

JUNE 90

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

JUNE 1990

SATURDAY 9th
to MONDAY 11th.

"HAMILTON"
9.30 KBCP.
Murray Browne leading

Those going on this weekend away would have already booked, but those still undecided you can arrange your own room by phoning the Hotel on (055) 722899. Those wishing to travel with the group, meet at KBCP by 9.30am on Saturday 9th.

SUNDAY 17th.

SNOBS CREEK WATERFALLS
Via Reefton Spur,
9.30 KBCP.
10.30 Lilydale.

Due to other commitments Jack Youdan cannot lead this ride. Therefore another leader will be picked for this run over the Reefton spur & up to these waterfalls south of Eildon. NOTE: For the Lilydale pickup, meet on the service road outside the Hotel.

SUNDAY 24th.

MARYBOROUGH,
Yabby Farm.
9.30 KBCP.
Murray Browne leading.

From the KBCP we head north to Romsey, then across to Kyneton for morning tea, followed by lunch at Maryborough. After which back towards Maldon (Baringhup) & the farm where for a fee you can try & catch a crustacean. Home via Heathcote & Lancefield.

JULY

SUNDAY 1st.

WALHALLA.
Mines Tour.
9.30 KBCP.
10.15 Hallam.
Les Leahy leading.

Les will lead us to this historic mining town, where a tour of the "once richest gold mine in Victoria" can be undertaken. Depending on weather & road conditions the route to Walhalla may be via Noojee, with the trip home via Moe & the Princess Hwy.

THURSDAY 5th.

GENERAL MEETING.
Club Hall 8.15 Sharp.

Usual highly successful format of get the formal part over as quickly as possible & on with the supper and chinwag.

SUNDAY 8th.

ECHUCA,
Border Run.
9.30 KBCP.

Route has not been finalized as yet but you can be sure this trip to the border town of Echuca will be to the usual high standard of a Gary Clifton type ride.

FRIDAY 20th JULY

Last Laugh Theatre Restaurant. Bookings close June 12th.

WHO's NEWS

We've had female members, female riders & female committee persons, but now the last bastion of MALE domination has fallen with the awarding of "Clubperson of the Year" to a FEMALE. Congratulations to Kerrie Gooding. Guess all those years on supper duty proves the old saying; The way to a mans..... is through his stomach.

Hans contemplating upgrading the front suspension on his 'new' K100RS after just about grinding away the bikes RH engine bolts on a recent ride from Deans Marsh to Lorne!!!!

Congratulations to members Andrew Dunn and Pamela Hutchinson who get MARRIED on the 30th of June this year.

This last month has seen Darryl Chivers delving into the internals of his GSXR1100 & hoping the replacement of a few items will put back some of those missing horses these models are renowned for.

Potential member Alec Brown has finally replaced his 'bent' Katana with the latest equivalent.....a Suzuki GSXR1100L.

New member Sandra Dobson has joined the "Plaster Cast Club"! At a recent motocross day she decided to get OFF the bike at about 60km/hr & 2 metres off the ground. Result, some gravel rash & a broken hand. While lying spread eagled on the ground she was heard to gasp "Hows my bike", Happily both Sandra & bike are doing fine.

Last Chance to have your idea/outing/ride added to the August-November itinerary. For inclusion contact the Committee quick.

Interested in checking out the NEW Aussie GP track at Eastern Creek? Final round of the Aust. Road Racing Championships will be held there on Saturday July 21 and Sunday July 22.

Happy Birthday to Andrea Sidler, who later this month will celebrate a quarter of a century, & what better way to celebrate than with a new bike, a Suzuki GSXR750.

Final reminder for our social outing at the **Last Laugh Theatre Restaurant** on **Friday 20th of July**. To secure a seat contact Ian Payne before the 12th of June.

WANTED; member with access to a Personal Computer who would be prepared to transcribe our Club Constitution onto a Floppy Disc, (Note. Format must be compatible with any PC). If interested please contact Ian Payne.

Luke Richardson recently seen aboard a Vee-twin VIRAGO! Now it may be a shaft-drive Yamaha, but really Luke, a **VIRAGO**, next you'll want a Black Open-face helmet.

Beware the Snow Road? Thats the message from the Editor after a recent trip to Winton where the Merton constabulary objected to the speed at which he was passing other vehicles. I await Australia Post for the news!

Peter P (Big Daddy) had a close one recently when he collided with an errant log that appeared from underneath a bus he was following. Fortunately he was able to control the massive wheelie & bring the bike safely to a standstill even with the badly damaged front rim and a blown tyre - Phew.

MOTORCYCLE TOURING CLUB OF VICTORIA (INCORPORATED)

MINUTES OF MONTHLY MEETING 04-05-90

Venue : Jika Jika Hall - Northcote.
Present : 31 Members and Visitors.
Visitors : Alex Brown and Ian Findlay.
Apologies : Nil.
Chair : Ian Payne - President.
Minutes : Accepted by Tony Gustus.
Seconded by Ian Payne.

Reports

Treasurers Report : See magazine for Treasurers Annual Report.

Captains Report : Wilson's Prom. Ride (08-04-90)

20 Bikes, 25 People, 550Kms.
Weather fine. Eric leading and Darryle Rear Rider.

Beechworth Weekend (Easter 14-04-90)

20 People, 15 of whom stayed at the Priory, 13 Bikes.
Weather fine. Visits to Mt Buffalo., Falls Creek and
Hotham. Ian and Tom shared leading, Ian and Peter
shared rear riding. 1350Kms.

Poker Run (22-04-90)

12 Bikes, 15 people, 400Kms.
Wet roads, fog and drizzle, dry roads and sunshine.
Ben leads with Luke and Peter sharing the rear riding.

Licola (29-04-90)

13 Bikes, 16 people, 500Kms.
Rain and Wetroads.
Tom leads, Andi rear rider. Visited Drouin, Heyfield
and Licola.
Thanks to Sam and Rita for their Hospitality and B.B.Q.

Girls Day Out

Strong rumour that Andi and the girls had a day out by themselves with their bikes?

General Business

Queens birthday weekend. Swanhill booked out due to a racing carnival.

Last laugh Restaurant - need to finalize the list.

Lights on/off petition - available for signing by members.

Correspondence received from SPORT (Swan, Police On Road Training).

Ian Payne is having a birthday on May 19th. Fill in form before 14/05/90 if you are going.

Congratulations to Trevor and Anne who will be getting married on 6th May, 1990.

End of Meeting.

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ANNUAL GENERAL MEETING

| | | |
|-----------------------------------|---|--|
| <u>Open Meeting</u> | : | 9.03pm. |
| <u>Minutes</u> | : | Read minutes of previous AGM held 4/5/89. |
| <u>Reports</u> | : | As per newsletter. |
| <u>Special Business</u> | : | Constitutional amendments:- Both carried. |
| <u>Election of Office Bearers</u> | : | President.....Ian Payne. Vice President.....Tom Saville. Treasurer.....Andrea Sirninger. Secretary.....Trevor Harris. Assistant Secretary.....Luke Richardson. Social Secretary.....Rita Sirianni. Captain.....Steve Leyland. Vice Captain.....Sam Sirianni. Editor.....Ian Payne. |

Clubperson of the

| | | |
|-------------|---|-----------------|
| <u>Year</u> | : | Kerrie Gooding. |
|-------------|---|-----------------|

President welcomed and congratulated the new committee, declared the meeting closed and adjourned to supper.

