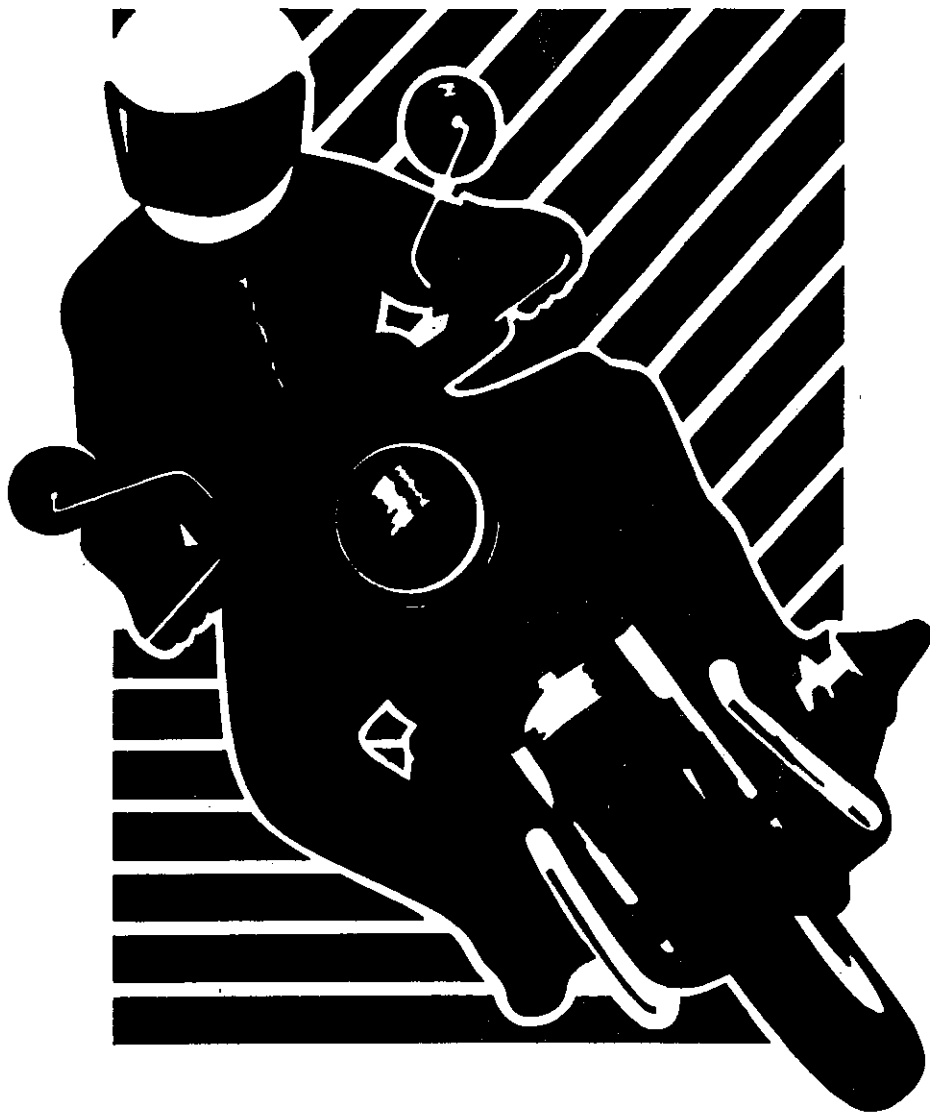


SEPT 91

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria

# MINUTES OF GENERAL MEETING

DATE: 1 August 1991.

LOCATION: Jika Jika Community Hall.

OPENED: 8.25 pm.

PRESENT: 40 members and guests.

APOLOGIES: Sam and Rita Sirianni.

MINUTES: Accepted by Kerrie Gooding.  
Seconded by John Riddett.

CORRESPONDENCE: 1 subscription.

TREASURER'S REPORT:	Balance at 1 July	\$755.60
	add Receipts	860.93
		<hr/>
		1,616.53
	less Payments	84.93
		<hr/>
	Balance at 1 August	<u>\$1,531.60</u>

CAPTAIN'S REPORT: ABSAILING - 7/7/ 91  
19 bikes, 21 people, as well as Ian & Kerrie, Alec & Jenny plus others in cars, fine but wet roads. Tom leader, Anita rear rider, around 400 kms. Healesville, Poweltown, Noojee, Neerim South. The absailing was done at the Trestle Bridge with no incident but on the road Harry (7ZR250) had mechanical trouble early but made it home OK. Thanks Tom for a top day.

BORDER RUN - 14/7/91  
6 bikes, 6 people, fine but some wet roads, Steve leader, Noel rear rider, 340 kms. Due to the low turnout the consensus was simply to go for a ride and not worry about the border. Wallan, Lancefield, Tooborac, Pucka, Broadford, Yea, Kinglake West. No incidents.

NAVIGATION TRIAL - 21/7/91  
30 bikes, 35 people, fine and sunny all day, Les leader, Peter P rear rider, 360 kms total. The trial was 100 kms and well thought out and, as with the whole ride, was interesting to the max! Places visited were Kinglake West, Flowerdale, Strath Creek, Yea, Killingworth, Alexandra, Glenburne, St Andrews. Peter P won the closest estimate prize (a year's membership). No incidents.

