

Aug 90

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria

SUNDAY 5th.	REEFTON PUB Dirt Ride. 9.30 KBCP. 10.30 Yarra Glen.	Here's an interesting one from Jon Riddett that will take in lunch at the Reefton Pub & some of the scenic dirt rds in the area. Note: All roads suitable for Japanese sports bikes.
SUNDAY 12th.	CHEESE FACTORY, Mirboo North. 9.30 KBCP. 10.15 Hallam	Come along & visit Aust. only Farmhouse Blue Cheese Factory at Neerim South, The one at Mirboo Nth is no longer open to the public but we will still proceed through this area before our visit to the Cheese Factory for Tastings & Door Sales.
SUNDAY 19th.	ANIMAL KINGDOM. Monbulk. 9.30 KBCP. 10.15 Hallam. Ian Payne leading. (Admission Charge)	This Zoo has a large collection of animals from all over the World and also an extensive tropical reptile house. handfeeding of some animals is allowed & animal shows are staged during the day. A short ride through the Dandenongs will take place prior to our visit.
SATURDAY 25th & SUNDAY 26th.	RUTHERGLEN PUB WEEKEND. 9.30 KBCP. 10.15 Whittlesea. Ian Payne leading.	Sydney has its harbour but Rutherglen has a great PORT, so come along & sample what this wine growing area is famous for. With our stay at the STAR HOTEL sure to be memorable so get those entries in quick.
<u>SEPTEMBER</u>		
SUNDAY 2nd.	MTCV/ULYSSES CLUB BBQ. Alexandra. 9.00 KBCP. Danny Dallalana leading.	To enable a pickup of Ulysses members at Bunker Hill, Danny will leave KBCP at <u>9am</u> sharp. For those unable to make this time another group will leave at 9.30am for the trip to Bob Tait's farm, "ALLANDALE" on the Thornton Rd Alexandra. <u>NOTE</u> .BYO meat & drink
THURSDAY 6th.	CLUB MEETING and AUCTION NIGHT. Club Hall 8.15 Sharp.	After the formal meeting we will conduct our annual Auction. All types of goods are acceptable with the Club deducting a 10% commission on all items sold.
SUNDAY 9th.	REEFTON & BLACK SPURS. 9.30 KBCP. 10.30 Yarra Glen. Ben Warden leading.	Another Ben's "Twisties" taking in such places as St.Andrews, Toolangi,Healesville & Warburton (lunch) then Reefton spur, Marysville & Healesville to finish.

# MOTORCYCLE TOURING CLUB OF CLUB OF VICTORIA

## MINUTES OF GENERAL MEETING

**Date:** 5 July 1990

**Location:** Jika Jika Community Hall

**Open:** 8.25 pm

**Present:** 37 members and visitors.

**Minutes:** Accepted by Ian Payne  
Seconded by Luke Richardson

**Correspondence:** Invitations received to attend the:

- World's End Rally.
- SCREW Tourers Rally.

<b>Treasurer's Report:</b>	Balance at 1st June	\$590.86
	add Receipts	<u>221.40</u>
		812.26
	less Payments	<u>181.14</u>
	<b>Balance at 1st July</b>	<b><u>\$631.12</u></b>

**Captain's Report:** **Hamilton Weekend - 9-11/6/90**  
12 bikes, 15 people, 1100 kms.  
Fun weekend.  
Murray lead while Derrik, Jon and Ross alternated as rear rider.  
Two incidents. Sandra's bike's engine seizes, locking up rear wheel at high speed on highway but she saves it. Ron gets booked for speeding (\$135).

**Snobs Creek Waterfalls - 17/6/90**  
12 bikes, 12 people, 400 kms.  
Mostly wet. Light snow at Cumberland Junction. Lunch at Marysville, coffee at Eildon.  
Tom leader, Ian rear rider.  
No incidents.

**Maryborough Yabbie Farm - 24/6/90**  
11 bikes, 14 people, 450 kms.  
Fine but cold all day. Lancefield - Maldon - Maryborough (where Yabbie farm was closed) - Daylesford - Melton.  
Ben and Vicki leading, Andrew and Pam bringing up the rear.  
No incidents.

**Walhalla Mines - 1/7/90**  
9 bikes, 10 people  
Rain in Melbourne, fine but overcast at Walhalla.  
Les lead with Jack bringing up the rear.  
No incidents.

**General Business:**

**Birthday:** Colin Waddell is celebrating his birthday on the 28th of July (Saturday). Club members were invited to attend the commemorative scrabble night.

**BMW Rally:** To be held in WA in August. Some club members going. Pictures promised and a possible talk for September.

**Itinerary:** New itineraries handed out. Members stocking shops encouraged to take extras.

Absailing put forth as suggestion for next itinerary.

Change in start time from 9.30 am to 9.00 am for Ulysses Club BBQ.

Auction night to be held at General Meeting in September.

Snowy Mountains weekend to follow same format as last year.

Phillip Island suggested again for club early next year.

People asked to fill in forms for Rutherglen weekend.

**Last Laugh:** Payment collected.

**Lights On:** Brief discussion. It appears lights on will become compulsory.

**New Zealand Trip:** Further interest sought. Brief discussion.

**Speaker:** Police motorcycle instructor Karl Ansell has agreed to give a talk at the August General Meeting.

**Speed Cameras:** General discussion following Tommy's booking by one.

**Subscriptions:** Due.

**Door Prize:** Won by Tom. Can of chain lube.

**Closed:** 9.10 pm

# WHO's NEWS

Steve Leyland has solved the inadequacies of his GPX750 for dirt roads by buying a bike especially made for them.....a Honda XL600.