LICOLA - SUNDAY 29th APRIL
=====

| | | |
|--------------------|-------------------------------|-----------------|
| XJ900-Ian | GSXR1100-Darryl | CB900-Angus |
| ZX10-Ben & Vicki | K100RS-Jack | SRX600-Terry |
| TDR250-Andrea | GSXR1100L-Derek & Sandra | GSXR750-Michael |
| FZR1000-Sam & Rita | GPX750-Steve | KAT750-Andrea |
| PARIS/DAKAR-Tom | (Leader-Tom, Rear rider-Andi) | |

Peeping out of the bedroom window we could see BLUE SKY and the promise of a good days ride. But as we got closer to KBCP the clouds had built up so by the time we reached Hallam the only promise was that we were going to get wet.

After the usual inspection of everyone else's bike we set of to Drouin the usual way then onto Moe (on the boring side-road) where we had morning tea. It had also started to DRIZZLE. Onto Heyfield for petrol, and what a PRICE, (I thought I was making a take-over bid for the Service Station- Phew). But wait, it had stopped raining, the road was dry, Yes Dry! Out on the Heyfield-Licola road, real magic (God must be a biker). Enjoyable stuff with breathtaking views. also breathtaking view of a Car & Caravan on a corner, but its alright he's left us 6" of asphalt on the outside of the curve #B*@F"?X#S.

Just before Licola it starts to drizzle again but its been a good trade-off for the great fang coming in, at Licola I see that the town has doubled since I was last here some 15 years ago, it now has 2 houses & a shop! However we have a good lunch from a vast menu of Pie, Pastie & SausageRolls or Pasties, SausageRolls & Pies, and, yes, with or without sauce! After lunch some of the more desparate riders go on a short ride past Licola up to where the bitumen runs out, with the rest of us waiting in the dry for their return before heading back to Heyfield/Moe. Somewhere near Moe we ran through a storm that did everything except SNOW!

A bit further up the road, Tom said we'd better stop for petrol as Andi would be running short, and you guessed it she ran out. I still don't know how she got out of that one but we all stopped at a Service Station on the highway. Being the last one in (having marked the last nearest corner) we filled up with petrol, with the main group parked on the footpath, a quick visit to the Mens and on my return there was not a bike in SIGHT. Despite a brave attempt to catch up, gave up at Drouin turn off. Not knowing the way to Sam & Rita's missed out on a good cuppa & chin-wag. Why didn't the group miss us? A discussion point for the next meeting perhaps!

Good ride Tom, let's do it again in SUMMER, thanks everyone.

Sandra & Derek

Suzuki GSXR1100L

MYSTERY RIDE

Sunday May 6th

| | | | |
|---------|-----------------------|---------------|-------------------|
| NEVILLE | RX 1000 (Leader) | GARY | GPX 750 |
| ROD | VF 1000F | DARRYL | GSXR 1100 |
| JOHN | FZR 1000 | ANDY | GT 550 (1st ride) |
| ERIC | FZR 600 | STEVE | GPX 750 |
| RON | CB 900 F2 (1st ride) | CHRIS | GSXR 750 |
| GARY | CBR 1000 | ANGUS | CB 900 F2 |
| HANS | K 100 RS | MICHAEL | GSXR 750 |
| ANDREA | Kat 750 | TERRY & HELEN | GPZ 900 |
| PETER | GSXR 1100 (1st Ride) | IAN & KERRY | XJ 900 (Rear) |

If the weather forecast was anything to go by, we would be in for a cold wet day but 18 bikes and 20 people obviously had more sense than to believe the weather forecasters by having enough faith in the clear blue morning sky to turn up for Nevilles

"Mystery Ride". It was pretty much a mystery, when at the briefing our directions were, "We're going west". So west we followed.

We rode out over the Westgate Bridge towards Balliang. At the Laverton turn off I had the opportunity to ride Steves GPX and he had the honor of riding the Katana. Interesting bike - goes like a rocket but just something about it wasn't right. Anyway, we swapped back onto our own bikes and rode through the Brisbane Ranges and stopped at Elaine for Morning tea. I think we were all longing for the rest (especially our bums) after some pretty rough, bumpy roads were encountered. Glad I wasn't on the GPX then, eh Steve!

From Elaine, where Neville was itching to get moving again, we headed, wherever he was going. Still no clues!! After a small section of dirt, our big chance to burn off the FZR's and GSXR's, (Dirt wasn't long enough to hold them back though), we all made it to Winchelsea unscathed, where we had lunch and happened to notice a discreet little sign pointing towards Lorne. So thats where we're going!!

At this stage Eric and John decided to depart, something about a bald tyre. Now Hans was itching to get going so we went to Lorne via Deans Marsh. Beautiful road - just ask Hans - scraping the motor of the BMW - don't think the Katana could do that.

A quick fill up at Lorne and we all headed to Geelong via GOR. It wasn't as busy as usual so everyone moved along at a steady pace. We didnt expect to get stuck behind a police car for a few kms - slowed us down but not for long.

Our break up point was in Geelong where those not going to Nev's for coffee headed their own way.

I had a chance to ride Micheals GSXR on the Geelong highway. Yep, thats the bike for me!!

Most of us went back for coffee where we were well entertained by some local boys hooning on thier envirionmentally unsound road/trail bikes. After what seemed like their 50th time riding past, Steve and Gary decided to put a dampner on their fun by hosing them as they went by. Strange, didn't see them after that.

The weather was perfect, well almost perfect, there were no incidents and the ride was great, even though our bums were sore. Thanks Neville and congratulations on a great first and last ride as a leader. Good luck in Sydney.

Andrea (Kat750)

Michael Carr
162 Boulder Road
Manhasset, N.Y.
11030 U.S.A.
Tel:516-627-2856

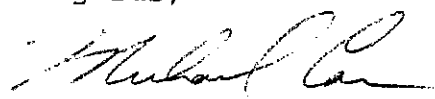
Moto Touring Club of Victoria, Inc.
P.O. Box 453
Richmond, Victoria
3121 Australia

Dear Club Members,

It was sometime during the middle of December 89' when I ran into a group of you camped in Hall's Gap. At the time I was based in Sydney and had taken a two week tour on my Harley Electroglide in Victoria and South Australia. As you can see, work has taken me back to the U.S. after 12 fun filled months in Australia. Oh well!

You guy's really seemed to have been enjoying yourselves when I dropped by the campsite. The only way to do it. The purpose of this letter is to establish an open line of communication etc. If there is anything I could do for one of your members in the way of bikes to be purchased for a trip in America, shipping, assessories and the like, I would be glad to give it a try. If not, just send me one of your club membership applications. The summer is rapidly approaching in North America and with it brings a whole nother riding season. What timming! Otherwise, Hope all your club rides are going well and that we all remain on two wheels.

Regards,


Michael Carr

SPORT COURSE

Sunday May 6, 1990

I fronted up to the SPORT course at 8.50 am sharp. Despite predictions that rain was imminent I was looking forward to possibly polishing some of my riding skills (the offer of a free lunch had nothing to do with my going).

I arrived to find 17 other bikes of all types - a broad cross-section of the motorcycling community. I also found Ray (ZX10), Dave (GPZ1000RX) and Keith (Z1300). I later learned that some 30 people had booked in but only 18 showed up, probably due to the possibility of inclement weather (their mistake - it was fine all day).

