) and the bike laid down. Sliding up the road I was hoping we (bike and me) wouldn't hit the car.

Fortunately the Subaru had good brakes, The bike and I parted company and the BM travelled on to hit the car and career into the embankment.

As the bike and I parted, the European trait of the Bavarian Motor Works had the final say. A sudden "thump" on the left hand cylinder head caused the right hand side of the tank to meet with indecent force to my right thigh and break my right Femur. (Thigh bone)

- Accident cause:
- (a) Four week old bike.
 - (b) Third club ride on bike.
 - (c) Rider over confidence.
 - (d) Knobby tyres not suited to road surface.
 - (e) Lack of experience with a Road/Trail bike and associated tyres on some road surfaces.

(Summary:

I am priviledged to have ridden with the members of this club and gained an exceptional amount of riding experience and knowledge on setting a bike up to suit certain road surfaces and conditions

The breaking of my right Femur was in my opinion a freak accident.
Including the above factors along with a little over enthusiasm and confidence I have only myself to blame.

Next month: Part 2: Ambulance, Operation & hospital

Graeme F
GS 800 / K100RT

GEELONG WOOL MUSEUM 2nd JULY

Peter P GT750, Peter D XJ900, Dean & Yvonne GPz900, P76 GPz900, Ian & Kerrie XJ900, Ben & Vicki ZX10, Punishment K100RS, Michael K100RT, Hans K100RS, Andrew & Pam K100RS and Gary & Steve FJ1200.

(Leaving KBCP a little after 9:30 we travelled down to Laverton servo for a ten minute refuel, regroup and to gather those bods who wished to start there. While there Ben's bike falls over, Pam & Andrew just make it and Ian explains the planned route, "Ah what exciting adventures await us today"

Heading off through Laverton and out into the country crisp air,felt good, As this ride was listed on the itinerary as being a "NO DIRT" ride I might be able to keep the bike clean but up towards Melton, past the Reservoir, Ahh! whats this dirt and mud, Oh well too late now, Ian must be lost, keep going, wasn't very much only a couple of K's. Need the practice anyway.

Steve "P76" Leyland thought that Dean's tyre was going flat and "great discussion" took place. I motored on to find a couple of bored souls, Ben and later Hans, waiting patiently corner marking for the "flat tyre brigade"

Flying along a grouse road that followed Parwon Creek valley I came across Peter D studying his map, "whats up Pete?" "I'm not going up there, I've been there before & I know what its like" he explained "I'm looking for another way" OK I exclaimed looking up at the dirt road winding its way skyward up the side of a very steep hill. Should be interesting I thought. "I'll tell Ian" I said and took off. The road was OK and I really couldn't understand Pete's concern. Hans couldn't control himself as he blasted past me on this section.

(At the top of the rise was Ian, Kerrie and Hans, onto the sealed road then the next corner where we stopped to wait for the others.

cont.

Geelong Wool Museum cont.

Punishment was the first to arrive with Page One news.....that photos were being taken of the view....and Pam & Andrew were going home. At about the same time as Hans got 'itchy' Punishment decides to 'go back' and check everybody is OK. Eventually everybody shows up with Ben & Vicki now rear-rider as Peter was having starter problems.

Meredith appeared and smoko came and went, then it was down to Steiglitz and Geelong. Peter D had rejoined us for the last leg to the Wool Museum. The museum was very interesting with audio/visual displays of shearers and lots of old world looms, shears and the ways of the wool growers, a young lass reading shearer's poems and lots of wool around to see and touch. The highlight of the occasion being the gentleman with six sheep and his sheepdogs. The two dogs kept the crowd entertained showing of their skills with the sheep. Then a segment about a couple of sheep which had false teeth, (I could tell) and a story for the city-folk. After an entertaining hour and a half it was off to the Pancake Parlour next door (almost) for a feed and discussion, which included Phillip Island racing, Tas Rally and other up coming events.

Michael and Punishment left at this point and it wasn't long before we too were heading out along the scenic beach and back roads to Laverton for fuel and breakup. Dean, Yvonne, Ian, Kerrie, Steve and myself headed back to P76's place for an earbashing and a cup of Milo...what was the 'use-by-date' Steve? We watched a video of Joey Dunlop, with on bike camera, going around the Isle of Man race circuit, very interesting. P76 explained that he was riding a 850 V4 Honda which was similar to Steve's old bike, interesting! Thanks for the Milo mate.

Just a bit over 200kms on the clock by the time I arrived home from an extremely good day out. Thanks to Ian & Kerrie for the organising and I just know that those DIRT roads weren't there last time you went that way, aye mate!

Gary FJ1200.

#

SNOWY MOUNTAINS WEEKEND November 4th-7th:-

Currently Tom is contemplating a camping style weekend with the first overnight stop at Omeo. This will allow those members with only the weekend available to participate.

Also to enable minimal gear to be carried by the riders, Tom has kindly offered the use of his VAN to transport tents and items of camping gear etc to our overnight stops. Although this idea is of great merit, some members have expressed an interest in a higher level of accomodation (Hotel/Motel).