After the Glenburn counterlunch some "spirited" riding from the Clifton CBR1000 certainly kept the Saville FZR1000 honest.

Congratulations to Sam & Rita on the new addition to the family. A baby.....  
.....YAMAHA, yes Rita's a fully fledged road rider on her own SRX250.

As a follow-on from above, Sam volunteered to go rear rider on a couple of occasions expecting as Rita was a learner & on a new bike that she may need his assistance during the ride. Not so, as Sam put it, "What a waste of time, I hardly saw her for the whole bloody day!"

Don't forget the AUCTION at the September meeting. Goods for sale don't necessarily have to be motorcycle related for inclusion, so bring along all those goodies you have been keeping for a rainy day. NOTE: The Club charges a 10% commission on all items sold.

The holiday exodus of members continues, with Angus & Lisa Parker having just returned from an excursion over to the West on their CB900F2. The 8200km trip to Perth was reasonably trouble free except for a Pirelli Strada Angus fitted in Melb. (rear) which began to self destruct halfway through the trip. The offending tyre has been returned to Pirelli for assessment.

And also, Steve Leyland having a few weeks leave and contemplating doing a lap of the Australian continent. And also also, Trevor & Ann Harris returning to N.Z. to participate in one of that countries largest motorcycle rally THE COLD KIWI.

Speaking of rallying; BLACK NIGHT RALLY 1990, this is the 6th Black Night rally promoted by the Q.L. Club and will be held at Kyalite (near Swan Hill) on the 8th & 9th of September. For more info contact the QL Club or member Tony Gustus.

Darryl Chiver's GSXR1100 has a mind of its own? Seems when Eric Makin's FZR600 got a bit too close for comfort, a Suzuki handlebar weight was lobbed at, and bounced off Eric's bike.

Don't forget the Snowy Mountains Weekend in November (Melb. Cup Weekend) where we will cover some great roads & see some great scenery in Australia's High Country. This camping style trip is made even more memorable by the fact that all our camping gear is transported to & from the camp sites for us. Reimbursement for the carry-vans petrol is all it will cost. So don't miss it.

Trevor Harris now seen "Couriering" aboard a brand new water-cooled Honda motorcycle! No not a PC800 but a SPACY. So far the 250cc scooter is proving ideal for Courier work (except when it slips off the side-stand) being both economical on fuel and tyres.

Fancy doing some ABSAILLING? Tom Saville has the equipment all we need is a place suitable for use. Ideally a Fire Tower or similar structure is required where different heights can be set to a members preference. If you know of a place that could be suitable contact Tom and we will endeavour to include it on the itinerary.

Who was Maree Steele? She was a member of the Motor Scooter and Cycle Association of Victoria (MSCAV) from 1959 to 1962. This association evolved into the present day MTCV and Maree's son is now a member of that Club.....Jon Riddett's MOTHER.

WALHALLA MINES TOUR - JULY 1st.  
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Les K100 (leader),	Darryl GSXR1100,	Paul GSXR1100 (1st ride),
Steve GPX750,	John XJ900,	Ron CB900,
Ben ZX10,	Jack K100RS (rear),	Ian & Kerrie XJ900.

After meeting Les, Steve and John at KBCP we head down the freeway to Hallam to meet up with the others. From here its down the Princess Hwy to the Buln Buln turnoff where we proceed through Buln Buln and Brandy Creek before re-joining the highway again until Trafalgar, where its over the railway line and into Moe for smoko and petrol.

We now head up through Erica to Walhalla and a few Ks of good dirt to arrive in time for a look through the mine museum before a tour of the mine. The tour was quite informative with the guide giving lots of facts about when the mine was first opened, how much gold was taken out, when the mine ceased production, all of which I've forgotten (sorry Steve & Kerrie).

After the tour we walked down the hill for a look around the Walhalla township and some food then head off back down to Moe and Trafalgar, where Ben, Darryl and Paul leave the ride. The rest of us continue along the Hwy turning off at Drouin and going through Longwarry, Bunyip and Nar Nar Goon where its back onto the Hwy for a nice SUNNY ride to Hallam where the ride broke up.

"(Only jokin, it poured all the way from Drouin to Hallam)"

Thanks Les for a very enjoyable day,  
Ron CB900F2.

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LAST LAUGH THEATRE RESTAURANT,    FRIDAY 20th JULY.

A good turnout for this event with 17 members and friends attending this night and being entertained by THE PHONES (a cappella group - singers unaccompanied by musical instruments) and JIMEOIN JIMMY JAMES (stand-up Irish comedian).

The audience participation segments proved to be very funny and although the food was rated as 'just average' most agreed it was a highly successful evening.

The night concluded just after midnight, not even the after-show dancing could entice members into staying (Too disco'ee & TOO loud), even stop-out Steve left after discovering the waitress he had been ~~lustig~~ lavishing attention on was...

.....A SMOKER!

Those attending: Sam & Rita, Michael, Kylee & Eddie, Derek & Sandra, Trevor & Ann, Steve Leyland, Tony Gustus, Rod & Rose, Ross King, Peter Dwyer, Ian & Kerrie.

SUNDAY JULY 8

Echuca Border Run.