The course began with emergency braking being emphasised by the head instructor (there were three police riding instructors running it) and after viewing a short film on braking it was out on the circuit to practice. According to the instructors it is a myth that bikes are far superior to cars in the dry as far as braking is concerned. How true this is I don't know.

The circuit is only 1.1 kilometres long and we soon started to bank up. 14 bikes probably would be the optimum number. As the track is short we had plenty of practice at braking before returning to the classroom to hear about countersteering. We then practised negotiating a slalom of witches' hats.

A lavish barbecue lunch was then turned on and there was more than enough food for everybody, as well as free soft drinks. This provided an opportunity to chat with both our fellow riders and the police instructors and that in itself proved informative, particularly concerning speed cameras.

After lunch came the session on roadcraft with a video and some discussion. This could perhaps have been discussed a little more thoroughly as it had little to offer experienced riders. After that the police produced their radar gun and we had an opportunity to run our bikes past it to give us an idea how accurate our speedos are. That and the lunch alone were worth the effort of going out there.

Finally the instructors offered to help us work on any areas we felt we were deficient in by running through things with us individually or in groups. Few riders took them up on this.

The course is held at Attwood which is just past Broadmeadows. It runs from 9.00 am to 4.00 pm, or thereabouts, and will be running every Sunday until the 1st of July. It's also free.

It is neither as good nor as thorough as its nearest competitor, the Stay Upright course, but then you aren't paying through the nose for it either. One advantage it did have over the Stay Upright course was the length of the circuit. At only ¼ of the length of Phillip Island it offers you more opportunities to practice the techniques they teach, although they had very little to say about cornering at speed or on the open road - a failing I thought.

The films are from the Right Rider series and include Two Wheel Tactics and are worth a look at if you haven't seen them. If you have, it's still worth seeing them again.

I would definitely recommend it for most riders, be they beginners or experienced. More experienced riders would perhaps get little benefit from it but it provides even the most skilled riders an opportunity to practice these techniques, something most of us don't make the time to do.

Luke (GPX750)

PS Thanks to Keith for the brew at his place afterwards.

SPEED CAMERA LOCATIONS - Unverified.

| SUBURB | ROAD | | SPEED LIMIT | MELWAY REF |
|-----------------|--------------------------|-----|----------------|---------------|
| Box Hill | Maroondah Highway | E | 60 | 47 B9 |
| Braybrook | Ashley Street | N/S | 60 | 41 E1 |
| Bulla | Sunbury Road | E/W | 75 | 177 C8 |
| Bulla | Sunbury Road | N | 75 | 177 A7 |
| Bulleen | Bridge Street | E/W | 75 | 32 D5 |
| Burwood | Burwood Highway | E/W | 60 | 61 A6 |
| Campbellfield | Mahoneys Road | E/W | 60 | 7 H10 |
| Campbellfield | Hume Highway | N | 75 | 7 F5 |
| Coburg | Bell Street | E/W | 60 | 17 K12 |
| Collingwood | Hoddle Street | N/S | 60 | 2C H11 |
| Dandenong | Frankston-Dandenong Road | N/S | 60 | 90 E11 |
| Elwood | St Kilda Street | N/S | 60 | 67 D6 |
| Ferntree Gully | Burwood Highway | E | 75 | 74 B4 |
| Ferntree Gully | Dorset Road | S | 60 | 74 A3 |
| Footscray | Footscray Road | E/W | 75 | 2E C1 |
| Footscray | Ballarat Road | E/W | 60 | 42 B2 |
| Footscray | Ballarat Road | E/W | 60 | 42 D3 |
| Footscray | Dynon Road | E | 60 | 2A C11 |
| Footscray | Dynon Road | E/W | 60 | 42 E4 |
| Footscray | Dynon Road | E/W | 60 | 42 C4 |
| Forest Hill | Springvale Road | N/S | 60 | 62 E4 |
| Frankston | Nepean Highway | N/S | 60 | 99 D9 |
| Gardenvale | Nepean Highway | N/S | 75 | 67 G6 |
| Glen Waverley | Springvale Road | N/S | 60 | 71 C4 |
| Greensborough | Grimshaw Street | E/W | 60 | 20 G2 |
| Holmesglen | Warrigal Road | N/S | 60 | 69 G1 |
| Keysborough | Cheltenham Road | E/W | 75 | 89 A9 |
| Kew | Eastern Freeway | E/W | 100 | 45 A2 |
| Lilydale | Maroondah Highway | N | 90 | 38 K1 |
| Maidstone | Ballarat Road | E/W | 60 | 27 H12 |
| Mount Waverley | Stephensons Road | N/S | 60 | 61 E12 |
| North Melbourne | Flemington Road | E/W | 60 | 2A J5 |
| Oakpark | Pascoe Vale Road | N/S | 60 | 16 G5 |
| Seaford | Nepean Highway | N/S | 60 | 99 D6 |
| South Melbourne | City Road | S/W | 60 | 2F G7 |
| South Yarra | Punt Road | N/S | 60 | 2L E7 |
| Springvale | Springvale Road | N/S | 60 | 80 A7 |
| Templestowe | Fitzsimons Lane | N/S | 75 | 33 G2 |
| Vermont | Canterbury Road | E/W | 75 | 63 D1 |
| Vermont South | Burwood Road | E/W | 75 | 62 K8 |
| Wantirna South | Stud Road | N/S | 75 | 72 J2 |
| Wheelers Hill | Ferntree Gully Road | E/W | 75 | 71 K10 |

A sincere thanks to all members/friends who came along and helped me celebrate my Birthday. It was a great night.

Thanks also for the fabulous presents.....This rumour about my alcoholism is not true even though the 15 bottles of wine and spirits I received tends to prove the contrary.

Jan Payne

DO Victoria's speed cameras save lives? Or are they a blatant way of raising cash for the Government? Motoring expert BILL TUCKEY puts his case against what he says is a roadside menace.



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EIGHT

Have your say

DO you think Victoria's speed cameras will help cut the road toll?

Should there be more cameras to catch speedsters? Are they fair to the average motorist who is often caught up in the flow of traffic on a busy main road?

Should police concentrate on patrolling small suburban streets?

Is the speed limit on certain roads and freeways too low?

Have you been caught by one of the high-tech detectors?

If you have a view — for or against — the speed cameras, write to Speed Camera Forum, Sun Features, The Sun News-Pictorial, 44-70 Flinders St, Melbourne, 3000.

HERE is a sneak preview of the script of the next road safety commercial you will see on television:

"I'm a doctor. Why am I telling you about speed cameras?"

"Because the police are sick and tired of having to process so many infringement notices, and what's more, the budget can't cope with the overtime payments and the invoices from Kodak for the film processing."

"Speed kills. So if you do 83 kmh along Nepean Highway, you're a bloody idiot."

(In the background we see a woman screaming: "My boy — they've killed my boy!")

That's heavy stuff, designed to appeal to the emotions.

The fact it falls into the three-decades-old trap of scare tactics which have always failed to break the "it won't happen to me" barrier doesn't stop authorities using it.

There is little doubt, however, that the drink-drive commercials hit a nerve.

Nobody — least of all me, who was in the left-hand seat of a car driven by my wife in a 200 kmh collision near Horsham five years ago with a driver who went 0.325 — will question the absolute necessity of controlling drink-driving.

But speed is another thing entirely.

In this case, the police and the politicians are lying.

They are lying for a variety of reasons, but the main factor is that speed is easy to use as an excuse for poor attitude and skills training, a wonderful source of tax revenue, uncontested by most because, like drink-driving, the vast majority of people don't exceed speed limits.