Therefore to effectively plan this 4 day weekend, we need some feedback from those members going as to their requirements.

Please contact Tom Saville ASAP.

B.M.W. - ICICLE RIDE 89.

START: Lilydale, Saturday 8th July - Midnight.

MTCV'ers; Hans K100RS, Gary FJ1200, Steve GPz900, Jon K100RS,
Michael K100RT (ex Police) and Ian XJ900.

Due to the abysmal weather forecast a change of route would be made, the leaders pointed out and we received our first section route map. Thinking that was it the four of us headed off towards Healesville. At approximately half distance the leaders! caught up to us and instructed "FOLLOW US" - oops.

From Healesville to Toolangi, Kinglake West, Flowerdale & Strath Creek, all these roads previously travelled by the MTCV but at night & with 70 bikes and all manner of lighting certainly made them look different, with a few "wides" being experienced on some corners. The leaders kept stopping to bunch up the ride & leave corner markers (sounds familar) where appropriate, at this stage the first dirt section was encountered, it was quite good and allowed the chookchasers to extend themselves a bit. We travelled along it for about 10kms (Murchison Spur rd) until No.1 Picnic Camp, our first refreshment stop.

As we wandered over to the light we were surprised to see cans of VB and Fosters on sale and a live Band playing....now thats organisation! At this stage we were told "Yoos blokes are over there", we had mistakenly stumbled into the Mudlark Rally site....sorry!

After the hot soup, coffee and a few photos we waited to leave, and waited and waited and waited. After an hour, we were told "due to the change of route, the ride was considerably shorter and lengthy stops were required to enable the 6am stop for breakfast to be met" (the rate we were going we would be 2 hours early!).

Finally the recovery vehicle & trailer arrived (already with 2 bikes onboard) and section two route map handed out, then off to Broadford, Kilmore (with Gary & Steve cornermarking) and Lancefield. The road to Newham contained a nice section of road-works that caused a rise in heartbeat when taken at speed! Onwards to Carlsruhe and the 24hr Shell servo for our second stop.

Approx 200kms had now been covered so far in cool, windy but dry conditions, but during this lengthy stop, for petrol and coffee light rain began to fall.

Off again through Hanging Rock & over Mt. Macedon, the wet conditions slowing many a rider up, across to Riddell, Bolinda, down to Bulla & our breaky stop at Gellibrand Hill Park where over hot soup, coffee & egg/bacon rolls the nights events were discussed. Although different from previous years (No snow) it was still enjoyable, so after receiving our badge we headed for Gary's place for a clean-up and light breaky (thanks Dot) then off to KBCP and the Club run to Noojee.

Ian (XJ900).

Noojee Trestle Bridge & Toorong Falls
9th July, 1989

We listened to the weather report on the radio Saturday night, and what we heard was not encouraging for the ride we were to lead on Sunday. Rain, ten degrees and snow falls on nearby hills was forecasted. All we could do was hope for the best and rug up in our winter woollies and "thermolactyls".

Upon wakening Sunday morning, we were greeted with blue skies, sunshine and no ice on the bike GREAT! The day looks promising.

Our arrival at KBCP was 9.15 am, and yes, we were early for once! Bob and bike were already waiting. Shortly after, Derrick and Sandra rolled up. Discussing the day ahead, four bike arrived together - all straight from the icicle ride. Good on yaz - Ian, Hans, Steve and Gary C.

We head off via the Eastern Freeway - No Boulevard this time - through Mitcham, Ringwood, on the Maroondah Highway, passed Lilydale airport until we reach Yarra Glen.

To our surprise more people await us, making a total of 18 people and 15 bikes:

Barry	Suzuki GSX 750
Andrea	Kawasaki KR-1
Tom	Yamaha FZR 1000
Hans	BMW K-100
Steve	Kawasaki GPZ 900
Ian	Yamaha XJ 900
Gary C	Yamaha FJ 1200
Dean	Kawasaki GPZ 900
Bob	Yamaha FZR 1000
Eric	Kawasaki GPZ 900
Jack	BMW K-100
Les	BMW K-100
Derrick & Sandra	Honda CBR 1000
Ben & Vicki	Kawasaki ZX-10
Gary & Velga	Kawasaki GTR-1000

Upon arrival we see Jack showing keen interest in Hans's bike. Apparently, the center stand had snapped just as the bike was lifted. Tom informed everyone that this was not an uncommon problem with earlier model BMWs.

It was time to leave and we headed to Gembrook for morning tea. By this stage it was already 11.30 and here is where Hans decides to leave.

About three kilometers out of Gembrook, Dean leaves his bike while it is in motion ! Must be Autumn !!! While Dean inspects himself for damage (fortunately there was none), Tom and Ben work on temporary repairs on the bike. It was rideable, but Steve accompanies him home.

At 1.10 pm, we stop at Drouin for lunch. As we're about to order pies, hot yummys etc, we are told there is no hot food available, unless we want fish and chips cooked by gas! There was no power in any of the shops because of power works on the road side a few meters ahead. So it's off to Warrigal for munchies.