Let us start off by saying this run was very well researched with a trial run and led by one Gary Clifton..... a lesson to some of us who do it by map and memory only.

At the KBCP were several members who will be called "blearies", why? they were on the BMW Club Icicle Ride the night before ( the morning of July 8 actually ).

Our President was on the BM ride and came to KBCP to farewell us off.

We left KBCP with Peter P as rear rider and me as volunteer scribe.

Somewhere in North Melb. Ben and Vicki caught up with the run so it can be counted that they started at the beginning.

First drama was a lounge chair on the Tullamarine Freeway, broken itself in falling off a vehicle. Not only did we miss colliding with it, but our members removed ( threw )! it to a safe place.

Gary took us over backroads, some rough but all sealed, to Heathcote via Romsey and Tocborac.

At Heathcote the all- night- riders- blearies Hans, Steve, Luke, Gary ( not the Clifton one ) ended their run so they cannot get onto the "official" listing below ( no medals for them.)

Both Kim and Luke were not feeling well at the Heathcote stop and several members stayed there to assist if needed. Our Leader guided us to Echuca via some excellent backroads through Collinabbin and Corop ( check your map, it really is not Carap!)

We lunched across the border in Moama at a place with two fish shops, two Chinese and two milk bars..... now there's a choice for you.

As it was a long run, near 500 Km, we stopped only an hour and then back via Lockington, Elmore, Kyneton, Romsey and dispersal at Bulla.

Again, an excellent choice of largely deserted roads, particularly in the early part of the return.

Just one last point, we stopped at Redesdale to inspect ( but not sample) their old pub. Would make a good counter lunch ride for the next itinerary.

List of starters, excluding the blearies--

Gary CBR 1000  
Vern CX 500  
Derek GSXR 1100  
Sandza TS 250  
Ron CB 900 F2  
Jack K100 RS  
Kim GPZ 900 R

David XJ900  
Ben /Vicki ZX10  
Darryl GSXR 1100  
Alex GSXR1100  
Peter GT 750  
Frank GSXR 1100

Jack Youdan.

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B.M.W. CLUB ICICLE RIDE - 8/9 JULY

This 350km night ride was good value, even with the smaller than usual turnout (lack of advertising) even the weather was mild!

The ride proper started from Lilydale at 12 midnight, running late I made the start by 12:15am and had a solitary ride through Kalorama, Olinda, Ferntree Gully, Belgrave & Emerald before I started to catch the tail-enders. Onto Beaconsfield, Drouin West, Jindivik, Neerim & Noojee for soup & hot drinks. It was here that I teamed up with the other MTCV'ers for the ride to Willow Grove and Moe (covering the ONLY section of dirt for the whole trip - 9km).

After refuelling at Moe we had an extended wait as the Sweep Vehicle had become lost (cornermarking system gone wrong). Following a re-briefing on cornermarking we headed to Warragul, Poowong, Lang Lang, Pearcedale & Narre Warren for breakfast. Where those egg + bacon sandwiches certainly went down well, from the look of Trevor most of the egg went down his jacket!

At this stage, 7am, lack of sleep was starting to take its toll fast, in fact some of the straight highway sections had proved difficult to stay alert on. Lack of sleep also seemed to be effecting some of the single MTCV'ers more so than others, as the young female rider they had been lusting over turned out to be a "BLOKE".

After collecting our badge we headed for KBCP where some of the group joined the ride while the others (including myself) headed for home.

The MTCV'ers: Hans K100RS, Steve GPX750, Luke GPX750, Trevor XJ900, Ian XJ900, Jon (Officiating) & Trevor's brother, Rodney XS650.

Ian.



## THANKS

This is a short note of thanks to Ben, Steve, Chris, Hans and anybody else who helped me out during the Echuca Border Run on the 8th of July. I really appreciated it, even if I looked as though I didn't have much idea what was going on.

The incident was a rather unfortunate one and was a result of my not getting any sleep the night before, going on the Icicle ride and most importantly not taking any medication, a situation I foolishly allowed to happen.

For those of you who saw the fit, you were unlucky. I am careful enough to have only had four fits in my life, the last of which was in January 1985 - five and a half years ago.

One thing that did come to my attention later on was that very few people really knew what to do so I thought that I'd take this opportunity to dispel a few myths and set the record straight. Remember that official guesstimates have 1 in 100 people with some form of epilepsy so it's quite possible that you will encounter somebody having a fit sometime in your life (if you haven't already).

The fit will be caused by an irritation of the brain, or a chemical or electrical imbalance in the brain.

The following applies to epileptics having grand mal seizures, that is, fitting the way I did:

1. Clear away any obstacles that may injure the epileptic and allow the fit to run its course. The epileptic will be convulsing, may froth at the mouth, or may lose control of his/her bowels and/or bladder (fortunately all I do is convulse) but in no case interfere with the epileptic unless they are in danger from some external source.

It is a popular misconception that the epileptic will swallow his/her tongue. This does not happen. Do not force anything down the patient's mouth as you run the risk of breaking teeth, etc. and there is no need.