But now we have a situation where many people are having their pockets picked on the basis of a lie.

But, they will tell you, excessive speed figures heavily in the statistics. Why?

The answer is simple. The vast majority of crashes are attended by police without the specialised training and equipment needed to analyse the kinetics of the incident — in other words, the myriad of factors that delivered the tragic conclusion.

Almost every crash involving accident or serious injury is the end result of a series of events, of the tumbler falling in the wrong sequence, out of the conscious control of the participants.

Police simply don't have the time to do the analytical work.

So, in the absence of anything glaringly to the contrary, the death of a driver who hits part of the real estate or roadside furniture on a straight piece of road is covered by a tick in the box marked "Excessive Speed".

What doesn't show up is whether the brakes were lousy, he/she had been driving for six hours without a break, the windscreen wiper blades were 30,000 km old, the sun had turned the bug-smeared windscreen into an opaque mess over a brow or any of a dozen other reasons.

A clue to the reality of this is that in the official statistics for NSW (Victoria, interestingly, doesn't make public anything like the same detail) almost 50 per cent of road fatalities happen to people not wearing

seat restraints, while those in which alcohol is a factor are down to under 30 per cent.

But speed is blamed. And so to speed cameras.

Now police say the new cameras have been so successful they have overloaded the department with paperwork, and would be used sparingly "in proven speed problem areas" until a new computer system comes in to cut down the backlog.

More than 40,000 infringements have been "shot" since the cameras came into action late last November.

As I write, the "road toll" for 1989 is exactly 100 fewer than at this time last year.

Police and politicians will undoubtedly attribute this to the wonderful new technology of speed cameras.

They will forget that at this time 12 months ago the toll was about 100 in front of 1988. In other words, we are back to normal.

Statistically, Victoria in 1989 was an aberration, proved by the way the total Australian road toll showed up

at 25-year lows. The road toll has been falling dramatically and steadily since the

early 70s. Anyway, with Victoria leading all other states — but they don't tell you that.

So what's wrong with speed cameras? Well, there's an extremely cost-efficient way of raising revenue.

The camera will shoot, at the rate of 60 a minute, any car that breaks the speed limit.

So it's simple. Set it up on the Nepean Highway or any of the wonderful multi-lane arterials that make Melbourne so easy to cross, and you shoot everything that moves.

OH, IT doesn't matter if all you're doing is shooting everyone simply going along with the traffic stream.

It doesn't occur to anyone that the speed limits of some sections might be too low.

Too bad about the driver, unfamiliar with the locality, who turns into Springvale Rd from a side street and slots into the traffic stream at around 75 kmh, unaware that in that section the speed limit has been signposted down from 80 to 60.

The camera has no mind, no

discretion. It is there to collect the taxes ...

Any police argument that the speed cameras are not a form of taxation desperately needed by the Victorian Government to contribute to its monstrous debt can be defeated.

For instance, a woman I know lost her 20-year-incident-free licence when she was shot three days in a row on the Nepean Highway simply travelling with the traffic flow.

In Newlands Rd, Coburg North, the owners and tenants of the light industrial area petitioned council and government to lift the speed limit from 60 kmh to 75 because of the volume of traffic and the total lack of pedestrian or side road access.

Within a fortnight a speed camera was set up there; the limit stayed at 60.

In the mall have appeared infringement notices for as low as 63 kmh in a 60 kmh zone.

That must be a killing speed, because a doctor tells us so on television.

But, I hear you say, speed cameras must be good because people never

know where they are, which makes them a superb deterrent.

They release valuable police manpower for other roles and they (theoretically) lessen the frequency of high-speed chases.

All that is true. However, the problem is that the cameras are not — as the police so sanctimoniously claim — used in accident "black spot" areas.

They are placed on wide suburban arterial roads which produce the greatest cost-efficiency.

More than 60 per cent of fatal crashes happen in sub-75 kmh metropolitan road systems.

I don't blame the police. Any technology which is cost-efficient and frees their human resources for other duties is worthwhile.

I do, however, allocate criminal idiocy to the politicians and bureaucrats who see slogans and TV commercials as more important than long-term vision.

Three things need to happen to ensure the public can understand the road trauma argument better, and in the process, regain respect for what is claimed to be the best police force in the country.

It needs politicians to look 10 years down the road, to a system that rewards 10-year-olds for wanting to perform better in the driving task, like being the best skateboarder on the block.

It needs more honesty and better policing of major death and injury factors that attract little publicity, like a restraint wearing rate that I personally believe has fallen to something like 65 per cent.

And it needs an understanding that sooner or later, punishment fails; the more driving licences people will keep driving.

If I were the Victoria Police, I would be ashamed to admit that more than 40,000 "speeding" drivers had been photographed since late November and that they couldn't handle the paperwork.

That's no reason to be proud. If you regard 63 kmh along the six-lane Maroondah Highway as homicidal madness, then you should also consider a mother double-parking outside her child's school in a two-lane heavily-trafficked suburban road at around three o'clock.

Speed? By the time you read this, I'll be sitting in the outside lane of a German autobahn in a BMW 850i coupe at around 250 kmh, flashing the headlights occasionally at the Forssches and Benzes ahead that will quickly shift out of my way.

I will be running for hours at 2½ times the Victorian speed limit.

And I will have told my German friends about Victoria's speed cameras and they will have refused to believe me.

But then, to pass your basic L-plate test for a German driving licence, you must do 140 kmh on the autobahn.

Oh.

HIGHWAY ROBBERY?

==MAY 20th, LAKE EPPALOCK COUNTER LUNCH.==

| | |
|--|------------------|
| Steve GPX750 (leader). | Michael GSXR750. |
| Gary CBR1000 (Rear rider-Slight hangover). | |
| Rod & Rose VF1000. | Eric FZR600. |
| Derek & Sandra GSXR1100. | John FZR1000. |
| Peter P. GT750. | Luke GPX750. |
| Tom TDR239 (Goes like a 1000 but). | Andi R80GS. |
| Angus CB900. | Sam FZR1000. |

Sunday morning not a cloud in the sky, this didn't last long though, it was a bit of a "morning after the night before kind of morning". Ian would have felt this more than anyone I guess, you know, being 40 and all, which would explain why he didn't make it to the car-park.

KBCP had most of the regular crowd and 4 visitors; Reg on a 900SS Ducati, it was immaculate, eight years old and never never ridden in the rain (until today). The guy was wearing a black Open-face, goggles, leather jacket & jeans. No wet weather gear. We all thought he wouldn't last the day. His friend Russel was on a CBX550F (apparently only a few of these in the country), then there was Tim on a K100RS who'd been on a ride or two with us before and finally John on a XJ900. Oh and there was Steve's pillion, (a friend of Rose's) who we waited for at KBCP, while Rod went back to pick her up. Steve muttering some thing about women and putting on make-up?

We left KBCP about 9.45am and headed out the Geelong Fwy, not for too long though, down some back roads and into Bacchus Marsh from the south. Time for the wet weather gear and getting cold too, come to think of it, it was cold all day. We then headed to Gisborne, following the Lerderderg Gorge (quite pretty country) for the first stop where Tom fills up with petrol so as to not hold the ride up later. We have morning coffee then head out towards Woodend, One kilometre out of town Steve stops to allow Tom to get petrol??? Seeing we were stopped, half the group fill up. Through Woodend to Lancefield where the roads start to get good, onto Mia Mia, Redesdale (remember that Bridge) and Eppalock for our EPIC lunch.