Luckily the weather was still holding out for us as we headed for the Trestle Bridge. All the energetic club members climbed the bridge and Gary C was content to take photos.

We headed through Noojee to the Toorong Falls. The dirt track to get there was so dry, we couldn't see Tom in the mirrors for the dust.

Some members with more enthusiasm than common sense decided to tackle the walking track to the falls. It's amazing how quickly one warms up when wearing bike gear, as evidenced by people peeling off their clothes the closer they climbed to the falls. Most of us, however, are happy to settle for reaching half the distance, whereas Ian, Ben and Eric go further.

The climb encouraged a thirst, so off to the nearest drink shop in Noojee we went. After much discussion as to which road to travel home, we decided to risk the Noojee to Powelltown road. This road is currently under construction. The risk was worth it! We all made it through and arrived in Lilydale in no time. Here is where we broke up!

Thanks to all those who participated, with a special thanks to those who came after the icicle ride. Greatly appreciated!

Gary & Velga
GTR - 1000

Tougher speed laws

DRIVERS who are caught doing more than 130 kmh would automatically lose their licences, police warned yesterday.

Under recent changes to the Road Safety Act, anyone clocked at more than 130 kmh will have their licence suspended for at least a month.

Previously only people caught travelling more than 30 km over the speed limit or doing 140 kmh in a

110 kmh zone faced losing their licence.

The changes also introduce a graduated scale for loss of licence for speeding.

Drivers caught doing 30-40 kmh above the limit face a one-month suspension, drivers speeding by 40-50 kmh face a four-months suspension and people caught driving more than 50 kmh over the limit could lose their licences for six months.

Turpin's Falls 16 July 1989

Hans K100, Murray XJ900, Rod & Rosie VF1000F, Peter P GT750, Steve GPZ900, Ian & Kerrie XJ900, Derrick & son CBR1000, Dean GPZ900, Andrew & Pam K100, Jon K100.

The weather forecast predicted cold and rainy conditions but it was just plain cold when 10 bikes and 14 people left KBCP bound for Turpin's Falls. Back roads were the order of the day once we had left the city via Tullamarine Freeway. By the time we got to Bolinda the temperature was starting to drop and Mount Macedon was shrouded in cloud.

The route from Lancefield to Kyneton took us up north up hill and down dale along some nice touring roads. By this stage it was cold enough to freeze the balls on a cricket pitch. My thumbs were aching from the cold and Rosie was muttering those now famous words to Rod "but the engine keeps you warm". Hot pies/pasties/tea/coffee all helped the thawing out process at Kyneton.

A short blast up the road from Kyneton and we were at the falls on the Campaspe River. Recent rain meant there was quite a bit of water going over the edge. Steve Leyland also tried to go over the edge but luckily slipped the right way. Wet moss is slippery, eh Steve? Peter P informed us that years ago in summer the club visited the falls and the more adventurous/crazy ones were diving off the cliff.

Fingers and toes were starting to thaw out by this stage as we headed off towards Heathcote. No major catastrophes to report as we passed through Metcalfe, Sutton Grange, Redesdale and Mia Mia.

Lunch time at Heathcote sorted out the warmies from the coldies. My intended route was going to take us back through some cold areas. After a small civilised discussion/cut throat argument a democratic decision was made on a slightly revised route. Only five of us were continuing with the ermainder heading home to a nice warm fire. Lunch time also provided our budding mechanics with a chance to hone their skills. A girl on a GPZ250 was having bags of trouble getting her bike started. The battery was starting to die a bit and so with Steve on board and a couple of others pushing it was soon fired up and running. Judging by the rust and the small number of miles the bike had travelled it looked as though it had been sitting outside for a couple of years unused and unloved. That was probably the highlight of a pleasant but otherwise uneventful ride.

With lunch dispensed with we headed off towards Seymour and down the Goulburn Valley Highway towards Yea. Turned off the highway prior to Yea and 'toured' over the hills towards Strath Creek and Flowerdale. The roads here are great, good surface and great sweepers. There was very little traffic on the much travelled road between Flowerdale and Whittlesea so that was good fun as per normal.

Broke up in Whittlesea after passing Rod and Rosie near Kinglake West going the other way. They left the ride at Heathcote but we still beat them to their turn off. See, you should have stuck with us Rod.

I hope everyone had a good time.

Murray XJ900

* * * * *

NEW BIKES:

- * Jack Youdan has traded up his Honda GB500 for a Suzuki GSXR1100.
- * Ray Thomas has upgraded the XJ900 for a new ZX10.
- * Eric Makin now has a RG500 to keep his KR1 company.

RIDERS' REFLECTIONS II

To ride or not to ride? That is the question.
What is the answer? To ride of course.

The real question, is in our motivation to ride.

Why do we do it?

There are many possibilities.

Look at our club, the Motorcycle Touring Club of Victoria.

We ride for fun and excitement.