2. When the fit has passed, check to see that the patient is breathing (extremely unlikely that the patient won't be). Place the patient in the coma position and monitor breathing. If you aren't sure how to put somebody in the coma position, lying them on their side and maintaining an open airway will do, but it is advisable to find out how to place someone in the coma position.
3. It is not necessary to call a doctor, particularly if the patient is a known epileptic, but it is advisable. In any case, if the fit lasts for longer than ten minutes - definitely call a doctor.
4. Manage any injuries that may occur (e.g., from the fall to the ground).
5. The patient will be groggy when the fit finishes and will often fall into a deep sleep due to exhaustion (this always happens to me). Make them comfortable. It is safe to move them so do so if necessary. They may even be able to stumble along with you, but they will not usually be with it.

In any case - do not panic. An epileptic will have no recollection of the event and will feel nothing during the fit. They may look horrible but they are usually okay.

Should anyone have any further queries concerning epilepsy in general or my condition in particular, please don't hesitate to see me.

LUKE (GPX750)

## RACING/CAMPING

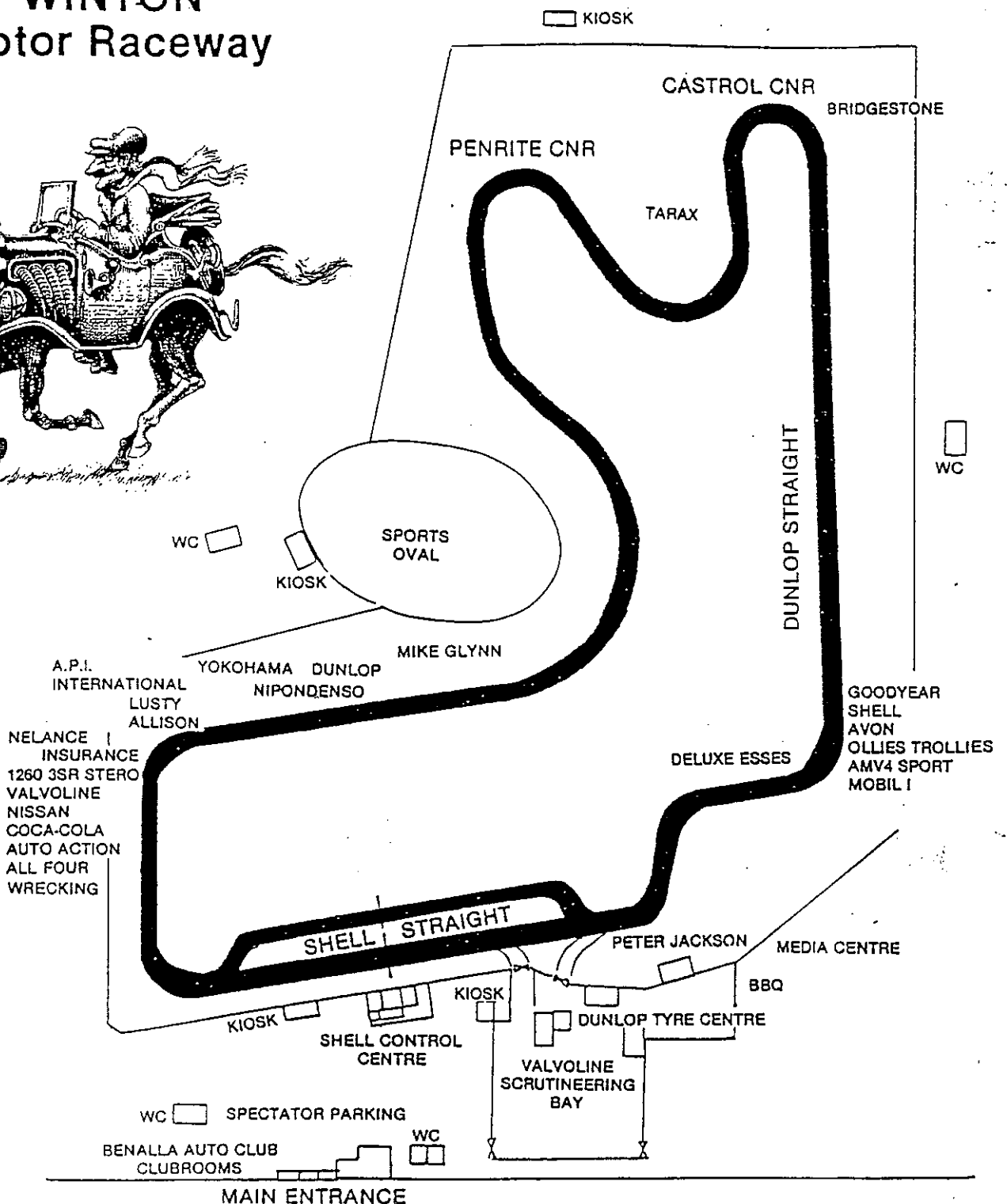
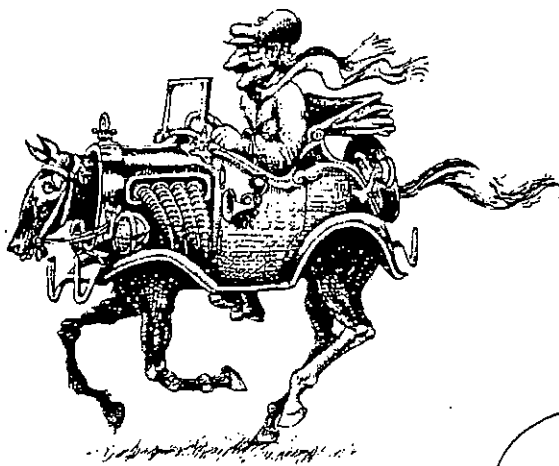
An alternative to Phillip Island for our proposed Camping/Racing weekend in early 1991 could be WINTON RACEWAY. This track is also available for hire, is challenging, safe and close enough to Melbourne to be viable.