Three hours almost, Steve forgot to ring and tell them we were coming. They usually have a crowd of about 4 people for this time of year and they certainly weren't prepared for 20! Steve's logic was 'if he'd rung before hand they might have put the price up'. Instead we spend 3 hours and more money on drinks & billiards where Sam gives Tom a walloping at 8 ball (we figured he must have had a misspent youth) shortly after, Steve's sister and kids arrive as they live just around the other side of the lake.

Finally, just after 3 o'clock we leave. 500 metres down the road we stop for PETROL, half the group fill up. Eleven kilometres later and Russel's CBX decides to spit its chain, no major damage but he chooses to leave the bike at a local farm house and hitch a ride on his mates Ducati.

cont.

Off we go to Heathcote, 43kms covered and we stop for petrol. Half the group fill up. Onto Tooborac and Lancefield where the ride was to break up, only Big Daddy (Peter P) didn't arrive? seems some idiot lost a log on the road and Peter found IT. Why didn't one of us PICK IT UP ? Everybody seemed to think it was so obvious you could not miss seeing it. Unless you were following a bus and about to overtake when suddenly it appears from underneath, you don't have much time to react. On impact the front wheel goes 5 feet in the air and the rim wrecked well and truly, a 120km/hr wheelie on a GT750 is no mean feat. All those years of accumulated hard earned experience certainly paid off as he kept the bike upright and eased it to a stop even with a blown out front tyre. Well done Peter, Tom rode the bike back to a servo in Lancefield, where it was left, and Peter pillioned on the back of Angus's Honda. So finally at around 5'ish the ride broke up with most heading home straight down the highway. A few of us headed via Broadford, where half the group stopped for (you guessed it) petrol, Strath Creek, Whittlesea, Kinglake, Kangaroo Ground, Warrendyte and home about 6.30pm, what a long day.

Thanks to Steve (Club Captain) for leading the ride and Gary for taking up the rear.

Tom & Andi

Aspects of Leading a Good Ride

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".

cont.

- (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

Broadford Motor Cross.

The day started out very foggy. I left Surrey Hills at 8.45 and could only see about 50 meters. I knew Broadford was notorious for fog and I was considering bailing out.

Luckily the sky cleared and about a dozen bikes left from the car park. We went out to Whittlesea where a few more bikes joined the ride.

A couple of visitors on the ride had some Honda police specials all decked out with stereo and CB radio. Definitely men after my own heart. The Wagner emanating from my fairing seemed to amuse/entertain some of the group. Yes some people do have real music !

The ride headed out towards King Lake on damp and slippery roads. Towards flowerdale the roads dried out a bit and cornering speeds increased. Some of us got more enthusiastic than others and I had a bit of a start at one of the passing manoeuvres.

As the ride neared the race track the fog once again set in. Going into the hills I was still wearing my sun-glasses which fogged badly. Vision was just not all that good. I was hoping we would be able to see the track.

Upon arriving we found that Gary had gone ahead and arranged a discount for the club. Good one Gary ! The rear rider, another Gary left us at the track.

The fog was not too bad. It was just possible to make out the far side of the track, and only became difficult a couple of times.

I don't follow motorcross and had no idea who the riders were, but it sure was entertaining. Thrills and spills. It looks like it would be more physically demanding than road racing and does not possess the sheer speed. It is easier to watch it.

One incident that stood out was the accident about fifty meters from the start finish line that stopped the race. Some poor bloke went flying through the air, had his and several other bikes land on him and lay very still. The first aid people called the marshals to stop the race. They hesitated and stuffed around to the point where the first aid man was screaming at the marshals. Fumbling around, looking for the red flag, the marshals lacked professionalism. The race was stopped and a very angry crowd jeered at the foul up. If the "medicine man" says stop then stop one must, for a medical emergency is more important than a race result.

I made my own way home at about 2.30 returning via King Lake. I certainly had a good day. It was the first time I'd been healthy enough to take out the BMW for three months and even though I was feeling the pain, it was worth it. Thanks for the ride.

Those who attended:

| | | | |
|-------------------|---------------------|----------|-------------|
| Ian and Kerrie | XJ900 (leader) | | |
| Dereck and Sandra | GSXR1100 | 1st ride | Mark CB750 |
| Ben and Vicki | ZX10 | 1st ride | Peter CB750 |
| Gary and Dot | CBR1000 | 1st ride | Rod GPX250 |
| John | FZR1000 | | |
| Eric | FZR600 | | |
| Steve | GPX750 | | |
| Mark | XZ550 | | |
| Gary | GPX750 (rear rider) | | |

Jon Riddett BMW K100RS.

IRISH GCE EXAMINATION PAPER, 1974

GENERAL KNOWLEDGE

Time Allowed: 7 weeks

One week allowed for reading this paper.

Answer any two questions.

Each question is worth 50 marks.

Where appropriate answers should be illustrated with carefully labelled diagrams.

1. Who won World War 2?
2. Who came second?
3. What is the silver dollar made of?
4. Write Einstein's Theory of Hydrodynamics or write your name in BLOCK LETTERS.
5. Spell the following: (a) dog (b) cat (c) carrot
6. What time is the 10 o'clock news on?
7. Approximately how many Commandments was Moses given?
8. There have been six kings of England named George, the latest being George VI. Name the other five.
9. Write the numbers from 1 to 10 (marks will be deducted for every number out of sequence).
10. Who built Stephenson's rocket?
11. What musical instrument does Peter the Pianist play?
12. Of what country is Dublin the capital. (NB candidates must not write on more than two sides of the paper).
13. Do you understand Newton's Law of Gravity (Yes or No)?
14. Spot the deliberate mistake "An apply a day gathers no moss".
15. Name the odd man out of the following:
Cardinal Heenan, The Pope, Jack the Ripper, The Archbishop of Canterbury.
16. Who is the odd man out:
Shamus O'Toole, Sean O'Flattery, Mahatma Ghandi, Patrick Murphy?
17. Is a dunker: (a) a person who dips biscuits in his tea?
(b) a contraceptive?
(c) a lorry for motorway construction?
18. Name the winning jockey in the 1972 Greyhound Derby.
19. Who built the great pyramids:
(a) MacAlpine (b) Wimpeys (c) Pharaohs (d) Costains?
20. In the 1972 sheep dog trials, how many were found guilty?

MOTORCYCLE TOURING CLUB OF VICTORIA, Inc.

P.O. Box 453, Richmond 3121, Victoria

MEMBERSHIP RENEWALS 1990/91

Well readers it is time to boost the coffers of the MTCV with your annual membership fee. This fee enables the club to keep producing your itineraries, your monthly magazine, the postage of same, etc. The MTCV is not a profit making organisation and your fees cover the necessary running costs only.

For the modest sum of \$20 you have the opportunity to meet people with a common interest, to ride on nearly every weekend of the year and to participate in all the fun-filled, action-packed social outings.

Please let us have your renewal in the near future, by post if you wish, or at the forthcoming meeting. Membership will expire on the 30th June each year.

We will be publishing a revised membership list soon, so if you have changed any of the details shown on the enclosed list, please let us know with your renewal. The list is only for distribution to members, but if for some reason you do not want details published, then please indicate on the form below.

NAME

Change of Address

.....Postcode

Change of Telephone Number (Home/Work)

Change of Motorcycle Make Model

Membership Renewal

I enclose cash / cheque for \$20.00 representing the cost of my membership of MTCV for 1990/91

Please do not publish the following details in the membership list:

.....
Please return this form to the address shown above or to me at the next meeting. Thank you.