Our runs vary from relaxing, around the bay cruises, (when we're not looking for errant corner markers) to high speed blasts around the "Spurs", (when we're not picking riders out of the trees).

We both tour and sports tour, it's all fun.

Some of our riders are very good as well, even the tourers, who in my opinion, are NOT wimps.

Our club consists of a varied group of riders, and through observance of these riders I have come up with some rider classifications.

- 1) LOONS Those who risk life and limb to try to redshift across the Black Spur.
- 2) HOONS The Loons more sane counterparts, who just try to carve their initials in the tar.... with their 'bikes footpegs.
- 3) MOODS Those who play at Hoons an some select sports rides (Ben's Twisties Mk CCC?), but can be content to cruise on other rides.
- 4) DUDES American/European 'bike riders(not BMW). Cruisers along straights and sweepers with durries hanging from their lower lips. (Can also apply to riders of GL1200 Aspencades)
- 5) GRUNTERS or more commonly known as Tourers, usually ride mid to large capacity touring machines across the continent under probably the most atrocious conditions imaginable, and enjoy it.

All these categories have something in common,
they all display some inherent mental instability,
AHA!!! That's it!

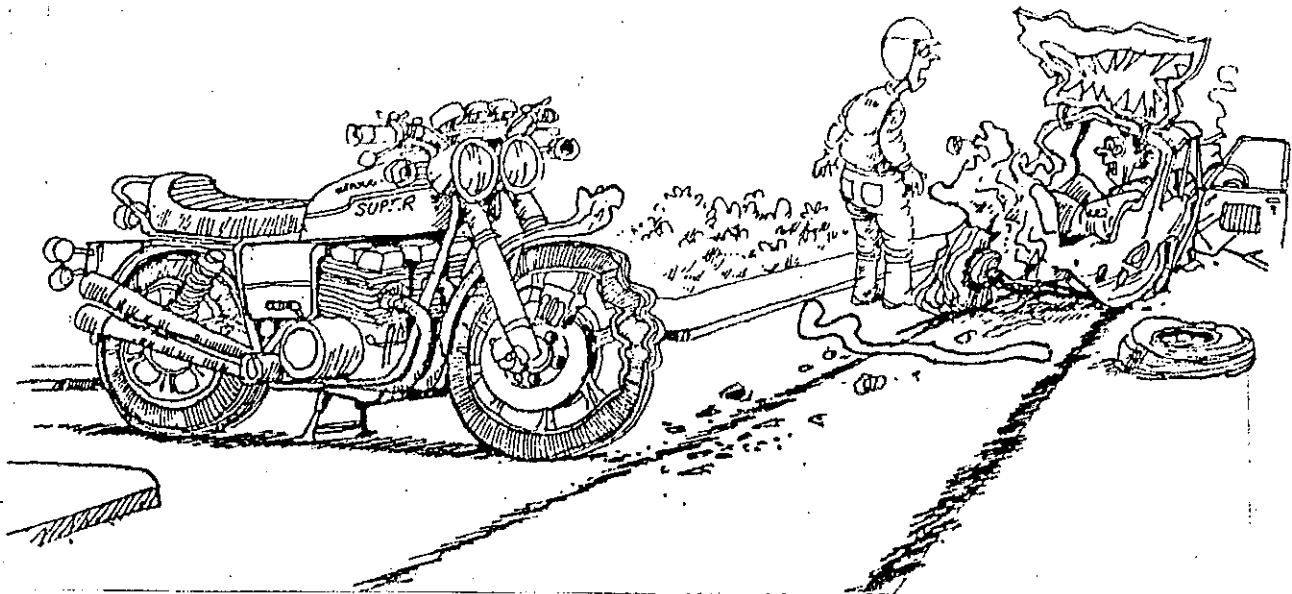
Mental instability,

We all ride because WE'RE ALL INSANE.

think about it,,

Harry 'Hang Off'

"I'm sorry, I just didn't see you..."



OUTMANEUVERING RIDER FATIGUE

Getting there can sometimes mean survival. It's late afternoon and you've got 250 miles to go before you can snuggle into a motel room bed at the next city. The biggest problem getting from where you are to that 19-inch color TV, ice machine and hard bed isn't the road conditions, gas stops or tire wear. It's fatigue—one of the biggest killers around. When you're tired, beat, whipped, worn to a frazzle or just plain "tuckered out", the odds of being in an accident rise dramatically—if you push hard and far enough it's almost a guarantee that the next bed you crawl into will be at City General Hospital rather than the Holiday Inn.

Fatigue comes quickly when you're riding a motorcycle—even sooner than if you were driving a car. The sound of wind, tires, chain and passing trucks play an important role

in bringing on fatigue. In many cases, the lack of a radio also makes the distance seem farther.

Most riders make the mistake of assuming that because they're on a bike, the chances of dozing off while riding are nil. Don't believe it. We have actually been with two riders who have fallen asleep, still held on the throttle and continued on down the road. Both, fortunately, ended up in soft grass medians, but it proved a point. You can fall asleep at the wheel—even if the wheel happens to be handlebars.