In fact the track hire fee is much lower than the Island and includes use of the offices and PA system. Also there is NO limit on the number of spectators. The usual indemnity form is required (negates vehicle insurance) and an Ambulance would be in attendance.

If this appeals to you, make it known to the Committee so we can assess it for a future itinerary.

NOTE: Winton Raceway is also available for public use on most Fridays after 10am, cost is \$35 and a phone call to the Benalla Auto Club is required to gain admittance.

## WINTON Motor Raceway



## SINGLE MINDED.

I love single cylinder motorcycles. My first bike was a Honda CB250RS, my second a CBX250. These were two motorcycles I really enjoyed. They were easy to work on, economical, reliable and cheap.

I have kept my CB250RS well and after 100,000 kilometres I decided it may need a bit of work. Now that's not a bad run from a 250!

I stripped the motor down in order to assess the viability of rebuilding it. If it was going to cost too much I'd just scrap it. I think sentimentality prevailed over economic sense however.

I found the bore in near perfect condition but the inards were very carboned up. One exhaust valve was burnt and the head had two small cracks in it around the spark plug hole. All the bearings, rockers and cam lobes were fine.

I believe the head had been cracked at least 30,000k's earlier as I had an episode with a bad missfire coupled with a seized spark plug that proved difficult to remove.

I decided to keep the head as new heads (or even wrecked ones) were around the \$400 mark.

A new exhaust valve, rings (standard size with old piston!) and gudgeon pin later the bike was back on the road. Including gaskets and a hone all up cost was in the vicinity of \$150. It will need a new clutch and timing chain soon (within 20,000k's) but I'll worry when the time comes.

I enjoyed doing the work and gained an education in the process. Unfortunately my education was to continue.

I bought a 4000k old XL250 Honda to get around on while the RS was out of action. Medical reasons had prevented me from riding for a few months and the light XL meant I could start riding again a little sooner while the K100 sat and gathered dust.

My first ride on the XL was the Hamilton weekend which saw Sandra's chook chaser seize up. Well it was a bad weekend for chook chasers all round.

With all my gear packed on the XL the side stand decided to bend badly. I just thought it was one of those things and I'd bend it back sometime. Not worrying about it has put me out of pocket \$500 plus !

To cut a long story short the Honda RFVC (Radial Four Valve Combustion) engine is a f\$\*\$ed design!.

The earlier engine as fitted to my RS has two cam lobes that operate two rockers which in turn open two valves each. It is simple, reliable and long lasting. There is an oil feed up the barrel to the top end as well as splash feed via the cam chain. The cam lobes spin in a bath of oil. It is one of the best designed motors I have seen. The only criticism of this motor is the way the cam spins directly on the head with no replaceable bearings.

The RFVC motor took this one step further. What you get is a hollow cam with four lobes that operate four rockers which in turn operate four actuators that open the valves. The cam has ball bearings at each end (the only improvement I could see.) The oil feed to the top end is via an external oil feed that supplies one end of the cam with oil. The cam is hollow and has a small hole at the base of each lobe. It is open at the oil fed end and blocked at the other. Oil is pumped up from the sump and it into the cam. The oil exits via the holes in the cam and splashes around everywhere as the cam spins. There is also a little bit of splash feed from the cam chain.

### What goes wrong ?

For a start there are a hell of a lot of moving parts that rely solely on the oil that spurts out of the cam. When the cam spins fast enough the oil spurts out of the holes closest to the oil feed. The faster it spins the less oil comes out of the far end. This means that first off you lose your cam lobe, rocker and valve actuator furthest from the oil feed. Then you lose the next furthest one etc, etc.

You haven't really lost anything, all the metal is still floating around your oil supply making the rest of the motor happy!!

Under normal operating condition this won't happen because the output from the oil pump is sufficient to pump up to the cam in ample quantities. If your oil is a little low, however look out. There is no oil bath for the cam to spin in. Oil pumped out of the cam returns to the sump via the cam chain tunnel. As soon as the oil feed is interrupted there is NO OIL.

To top things off Honda harden the rockers and lobes with a thin coating of chrome. This does not have much tolerance to wearing away due to lack of oil. Plus there are so many of the bloody things. At \$260 for the cam and about \$40 for each rocker you destroy it ain't cheap. You also destroy the middle bearing that supports the centre of the cam. It is a journal type and a new head is the only cure.

So why did this happen to my XL ?

The oil pickup for the oil pump is not as low in the sump as it could be. It is also on the right hand side. A bike leaning heavily on the sidestand (in my case a very bent one) does not get the oil flow it should.

I started the XL and left it to warm up. A combination of the above events killed it. A cold motor with no oil in the top end is not going to be a healthy one.

The lesson I learnt is don't let your Honda single run on a bent stand or steep lean. Don't rev it too high. Once the rings get a little worn and it uses a bit of oil fix it or it will get expensive.

### EXPENSIVE ?

The bore didn't look too good once the bits of top end in the oil got to it. The oil pump inards had also seen better days.

I got hardened steel faces welded to my rockers and the cam built back up also with hardened steel. The cam is now slightly worn and all the parts are much much stronger than before. The bloke who did the work reckoned they wouldn't need oil !