Andrea Sirninger.
Treasurer.

ATTENDANCE TABLE DISCUSSION

June, 1990

After generating the ride statistics table I once again find myself running out of time to do some sort of analysis/comparison between this year's and the last couple of years' statistics. The trouble with statistics is that they can be very misleading. A number of arbitrary decisions have to be made, some of which I will try to explain:

I have made no distinction as to when new members became members. For the purpose of the table, they are members on every ride they attended. The reason I did this was (i) it is easier, and (ii) new members would like to know which ride they attended, and not just become mixed up in the visitors' totals.

The average number of visitors was 4.4 per ride but this figure is somewhat inflated. It is full of people like Velga, Barbara, Yvonne, Rose, Annette, Rosemary and Gary (GPx 750). Though not members, they are "regulars". (Hopefully associate membership will pick up a few of these people.)

Even deciding how to evaluate if someone attended a ride was awkward. Again for the purposes of this table, anyone who went part way of the ride I considered to be worthy of an "x" or "P". This encompasses the extremes of say, Fred Nerk who *never left a ride* and say, Joe Bloggs who travelled possibly only the first leg of a number of rides; and everyone else in between of course. People travelling in cars, for instance to the Waterskiing Weekend or Christmas BBQ, were put into the "too hard" basket, and just given an "x".

The annual Walhalla Cricket match with the QL Club posed another set of problems. I arbitrarily decided to count only the MTCVrs and pillions in the members/visitors columns. Hence the visitors column is not inflated with QLers.

Of course all the data is based upon someones memory recall, usually the person doing the writeup or myself. That is, the table is only as accurate as the data supplied. So a little disclaimer to the effect "In no way is this table a true and accurate indication blah, blah blah!" is probably in order. (I would appreciate members pointing out errors so that the records can be amended.) Bearing all this in mind please read on.

There were 57 functions, of which 55 were actual rides. The average number of people per function was 19.7 (which is six people per function up on last year.) The average number of bikes per ride was 14.6. The number of members per ride was 15.3, up 4.2 on last year and the number of visitors per ride was 4.4.

Counting the number of people who attended rides reveals that 13 out of 75 members attended no rides.

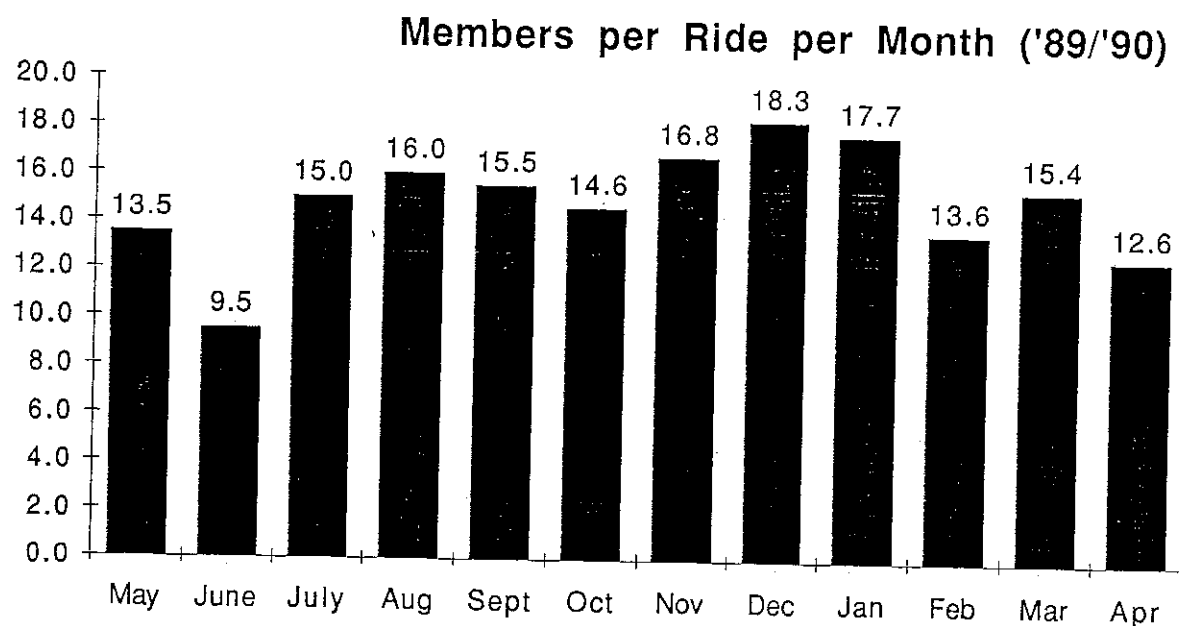
The most popular rides throughout the year were: Reefton Spur/Camel Farm (20 members), Economy Ride (24), Dams Ride (20), Switzerland Ranges (23), Snobs Creek (22), Stevensons Falls Night Ride (26), Egg World (23). Apart from the Christmas BBQ, the function (ride or social event) best attended was the Reefton Spur/Camel Farm with 37 people (though only 20 were members).

Phillip Island Camping/Racing was the most popular weekend event with 26 members participating. The well-organised Snowy Mountains highway weekend ride was not far behind with 19 members. The worst attended ride was the Mt Ida Fire Tower with only three members. (This is artificially low because 16 members were blasting around Phillip Island at a closed race meeting.)

I am sure these figures compare favourably with other motorcycle clubs. The Membership has increased from 54 in 86/87, 55 in 87/88, 59 in 88/89 to 75 in 89/90.

Below is a bar graph plotting the average number of members per ride during a month. Care has been taken to draw the distinction between "members" and "people" (people include visitors and members). For example in July there were six events, including "Crazy House Theatre Restaurant", i.e. only 5 rides. The attendance figures were 13, 17, 12, 16, leave out 12 for Crazy House, and 17 giving an average of $(13+17+12+16+17)/5 = 15$ members per ride for July.

From the graph we see that June had the lowest members per month (probably the coldest month), attendances are fairly steady between July and October before rising dramatically around christmas (presumably because of the warmer weather) before tapering off again. The average number of members per ride is 15.3.