Fortunately, there are many ways to keep you alert while traveling. The most common methods of "keeping it on the road" involves an orally consumed chemical stimulant that not only races through the digestive system at an amazingly fast rate, but leaps into your nervous system,

bringing the body up to a higher than normal state. The drug? Coffee. Good old American 100-mile coffee. It contains caffeine, a wonderful little substance that keeps truckers and tired folk on the road. If you're really looking for a "buzz" go to the hard stuff—tea which has more caffeine than coffee.

Pills like No-Doze (but nothing stronger) can keep many riders awake. With "stay awake" pills you come "up" and alert very quickly and suddenly. You come "down" the same way. If you must use these pills, read the directions thoroughly. They tell you how long a pill is supposed to last before wearing off. Make sure you take the next one on time to avoid the sudden drop off in energy. Better not to use them! Believe it or not, the absolute best way to stay awake is through plain

Rider Fatigue cont.

old exercise. If you get off the bike and do some hustling around (more than from the saddle to the throne and onto the coffee shop booth), you can return to a high alert status. And you won't be racing to the next rest stop because of killer coffee.

The technique of exercising at a rest stop is used in some parts of Europe, specifically on the high-speed Autobahn. The rest areas include the standard flush toilets and picnic tables, but are also equipped with chin-up bars, swings, parallel bars, padded areas and in a couple of places a small over track for jogging. It keeps them not only healthy, but alive. Try it at your next rest stop when you're tired (or even when not, to increase your alertness.)

Do a few sit-ups, jog around a bit, a handful of jumping jacks and such. Exercise for at least 15 minutes, or until you start to get small beads of sweat on your forehead. Don't do a boxer's training camp workout. You may die of pneumonia when you get back on your bike for a 60 MPH, 4-hour run. Just get all the muscles warm, working and awake.

One rider we know hates to exercise to stay awake, but has found a suitable alternative punishment. When he gets drowsy he parks the bike on the shoulder and jogs away for about a quarter mile. Then he stops, walks back slowly to the bike and continues down the road. The only drawback is traffic. They wonder for miles why you were running away from your bike.

Even if the rest stop or the jogging doesn't appeal to you, there are other exercises (isometrics) that you can actually do while riding. Naturally, you have to be careful not to Jack-LaLane yourself into a ditch, and these exercises require fairly open road. If you try them while splitting traffic lanes you'll soon find out how good your medical insurance is.

Isometric exercises are simple on a motorcycle—you simply push and pull against the machine. Starting with your arms, push the handlebars as though you want them to go forward. Pushing on the bars hard for 20 seconds, followed by a 20-second rest and a few repeats will help wake up the upper body. You can ward off cramps of the hands and wrists by squeezing the grips as tightly as possible, then relaxing and repeating. Alternate one finger at a time if they're getting cold. Since the exercises increase circulation, they'll help to warm you—free of charge.

Forearms can be warmed by grabbing the bars securely and pulling upward. This tightens and warms the muscles on the upper arm, from wrist to elbow. There are three basic basic leg exercises. Make sure your heels are hooked securely on the pegs and push forward with your calf muscles. Then change to a direct downward push, using your upper thigh muscles. The final leg exercise is the best—lift your rear about 2 inches off the seat and remain in a seated crouch. This works the back of your thighs and gives the rear end muscles a break.

Neck muscle stiffness can be relieved by using your left hand to push on your helmet (first forward a few times, then backward) as you counter push with the neck muscles. Shoulders can be uncramped by pushing on the bars, alternating the right and left arm's pressure to work each side independently.

At all times, the rider must not jeopardize his control of the motorcycle if he performs these exercises while moving. There are many experienced motorcyclists who possess such familiarity with their machine that movements, such as described, do not interfere with either alertness or rider control.

Heavily laden motorcycles, or the presence of a passenger are not ideal conditions for such exercise. It would be best for the rider to stop and exercise or take a coffee break to revitalize your alertness before continuing with the ride.

The final and most important muscle you should exercise is your brain. You get tired through a combination of fatigue and boredom. If your brain doesn't have anything worthwhile to do, it wants to shut down for a rest—which could be permanent. We've never come across any mental games or brain exercises that will keep you entranced for hours. There are a lot of little games you can play which will break up the monotony. None seem to be much fun for more than 20 minutes.

Riding boredom can effect a hypnotizing effect that a motorcyclist can counteract by alertness. Good pilots, the aircraft type, continually sweep the horizon in a manner that is second nature to their flying. A glance at the instruments, a glance to the left, ahead and to the right, maintain safety and also provide a means to counteract boredom. As pilots like to quote, flying is hours of boredom punctuated with seconds of pure terror, or in other words the flying is standard routine practice until an "incident" is in the making. Those incidents do not occur that often, but when they do, they have your undivided attention. Good pilots fly ahead of their plane to stay ahead (and alert) to "incidents". Good motorcycle riders should do the same.