A new cam, cam chain, four rockers, gasket kit, piston, rings, gudgeon pin, oil pump and cam bearings later I've got a new motor. The all up cost was just over \$500 and I did all the work bar the rebore and welding.

Now that's what I call an EDUCATION

Jon Riddett.

Life is hell really- not only do I have to plan, arrange, and lead this run, but also do the reporting. Some smartass.... says " why don't you be our rear rider also," suppose would do that also if possible... life is hell.

Enough whinging, the weather was dry and largely sunny and the wind did not reach gale force until the lunch time stop at Rawson.

Back to the beginning. At 0927 there are only 4-5 bikes at KBCP and three minutes later the big bunch below are there and we leave on time. Get that.....on time.

At Hallam the other big bunch joins, is this a record attendance? check the records from 1938 on please.

Of course many are first-time riders with the Club, but I still end up doing the reporting... grumble, whinge etc.

We had a volunteer ( a what ? ED.) in Sam to be rear rider, thanks Sam, sorry I called your FZR a GPZ or something. The gianormous group left Hallam late ( a whole 5 minutes ) and we travelled via Bunyip etc to the Drouin coffee stop. Photos here with wide angle lenses are necessary.

Next segment was south via Ranceby, here one of the GSXR 1100's slid off a bend down into the soft stuff. Frank OK and black paintwork had minimum damage.

We went via Ellinbank, Trafalgar, Moe, Erica to Rawson for lunch stop, quiet place and a change from lunch in main towns.

Here leader-scribe fouled up in not setting up a visible corner marker right in Rawson. End result is Tom had to chase one bike and the leader two who all went straight instead of right to shops. Amazing how much catching these bikes took, especially when the bitumen turned to dirt. "Serve you right," I hear you say !

The rear rider and several others arrived late at Rawson, as just prior to Moe, Ron's CB900 had an engine " clunk". Honda was placed in a nearby factory for recovery later, hope it is not too serious ( and expensive ) Ron.

Next stop is Thompson Dam after 15 minutes ride on that magic road. Some interest in where our tap water comes from but the Dam is the interest here.

Nothing much to report on the return ride, we came back to Moe the same way ( magic road again so cannot complain ) then via Drouin, Garfield to Narre Warren for dispersal.

Trust the group leaving us at Drouin to return via Noojee had a good run, or did it .....ss down as it did after Narre Warren ?

Jack Leader Reporter Whinger Youdan.

Riders:-

KBCP; Dave GPz1000, Dean GPz900R, Andrew 750 Turbo, Sam GPz900R, David H-D FXR, Darryl GSXR1100, Stoimen VFR750, David XJ900, Gary CBR1000. Jack K100RS.

HALLAM; Derek GSXR1100, Sandra TS250, Tom 100G/S Paris Dakar, Chris FJ1100, Colin VF1000R, Ron CB900, Andi TDR250, Peter ZX10, Ian XJ900, Sam FZR1000, Rod+Rose VF1000F, Rita SRX250, Steven GP125, Michael+Kylee GSXR750, Ben + Vicki ZX10, Steve GPX750, Frank GSXR1100, Alec GSXR1100.

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The above ride certainly promoted some interest with 28 bikes turning out for the run, some highlights;

- # Alec (GSXR1100), Dean (GPz900) & Tom (Paris Dakar) were all seen "popping" monos at one stage.
- # The raised cross road on the back road to Moe caused a few heart flutters - Didn't know 1000RX's could FLY.
- # More than 10% of the riders were FEMALES. Namely Andi, Rita & Sandra.
- # Many riders were impressed with the ~~with-the~~ riding of David on the Harley Lowrider (dirt bike rider from way back). As one member exclaimed, "Its bad enough being passed by a girl on a chook-chaser but to be passed by a Harley!!!"
- # Alec and Tom exchanged bikes for a while, with Alec commenting on the Paris Dakar as .....DIFFERENT.
- # Not really a highlight, but Frank, on his second ride with the Club, "Failed to take a Bend" on his pristine GSXR1100, fortunately Frank was OK with bike suffering Cosmetic damage only.
- # And also new member Ron Crusell had his CB900F2 grind to a halt and refuse to restart. Bike was later diagnosed as having had cam chain tensioner self-destruct allowing cam chain to disconnect & bend some valves in the process.

# GLENBURN COUNTER LUNCH - JULY 15th.

Colin FZ750 (leader)

Eric FZR600

Steve GPX750

Tony XJ900

Michael & Kylee GSXR750

Paul GSXR1100 (2nd ride)

Rita SRX250

Stuart & Ann CBR1000 (1st ride)

Dave GPz1000RX

Tom FZR1000

John FZR1000

David GSXR750 (1st ride)

Luke GPX750

Alec GSXR1100

Peter P. GT750

Gary GPX750

Ian & Kerrie XJ900

Andi TDR239

Darryl GSXR1100

Gary CBR1000

Steven CBR1000 (1st ride)