Ben Warden and Vicki Piller

| Date | July | August | September | October | November | December | January | February | March | April | Totals |
|----------|------|--------|-----------|---------|----------|----------|---------|----------|-------|-------|--------|
| 7/14/21 | 21 | 28 | 5 | 10 | 17 | 24 | 31 | 107 | | | |
| 7/15/21 | 22 | 29 | 6 | 11 | 18 | 25 | 32 | 113 | | | |
| 7/16/21 | 23 | 30 | 7 | 12 | 19 | 26 | 33 | 119 | | | |
| 7/17/21 | 24 | 31 | 8 | 13 | 20 | 27 | 34 | 126 | | | |
| 7/18/21 | 25 | 1 | 9 | 14 | 21 | 28 | 35 | 132 | | | |
| 7/19/21 | 26 | 2 | 10 | 15 | 22 | 29 | 36 | 139 | | | |
| 7/20/21 | 27 | 3 | 11 | 16 | 23 | 30 | 37 | 146 | | | |
| 7/21/21 | 28 | 4 | 12 | 17 | 24 | 31 | 38 | 153 | | | |
| 7/22/21 | 29 | 5 | 13 | 18 | 25 | 32 | 39 | 160 | | | |
| 7/23/21 | 30 | 6 | 14 | 19 | 26 | 33 | 40 | 167 | | | |
| 7/24/21 | 31 | 7 | 15 | 20 | 27 | 34 | 41 | 174 | | | |
| 7/25/21 | 1 | 8 | 16 | 21 | 28 | 35 | 42 | 181 | | | |
| 7/26/21 | 2 | 9 | 17 | 22 | 29 | 36 | 43 | 188 | | | |
| 7/27/21 | 3 | 10 | 18 | 23 | 30 | 37 | 44 | 195 | | | |
| 7/28/21 | 4 | 11 | 19 | 24 | 31 | 38 | 45 | 202 | | | |
| 7/29/21 | 5 | 12 | 20 | 25 | 32 | 39 | 46 | 209 | | | |
| 7/30/21 | 6 | 13 | 21 | 26 | 33 | 40 | 47 | 216 | | | |
| 7/31/21 | 7 | 14 | 22 | 27 | 34 | 41 | 48 | 223 | | | |
| 8/1/21 | 8 | 15 | 23 | 28 | 35 | 42 | 49 | 230 | | | |
| 8/2/21 | 9 | 16 | 24 | 29 | 36 | 43 | 50 | 237 | | | |
| 8/3/21 | 10 | 17 | 25 | 30 | 37 | 44 | 51 | 244 | | | |
| 8/4/21 | 11 | 18 | 26 | 31 | 38 | 45 | 52 | 251 | | | |
| 8/5/21 | 12 | 19 | 27 | 32 | 39 | 46 | 53 | 258 | | | |
| 8/6/21 | 13 | 20 | 28 | 33 | 40 | 47 | 54 | 265 | | | |
| 8/7/21 | 14 | 21 | 29 | 34 | 41 | 48 | 55 | 272 | | | |
| 8/8/21 | 15 | 22 | 30 | 35 | 42 | 49 | 56 | 279 | | | |
| 8/9/21 | 16 | 23 | 31 | 36 | 43 | 50 | 57 | 286 | | | |
| 8/10/21 | 17 | 24 | 32 | 37 | 44 | 51 | 58 | 293 | | | |
| 8/11/21 | 18 | 25 | 33 | 38 | 45 | 52 | 59 | 300 | | | |
| 8/12/21 | 19 | 26 | 34 | 39 | 46 | 53 | 60 | 307 | | | |
| 8/13/21 | 20 | 27 | 35 | 40 | 47 | 54 | 61 | 314 | | | |
| 8/14/21 | 21 | 28 | 36 | 41 | 48 | 55 | 62 | 321 | | | |
| 8/15/21 | 22 | 29 | 37 | 42 | 49 | 56 | 63 | 328 | | | |
| 8/16/21 | 23 | 30 | 38 | 43 | 50 | 57 | 64 | 335 | | | |
| 8/17/21 | 24 | 31 | 39 | 44 | 51 | 58 | 65 | 342 | | | |
| 8/18/21 | 25 | 1 | 40 | 45 | 52 | 59 | 66 | 349 | | | |
| 8/19/21 | 26 | 2 | 41 | 46 | 53 | 60 | 67 | 356 | | | |
| 8/20/21 | 27 | 3 | 42 | 47 | 54 | 61 | 68 | 363 | | | |
| 8/21/21 | 28 | 4 | 43 | 48 | 55 | 62 | 69 | 370 | | | |
| 8/22/21 | 29 | 5 | 44 | 49 | 56 | 63 | 70 | 377 | | | |
| 8/23/21 | 30 | 6 | 45 | 50 | 57 | 64 | 71 | 384 | | | |
| 8/24/21 | 31 | 7 | 46 | 51 | 58 | 65 | 72 | 391 | | | |
| 8/25/21 | 1 | 8 | 47 | 52 | 59 | 66 | 73 | 398 | | | |
| 8/26/21 | 2 | 9 | 48 | 53 | 60 | 67 | 74 | 405 | | | |
| 8/27/21 | 3 | 10 | 49 | 54 | 61 | 68 | 75 | 412 | | | |
| 8/28/21 | 4 | 11 | 50 | 55 | 62 | 69 | 76 | 419 | | | |
| 8/29/21 | 5 | 12 | 51 | 56 | 63 | 70 | 77 | 426 | | | |
| 8/30/21 | 6 | 13 | 52 | 57 | 64 | 71 | 78 | 433 | | | |
| 8/31/21 | 7 | 14 | 53 | 58 | 65 | 72 | 79 | 440 | | | |
| 9/1/21 | 8 | 15 | 54 | 59 | 66 | 73 | 80 | 447 | | | |
| 9/2/21 | 9 | 16 | 55 | 60 | 67 | 74 | 81 | 454 | | | |
| 9/3/21 | 10 | 17 | 56 | 61 | 68 | 75 | 82 | 461 | | | |
| 9/4/21 | 11 | 18 | 57 | 62 | 69 | 76 | 83 | 468 | | | |
| 9/5/21 | 12 | 19 | 58 | 63 | 70 | 77 | 84 | 475 | | | |
| 9/6/21 | 13 | 20 | 59 | 64 | 71 | 78 | 85 | 482 | | | |
| 9/7/21 | 14 | 21 | 60 | 65 | 72 | 79 | 86 | 489 | | | |
| 9/8/21 | 15 | 22 | 61 | 66 | 73 | 80 | 87 | 496 | | | |
| 9/9/21 | 16 | 23 | 62 | 67 | 74 | 81 | 88 | 503 | | | |
| 9/10/21 | 17 | 24 | 63 | 68 | 75 | 82 | 89 | 510 | | | |
| 9/11/21 | 18 | 25 | 64 | 69 | 76 | 83 | 90 | 517 | | | |
| 9/12/21 | 19 | 26 | 65 | 70 | 77 | 84 | 91 | 524 | | | |
| 9/13/21 | 20 | 27 | 66 | 71 | 78 | 85 | 92 | 531 | | | |
| 9/14/21 | 21 | 28 | 67 | 72 | 79 | 86 | 93 | 538 | | | |
| 9/15/21 | 22 | 29 | 68 | 73 | 80 | 87 | 94 | 545 | | | |
| 9/16/21 | 23 | 30 | 69 | 74 | 81 | 88 | 95 | 552 | | | |
| 9/17/21 | 24 | 31 | 70 | 75 | 82 | 89 | 96 | 559 | | | |
| 9/18/21 | 25 | 1 | 71 | 76 | 83 | 90 | 97 | 566 | | | |
| 9/19/21 | 26 | 2 | 72 | 77 | 84 | 91 | 98 | 573 | | | |
| 9/20/21 | 27 | 3 | 73 | 78 | 85 | 92 | 99 | 580 | | | |
| 9/21/21 | 28 | 4 | 74 | 79 | 86 | 93 | 100 | 587 | | | |
| 9/22/21 | 29 | 5 | 75 | 80 | 87 | 94 | 101 | 594 | | | |
| 9/23/21 | 30 | 6 | 76 | 81 | 88 | 95 | 102 | 601 | | | |