CRAZY HOUSE THEATRE RESTAURANT. FRIDAY 28th JULY.

Participants:-

Rod & Rosie, Murray & Annette, Andrew & Pam, Ben & Vicki,
Gary & Velga, Steve, Peter D, Ross, Ric, Ian & Kerrie.

(Gasp.....nobody bought their bike?)

Synopsis:- Excellent night had by all. Good meal, good show, good company in pleasing "intimate" surroundings.

Thanks to all who came.

Kerrie & Ian.

PHILLIP ISLAND. SUNDAY 16th JULY

The following members were able to participate in this closed meeting at the GP track:

Tom Saville FZR1000	Andrea Sirninger KR1-250	John Clowes RG500
Eric Makin KR1-250	Ben Warden ZX10	Jack Youdan K100RS

Steve Kemke FZR1000. Unfortunately Steve was unable to attend.....seems an other more important matter detained him?

FORMAT OF EVENTS.

Event 1/ 250 - 750cc Practice, 20 minutes.

" 2/ 750cc plus, Practice, 20 minutes.

" 3/ 250cc Race. Comprising 2 lap practice and 6 lap race.

" 4/ 500 - 750cc Race. Comprising 2 lap practice and 6 lap race.

" 5/ 750cc plus Race. Comprising 2 lap practice and 6 lap race.

LUNCH BREAK.

Event 6/ 250 - 500cc Race. Comprising two heats of; 2 laps practice and 6 lap race.

" 7/ 750cc plus Race. Comprising a 2 lap practice and 6 lap race.

" 8/ 250cc Race. Comprising 2 lap practice and 6 lap race.

" 9/ 500cc plus Race. Comprising two heats of; 2 laps practice and 6 lap race.

In first heat Tom led until he overcooks it and goes back to 5th but fights back to again lead and finish 1st.

In second heat Tom wins again, this time on Andrea's KR1 with Ben finishing 3rd.

Event 10/ Open practice.

From all accounts a highly successful meeting with another likely in September, all agreed the \$55 entry fee was good value (discounting mishaps) considering the 40 plus laps of the circuit it enables.

LAP TIMES

Tom FZR1000; 1m 55sec.

Tom KR1-250; 2m 03sec.

Andrea KR1-250; 2m 25sec.

Eric KR1-250; 2m 15sec.

John RG500; 2m 06sec.

Ben ZX10; 2m 07.5sec.

Jack K100RS; ? Thats what's prompted the purchase of a GSXR1100
eh Jack. Look out next time Tom!

Not bad Tom! considering an RC30 Superbike can get around in 1:40.67 and a 500 GP bike will lap at 1:35.28 with the 250 GP bikes not far behind at 1:46.53.

Seems two of the organisers had better stick to organising with one (Bob) dropping his K100RT at Southern Loop and the other totalling his mates CB1100R at Honda corner.

Andrea and her KR1 hold the lap record for lady riders in the 250, 500, 750 & 1000cc classes.....seems she was the only female entrant.

A KR1-250 is faster around the Island circuit than a ZX10 ?.....ask Tom.

Old chap (ex racer) on a Honda was amazed at how competitive the K series BM's where, blew him into the weeds, ay Jack.

Planning

- (i) Plan on map.
- (ii) Pre-ride the ride (ideally)
 - to look for adverse/changed road conditions, tricky Y junctions, etc.
 - to refresh your memory - thus avoiding unnecessary U-turns, and
 - to know the distances and time intervals.
- (iii) Avoid highways within reason because:
 - back roads reduce traffic and associated hazards, and
 - back roads are more interesting.
- (iv) Plan a similar alternative route because
 - dirt roads are often difficult in the wet,
 - insurance against unexpected delays
- (v) Get out of city quickly and efficiently.
- (vi) If a destination or activity requires extra equipment (eg torch, towel, clothes, etc) inform the editor so that adequate warning can be printed in the magazine, or on the itinerary.
- (vii) Do interesting "stuff" early to avoid missing out due to delays.
- (viii) Bear in mind "no liquor is to be consumed on Club rides".
- (ix) Plan stops. A stop should:
 - have access to toilets;
 - winter is more pressing
 - have access to food;
 - people appreciate a variety rather than a single vendor
 - have lunch at lunch time (normally 12 to 2)
 - be a place of interest
- (x) Limit riding time to less than one and a half hours to minimise fatigue.
- (xi) Other stops may be needed to "regroup" if the ride is becoming too strung out.
- (xii) Return late afternoon, ideally 4-6pm (itinerary states late afternoon) (The sun sets much earlier in winter.)
- (xiii) The ride will be slower by about 20% than the pre-ride. (The leader is effectively only as fast as the rear rider.)