Ron CB900F2

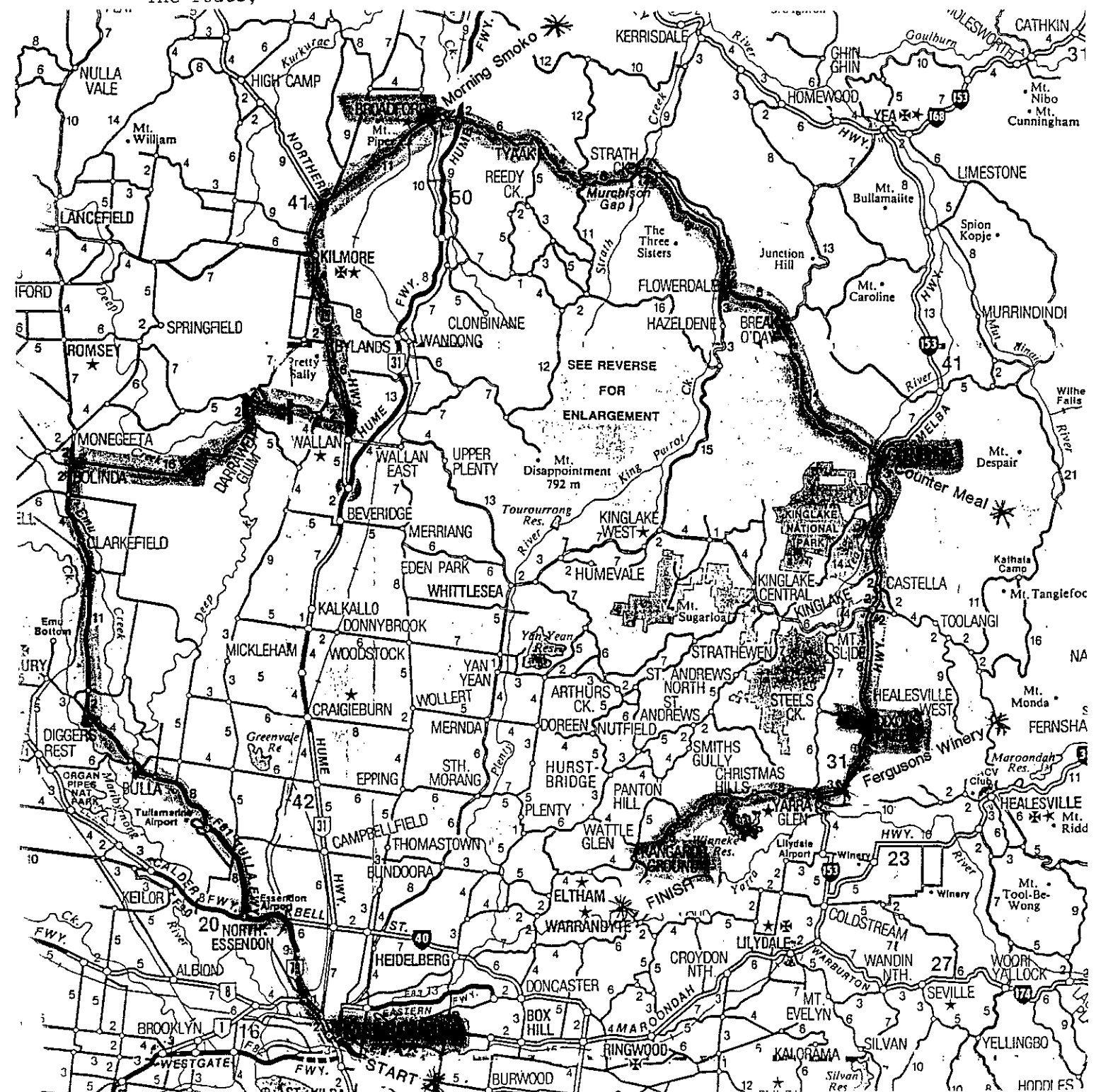
Sam FZR1000 (rear)

John H-D Fatboy (1st ride)

Ben ZX10

What a turn-out 25 bikes and 28 people.

The route;



## Passing judgment

Steven L. Thompson

**Y**OU'RE ON YOUR FAVORITE BIT OF two-lane, early in the morning. The road's dry and deserted, the needle is deep into the top quarter of the tach, and the bike is doing its job sweetly, going where you want it to when you want it to. It's just you and the road and the bike. Until, suddenly, the glare of two 100-watt halogens in your mirrors breaks your kinesthetic reverie. Behind you, another Sunday rider on his sportbike is locking onto your taillight.

Now what?

Depends. If you're lucky, what happens next will just be another fast ride for you both. But if you're not, things can get ugly faster than you can say "exploding testosterone."

You're not out there to race anybody, probably. You probably chose the time and place to explore the remarkable envelope of your incredible new-generation sportbike precisely because there was little likelihood you'd run into anyone or anything—literally and figuratively. But this is America in the late 20th century, and that means the roads are almost never really empty. So it's inevitable that you'd encounter another rider with the hardware and mindset for road sport.

But road sport does not mean street racing. Road sport is usually benign, a matter of man and machine going road-dancing. Street racing is something else entirely. Something that can be very dangerous. Nobody talks about it much, but street racing's been a feature of motorized life ever since wheels were bolted to engines. The same genes that turn scared young men into warriors ensure that it is so. To deny this is to deny human nature.

Those who wrote our traffic laws understood this, but deplored it. The roads are for transportation, not for racing, they decreed, at least unless the roads are closed to the public.

Few roads are, so on any given Sunday morning across the land, sport riders redefine their own limits with highly refined machinery and ages-old biochemistry, sometimes in defiance of the law. And sometimes, road sport turns to street racing.