| 9/24/21 | 31 | 7 | 77 | 82 | 89 | 96 | 103 | 608 | | | |
| 9/25/21 | 1 | 8 | 78 | 83 | 90 | 97 | 104 | 615 | | | |
| 9/26/21 | 2 | 9 | 79 | 84 | 91 | 98 | 105 | 622 | | | |
| 9/27/21 | 3 | 10 | 80 | 85 | 92 | 99 | 106 | 629 | | | |
| 9/28/21 | 4 | 11 | 81 | 86 | 93 | 100 | 107 | 636 | | | |
| 9/29/21 | 5 | 12 | 82 | 87 | 94 | 101 | 108 | 643 | | | |
| 9/30/21 | 6 | 13 | 83 | 88 | 95 | 102 | 109 | 650 | | | |
| 9/31/21 | 7 | 14 | 84 | 89 | 96 | 103 | 110 | 657 | | | |
| 10/1/21 | 8 | 15 | 85 | 90 | 97 | 104 | 111 | 664 | | | |
| 10/2/21 | 9 | 16 | 86 | 91 | 98 | 105 | 112 | 671 | | | |
| 10/3/21 | 10 | 17 | 87 | 92 | 99 | 106 | 113 | 678 | | | |
| 10/4/21 | 11 | 18 | 88 | 93 | 100 | 107 | 114 | 685 | | | |
| 10/5/21 | 12 | 19 | 89 | 94 | 101 | 108 | 115 | 692 | | | |
| 10/6/21 | 13 | 20 | 90 | 95 | 102 | 109 | 116 | 699 | | | |
| 10/7/21 | 14 | 21 | 91 | 96 | 103 | 110 | 117 | 706 | | | |
| 10/8/21 | 15 | 22 | 92 | 97 | 104 | 111 | 118 | 713 | | | |
| 10/9/21 | 16 | 23 | 93 | 98 | 105 | 112 | 119 | 720 | | | |
| 10/10/21 | 17 | 24 | 94 | 99 | 106 | 113 | 120 | 727 | | | |
| 10/11/21 | 18 | 25 | 95 | 100 | 107 | 114 | 121 | 734 | | | |
| 10/12/21 | 19 | 26 | 96 | 101 | 108 | 115 | 122 | 741 | | | |
| 10/13/21 | 20 | 27 | 97 | 102 | 109 | 116 | 123 | 748 | | | |
| 10/14/21 | 21 | 28 | 98 | 103 | 110 | 117 | 124 | 755 | | | |
| 10/15/21 | 22 | 29 | 99 | 104 | 111 | 118 | 125 | 762 | | | |
| 10/16/21 | 23 | 30 | 100 | 105 | 112 | 119 | 126 | 769 | | | |
| 10/17/21 | 24 | 31 | 101 | 106 | 113 | 120 | 127 | 776 | | | |
| 10/18/21 | 25 | 1 | 102 | 107 | 114 | 121 | 128 | 783 | | | |
| 10/19/21 | 26 | 2 | 103 | 108 | 115 | 122 | 129 | 790 | | | |
| 10/20/21 | 27 | 3 | 104 | 109 | 116 | 123 | 130 | 797 | | | |
| 10/21/21 | 28 | 4 | 105 | 110 | 117 | 124 | 131 | 804 | | | |
| 10/22/21 | 29 | 5 | 106 | 111 | 118 | 125 | 132 | 811 | | | |
| 10/23/21 | 30 | 6 | 107 | 112 | 119 | 126 | 133 | 818 | | | |
| 10/24/21 | 31 | 7 | 108 | 113 | 120 | 127 | 134 | 825 | | | |
| 10/25/21 | 1 | 8 | 109 | 114 | 121 | 128 | 135 | 832 | | | |
| 10/26/21 | 2 | 9 | 110 | 115 | 122 | 129 | 136 | 839 | | | |
| 10/27/21 | 3 | 10 | 111 | 116 | 123 | 130 | 137 | 846 | | | |
| 10/28/21 | 4 | 11 | 112 | 117 | 124 | 131 | 138 | 853 | | | |
| 10/29/21 | 5 | 12 | 113 | 118 | 125 | 132 | 139 | 860 | | | |
| 10/30/21 | 6 | 13 | 114 | 119 | 126 | 133 | 140 | 867 | | | |
| 10/31/21 | 7 | 14 | 115 | 120 | 127 | 134 | 141 | 874 | | | |
| 11/1/21 | 8 | 15 | 116 | 121 | 128 | 135 | 142 | 881 | | | |
| 11/2/21 | 9 | 16 | 117 | 122 | 129 | 136 | 143 | 888 | | | |
| 11/3/21 | 10 | 17 | 118 | 123 | 130 | 137 | 144 | 895 | | | |
| 11/4/21 | 11 | 18 | 119 | 124 | 131 | 138 | 145 | 902 | | | |
| 11/5/21 | 12 | 19 | 120 | 125 | 132 | 139 | 146 | 909 | | | |
| 11/6/21 | 13 | 20 | 121 | 126 | 133 | 140 | 147 | 916 | | | |
| 11/7/21 | 14 | 21 | 122 | 127 | 134 | 141 | 148 | 923 | | | |
| 11/8/21 | 15 | 22 | 123 | 128 | 135 | 142 | 149 | 930 | | | |
| 11/9/21 | 16 | 23 | 124 | 129 | 136 | 143 | 150 | 937 | | | |
| 11/10/21 | 17 | 24 | 125 | 130 | 137 | 144 | 151 | 944 | | | |
| 11/11/21 | 18 | 25 | 126 | 131 | 138 | 145 | 152 | 951 | | | |
| 11/12/21 | 19 | 26 | 127 | 132 | 139 | 146 | 153 | 958 | | | |
| 11/13/21 | 20 | 27 | 128 | 133 | 140 | 147 | 154 | 965 | | | |
| 11/14/21 | 21 | 28 | 129 | 134 | 141 | 148 | 155 | 972 | | | |
| 11/15/21 | 22 | 29 | 130 | 135 | 142 | 149 | 156 | 979 | | | |
| 11/16/21 | 23 | 30 | 131 | 136 | 143 | 150 | 157 | 986 | | | |
| 11/17/21 | 24 | 31 | 132 | 137 | 144 | 151 | 158 | 993 | | | |
| 11/18/21 | 25 | 1 | 133 | 138 | 145 | 152 | 159 | 1000 | | | |
| 11/19/21 | 26 | 2 | 134 | 139 | 146 | 153 | 160 | 1007 | | | |
| 11/20/21 | 27 | 3 | 135 | 140 | 147 | 154 | 161 | 1014 | | | |
| 11/21/21 | 28 | 4 | 136 | 141 | 148 | 155 | 162 | 1021 | | | |
| 11/22/21 | 29 | 5 | 137 | 142 | 149 | 156 | 163 | 1028 | | | |
| 11/23/21 | 30 | 6 | 138 | 143 | 150 | 157 | 164 | 1035 | | | |
| 11/24/21 | 31 | 7 | 139 | 144 | 151 | 158 | 165 | 1042 | | | |
| 11/25/21 | 1 | 8 | 140 | 145 | 152 | 159 | 166 | 1049 | | | |
| 11/26/21 | 2 | 9 | 141 | 146 | 153 | 160 | 167 | 1056 | | | |
| 11/27/21 | 3 | 10 | 142 | 147 | 154 | 161 | 168 | 1063 | | | |
| 11/28/21 | 4 | 11 | 143 | 148 | 155 | 162 | 169 | 1070 | | | |
| 11/29/21 | 5 | 12 | 144 | 149 | 156 | 163 | 170 | 1077 | | | |
| 11/30/21 | 6 | 13 | 145 | 150 | 157 | 164 | 171 | 1084 | | | |
| 11/31/21 | 7 | 14 | 146 | 151 | 158 | 165 | 172 | 1091 | | </ | |