Pre-Ride Talk (to assembled riders)

- (i) call for volunteer/s to do magazine ride report
- (ii) call for volunteer (if not already established) to be rear rider
- (iii) introduce new riders
- (iv) inform group that the ride is not a race
- (v) establish fuel range of smallest tank
- (vi) inform riders of expected route and approximate distances between stops

- (vii) seek comment from others concerning road conditions (e.g does the Reefton Spur have three inches of freshly laid gravel on it?)
- (viii) warn riders of tricky or adverse road conditions or intersections
- (ix) ensure all riders are familiar with corner marking system, and nominate number of corner markers.
- (x) inform group who is rear rider and what motorcycle they are riding - note armbands
- (xi) draw attention to the emergency kit (and its contents) and request that riders with first aid training make themselves known

Leading

- (i) point to the side of the road when and where you want corner markers
- (ii) wait for a third bike (not including the leader) to approach the corner before leaving - this method condenses the ride.
- (iii) monitor your speed
 - slower speed on highways/straight roads
 - keeps riders together to give feeling of riding in groups.
- (iv) leave extra corner markers even along straights if you feel the group has become too strung out.
- (v) don't let stops drag on too long
- (vi) organise an appropriate break up point - at a place where most people will know how to reach home.
- (vii) don't make the break up point too far from Melbourne

The above points have been formulated by the current committee as a guideline to encourage more members to consider leading rides.

+++++

BENT BIKES.

Hans throws K100RS to the ground??? This happened recently at Yarra Glen as Hans was lifting bike onto centre stand, stand promptly BROKE sending bike crashing to the ground. Minor damage to mirror, fairing and eardrums of those members close by.

Luck of the Irish, Bens bike overbalances at Laverton servo..Aghhh, fortunately Gearsack & fence post save the day. Not so lucky next time when VOLVO occupant opens door onto our Ben - Ouch, with bike coming to rest against another vehicle - Double Ouch. Fairing, blinker and mudguard damage.

New member Dean has his GPz900 slide out on a tight left-hander near Gembrook. Unfortunately roadside post makes a mess of the petrol tank & RH handlebar. Bike is an easy repairer and is back the following week almost like new.

WONTHAGGI COAL MINE. 23/7/89.

Now I've been down this particular mine once before, but for \$2 it is the best bit of Australiana tourist-type attraction around. So it was going to take some thing fairly major to stop me from fronting for this particular run.

Something almost did, the new Pipe-line muffler was designed to fit the early model K series, but an emergency visit to the Saville workshop on Saturday night soon produced an appropriate custom-made bracket. Thanks Tom.

Sunday morning produced a real freezer. There have probably been colder days but it goes a long way back to recall one. Clad in every garment I own, I ambled to the Hallam pickup. Definition of a bloke who owns too many motorbikes.....one who can't remember where the tool-kit compartment is on his K100RS.

The machinery started to roll in at Hallam and the line-up was looking most impressive. Then the Club arrived and it was downright over-powering. No fewer than 17 motorbikes, and with the exception of the KR1 all of them BIG. Does this mean that motorcycling is alive and still feebly kicking.

Let's have a look at the scooters;

Tom K100RS	Gary & Velga GTR1000	Bob FZR1000	Steve GPz900
Les K100	Ian & Kerrie XJ900	Derek CBR1000	Ross GSX1100EFE
Hans K100RS	Ben & Vicki ZX10	Andy KR1-250	Stretch CB750FA (QL member)
Gary FJ1200	Murray & Annette XJ900 (rear rider)		Tony GPz900 (QL member)
Luke GPX750	Dean GPz900 (Quickly repaired & back on the road after a "get-off")		

Riding to Wonthaggi without going on dirt roads doesn't really pump lots of adrenalin, but Ben did a pretty good job of what was available. If you look at your map you can follow our progress by joining Hallam to Drouin to Poowong to Loch to Wonthaggi. Of course the usual assortment of greasies were consumed at our destination and Hans decided to press on and run up a few more kilometers on the RS.

The State Coal Mine is on the outskirts of Wonthaggi and even on this bleak, cold day, there were quite a few visitors. I shan't go into a description of the tour itself, because it is a historic visit that you simply must make yourself.

The original miners act as volunteer guides and they impart a sense of living history as they relate stories of half a lifetime spent in those godforsaken tunnels. When they go, the magic will go with them. Our group went very well, with a good deal of rapport between Fred, our guide, and members of the club. At the end of the tour, believe me, you will never complain about the sort of work you do, ever again.

With a few spots of rain in the air, we travelled the superb little section of coast road to Inverloch. It's a pity it wasn't nicer for this part of the ride. Here we refuelled the machinery and then rode non-stop through Korumburra, Drouin & finally dispersed on the outskirts of Dandenong.

Interestingly no-one threw a motorcycle down the road, which has to be a good sign after quite a string of accidents.

Les (K100)

SKILLED RIDER COURSE

This RTA course is aimed at the newer rider who wants to improve his riding skill quickly. It is open to all licenced motorcyclists (or learner permit holders), is 6 hours in duration (usually a Saturday) and costs \$16.00.

I had decided to do the course mainly out of curiosity, but surprisingly found it most comprehensive and similar to the Stay Upright courses.

The 6 hours comprised:-

- @ Introduction by instructor on course content & aims, plus riding background of participants.