Any honest man knows why. A headlight eroding the psychological



comfort zone can all too swiftly become sand kicked in your face on Muscle Beach. Or an insolent hand laid on your wife's shoulder. It can trigger the best physical and the worst social performance in any man. Performance which does not recognize effects, only causes.

The best sport riders have learned how to defuse such situations. Even when every ancient hormone calls out for ten-tenths riding to put the unwelcome interloper in his place, the wise rider does otherwise. Partly because a wise rider is one who knows that the dangers of going full-out in close company with an unknown rider are clear, but mostly because a wise rider knows this simple truth: Nobody can really win an impromptu, "unofficial" street race.

The reason is simple. Any race that does not occur because the participants agree to exert maximum effort in a competition bounded by specific rules for a specified length of time or road is just a shoving contest, two egos eyeball-to-eyeball. Even in the highly illegal street racing that suffuses American legend, some form of organization matches men and machines; otherwise, the confrontation is formless and pointless, and any victories are meaningless. This is well understood by the shadowy brotherhoods of street racers around the country—drag racers, mostly—who stage their own unofficial-official events at night and far out on lonely country roads. In fact, that their competitions occur on public roads at all is largely irrelevant to their goals, which are ironically remarkably similar to any "official"

organization's, in that they seek to minimize mismatches between vehicles and their operators.

But chance encounters on Sunday morning do not have these organizational underpinnings which give the contest form and meaning. So every time a cocky street racer challenges someone, he's making assumptions that probably ought not to be made. Assumptions about himself, his would-be competitor, the venue and the contest itself.

All of this means that the best sport riders of my acquaintance all have in common one response to headlights in their mirrors: They allow them to pass. They never dispute the ground with someone they don't know. In so doing, they point out, you lose nothing and gain everything. If the guy who goes around you is simply a better rider, you grant him the courtesy of a clear road. If he's a hormonally charged street racer, you permit him to believe he's vanquished you (when in fact nothing of the sort has occurred). If he's just somebody a little too buzzed by the wonderfulness of the day and his bike, you cool him down by waving cheerfully as he goes past.

In the best case, though, if he's someone of grace and style, by riding behind him you can study his moves, either to learn from or to use as evidence that the two of you can, in fact, fly in formation for a while. Not racing each other in a fruitless matching of primitive behavior, but savoring the exquisite sense of refined control and skill, as well as the growing sense that through it you may have found not only an unparalleled use of a priceless day, but also another person who understands, as few do, why you are out there.

Each rider has to make his own decision when the headlights materialize in the mirrors. Make the wrong one—the easy one, the hormone-driven one—and you might win an imagined race, or lose it in tragedy. Make the right one and you might win a friend for life.

It's all, you might say, a matter of passing judgment. And in road sport, as in life, there's no more important matter than judgment. Especially where passing is concerned.



# 20 Years Ago - 1970

## GEMBROOK - 8th NOVEMBER

A VERY PLEASANT DAY AT FIRST. Rather warm on the first stages of the journey but later turning sour with the saturation of the atmosphere by nature's crying.

THE FUN WE ALL HAD AT THE BACK CREEK ROAD RESERVES. Some members took their small machines and other, their larger? machines trail riding. After generally playing around with our machines, it was on - a hillclimb!

THE RUN PRODUCED MANY NEW FACES AND NEW BIKES. At Gembrook we were honoured by the presence of Miss Phillipa Lacey on her new Yamaha 180, John Barker on his Honda 175, Ron Hayward on a Kwaka 90 and Steve Jones on a 175. Huh?

The most looked at bike was a 650 Norton in immaculate condition, belonging to John Storey (new face).

P.S. Robert Gibbins now has in his possession a Zundapp 100.

THE RETURN TRIP. A casualty was brought about by some crazy car driver when he scattered Jim Shilton down the road. And boy, did it also rain!

## MEMBERS ET.AL PRESENT

Warren Mayfield - Moto Guzzi 750  
Frank Tapp

Rick Honan - Honda 350  
Lyn Laabs - Honda 175  
Steve Jones - Honda 175  
Carmel Bell  
Peter Philferan - Honda 450  
Lance Crockett - Honda 305  
Sue Teather - Honda 175  
Jim Shilton - Honda 175  
Bruce Kennedy - Honda 125  
Hank Les - Honda 350  
Johnny Barker - Honda 175

Vic Byrne - Suzuki 500  
Geoff Read - Suzuki 500  
Kurt Mueller - Suzuki 500  
Lis Byrne - Suzuki 100  
Carol Forest  
Andrena Miller - Suzuki 350  
Kevin Hogan - Suzuki 125  
Dan Taylor - Suzuki 250  
Peter Little - Suzuki 250  
Kleth Wilson

Howard Higham - Yamaha 350  
Graeme Willmott - Yamaha 350  
Phillipa Lacey - Yamaha 180  
Les Bennett - Yamaha 175  
Annett Sawell - Yamaha 100  
Roger Holt - Yamaha 75

John Hunt - Kawasaki 175  
Ron Hayward - Kawasaki 90  
Ray Miller - Kawasaki 500

Graeme Randall - BMW 600  
Chris Tapp

Les Mountain - Triumph 650  
Martina Jansen (ex Higgs)

John Storey - Norton 650

John Bryant - Holden Ute  
Peter Sanders - BSA Bantam  
Robert Gibbins - Holden Ute  
- Zundapp 100

Greg Smith  
Robert Paulin - Toyota

33 BIKES

3 CARS

42 PEEPLE

Check out the BIKES!