- @ "Right Maintenance" video & discussion on correct bike maintenance.

- @ Instruction on "countersteering" techniques, then a practical demonstration by the instructor on the Testing Range. This is followed by practice - Travelling at 20-25kmph directly towards the instructor, he randomly indicates (left or right) which way you must diverge between the witches hats. This is repeated for about half an hour with constructive comments made on your technique.

Manhandling the XJ900 around a course designed for 250's proves quite a chore especially after the half hour stint.

- @ Bike control assessment. This is made with riders demonstrating slow stop, start riding without loss of balance and feet on the foot-pegs at all times.

- @ Back inside for discussion on cornering techniques, "Right Roadcraft" video then practice on the Test Curve. This curve 'tightens up' at one end, so practice from both directions is performed. Again a speed of 20-25kmph must be maintained through curve to pass test.

- @ Next Emergency Braking is discussed accompanied by a video and demonstration of straight line braking shown. Braking area is marked off in metres and rider approaches instructor at the obligatory 20-25kmph until signalled to "Stop". Stopping distance is then measured & assessment given.

- @ Braking in a Curve is then demonstrated with emphasis on standing the bike up before applying brakes heavily. Practice by all and assessment made on ability to maintain bike within the curve and stop in the minimum distance.

- @ LUNCH BREAK.

- @ Much discussion and slides ensued on previous mornings topics and practice plus dealing with road hazards and rider attitude.

Then back to the test range for a re-run of the mornings teachings, only this time an electronic signalling device is used to measure speed and randomly select a stop light (Emergency Braking test) or Left/Right indicators (countersteering technique). We then ran through the whole sequence over and over again until the instructor was happy with our progress.

cont.

Skilled Rider cont.

@ At this point, Learner Permit holders are given the opportunity to practice over the actual licence test course with critical assessment by the instructor and points deducted for incorrect actions.

Yours truly was allowed to complete the test and rated a "PASS".

@ An optional 15 minute ride around the surrounding roads is then offered.

Although this course is designed for the L and P riders on small capacity machines it is still an ideal way for the experienced rider to brush up on his riding techniques. Also the independent assessment of your skills can help correct any "Bad Habits" you may have picked up. And at \$16.00 it is exceptionally good value.

Ian Payne.

NEWS

Box Hill Hospital is holding courses on Roadside Emergency First Aid. The two dates are August 9th and September 6th (7pm to 10pm) Cost is \$15 and to book ph.895-3452.

Graeme Frampton back in the saddle for the first time since his crash. Seems he took his K100RT out "just to charge the battery".....It was great!

SBS is to present a 2 hour live telecast of the Shell Oils Superbikes on Sunday 6th of August from 4.30pm. Also highlights of the 125,250,1000 and sidecar races will be shown on Wednesday August 9th at 11.30pm.

A recent motorcyclist from Canada bought his own vehicle with him to travel around Australia's Highway One.- A Yamaha Venturer Royale (1500cc V4) with sidecar. All up weight is a hefty 1600lb (726kg). The 76 year old owner, Walt Healey, added 28,000 trouble-free kilometres onto the already 140,000km Yamaha while in Oz.

The Federal Office of Road Safety has published six motorcycling related pamphlets comprising; Right Rider, Right Roadcraft, Right Braking, Right Maintenance, Right Attitude & Two Wheel Tactics. The Club has a supply of these which will be available at meetings or through the editor. Also two accompanying VHS videos comprising Right Rider Series and Two Wheel Tactics have been procured and these are available through the Editor.

Rallys;

Black Duck, August 26 & 27th. \$8 to; PO Box 90

North Perth WA. 6006.

Worlds End, Sept.30 - Oct 1st. \$8 to; PO Box 12

Goodwood SA. 5034.- near Quorn.

NOTE This is the last newsletter for those UNFINANCIAL members. **###**



The contents of each box represents a word or a phrase. Some you may have seen before – rebuses have been around for many years, but in case you have not, and to get you off to a good start, the first represents "No U turn".

Award yourself a bronze medal if you solve 50 to 53 of the rebuses, a silver medal for 54 or 55, and a gold medal for a score of 56.

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* polmumice	YYY MEN	agb	AT THE OF ON	STEP PETS PETS	B A E DUMR	J U S T YOU ME
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GIVE GET GIVE GET GIVE GET GIVE GET	Symphon	FAREDGE	ping WILLOW	CYCLE CYCLE CYCLE	VAD ERS	DNA4TH
N E 1 4 1 0 S	ECNALG	M CE M CE M CE	wear long	OWHER	1D 5U 2R 6L 3A 7A 4C	HOROBOD
BLOUSE	12345678 9SAFETY9 87654321	COURT	TONE TONE	DIAL	ONMLKJIH	FEW FEW MENTION MENTION
a b c d e f g h i j k m n o p q r s t u v w x y z	house PRAIRIE	TEKCIT	LE VEL	R O ROADS D S	S TROHS S H O R T	GRFOOTAVE
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