SNOW RIDE - 28/7/91  
17 bikes, 21 people, some rain and plenty of snow, Luke and Ben leaders, Les and John rear riders, 250 kms. 13 bikes went to the top but only 8 people braved the summit. Visited Stevenson's Falls on the way down.

Thanks to all leaders and rear riders.

## GENERAL BUSINESS:

Subscriptions: Subscriptions are now overdue. If you are unfinancial, you have received your last Newsletter.

Adelaide Hills Weekend: Bookings have been made but numbers are limited so get your name in quickly if you want to go.

nominated. The Club takes 10% commission on items sold.

Jika Jika Community Hall: Jika Jika Community Hall is to be used by local User Groups. Some other venues have been suggested and Ian Payne will follow them up. Any suggestions are welcome.

Itineraries: Plenty of itineraries are available. Please take some.

MRA Meeting: The MRA is actively involved in the social development for bike riders and has been asked to provide submissions to government bodies. The most common claims by riders are:

1. The need for better driver education; and
2. The 260cc limit is ridiculous.

The MRA's AGM will be held Sunday August 4, 1991 at Derbys.

Simon's Trip: Simon has survived his "Round Australia" trip on the ST1100. He made it in one piece following Highway No. 1. Stayed in motels in Perth and camped up north. Most trouble on the roads came from caravans and the only mechanical trouble was a blown lamp in the clock. He wore out a rear tyre between Katherine and Darwin but could only get a new tyre from Townsville. The closest call came when overtaking a truck on the east coast and the tread came off the truck's tyre. He covered 15,000 kms in 20 days and would go again tomorrow.

Road Rules: RIDING TOO CLOSE There are a number of bikes that have ridden together and know each other's limits, but is still not necessarily safe. There have been some near misses when corner markers have seen the rear rider and tried to rejoin the main body of the ride. These are the exception rather than the rule but the exception can prove very dangerous.

OVERTAKING The Club policy is "No Overtaking on the Left". It can cause fright/panic in less experienced riders, as can passing too close to corners, creating risks on the road which can be construed as dangerous riding.

The vehicle that initiates the overtaking move has right of way. When moving out to pass another vehicle, check mirrors and do a head check to be certain of a clear passage. The rider at the rear of a potential overtaking situation has a better field of view of a developing situation.

More frequent head checks and wedge mirrors help in avoiding risky situations. Those riders used to the Club traffic are more experienced in registering what the eye sees. Try to avoid creating danger by moving into the path of a vehicle that is overtaking another vehicle (such as yourself).

COURTESY If behind a car on double lines, leave a buffer zone for safety and for other riders to be able to pass you. Use head and mirror checks to avoid creating danger. Leave a buffer zone for less experienced riders, allow them space on the road.

Navigation Trial: Prize awarded to Peter P. in lieu of year's membership for winning the Navigation Trial - a can of CRC, Degreaser and Chain Lube.

Supper: Provided thanks to John & Jacqui.

CLUB PARAPHENALIA: Still for sale.

DOOR PRIZE: Won by Kerrie, Armorall Protectant.

CLOSED: 9.45 pm.



Tom-FZR1000 (leader), Mick-GSXR1100, Ben+Vicki-ZX10,  
Andi-TDR239, Jon-GF250, Steve-GPX750,  
John C-FZR1000, Adam-GPX250, John B-XJ900,  
Anita-CBX250 (rear), Ian-GPX250, Harry-TZR250,  
Chris-VT250, Eric-KR1S, Ross-XJ900,  
Michael-K100RT, Gary-KR650, Colin-RZ250,  
John+pillion-VF1000, Alec, Jennifer & friends-Car,  
Ian + Kerrie-Car. (27 people, 19 bikes & 2 cars)

Only a handful of thrillseekers met at KBCP but at Yarra Glen more were waiting, (Steve led the usual route). From Yarra Glen, Tom led a short but interesting ride to Healesville via Toolangi then to Woori Yallock, Launching Place, Yarra Junction and Powelltown. After a lengthy delay it turns out the TZR had developed a gear change lever problem (stripped spline), but a quick wire-up job soon has Harry home-ward bound (sounds like too much proddy racing if you ask me Harry!!). The club continues to Whites Corner, Neerim, a loop through Neerim East and end up at Noojee for lunch. Here we meet up with the 2 cars.

Lunch is somewhat delayed by the slow service at the local store, but much talk about the previously travelled wet, patchy, gravel cornered roads and the pros & cons of different tyres soon makes the time pass quickly. With lunch over we travel the 3klm to the gravel tracked Trestle Bridge from which those daring enough will absail from. Some even twice or more!

The afternoon sees the daredevils undergo instruction from Tom and Ian, then starting at the lower end try and master the technique of a smooth and steady descent. Once accomplished you could progress to the highest point and have a go. Was it just a coincidence that one rope position lands Ben in a running creek? (full points Ben!!). As our skill increased so did our descent speed at which time one finds out why gloves are worn. That rope sure gets HOT. All this activity was an added bonus for the car loads of tourists who came to see the Bridge, but funnliiy none volunteered for a go.

With all participants satisfied, we packed up and headed for Yarra Junction where the ride finished. My thanks to Tom for leading the ride and the use of his equipment, also to Ian Hosking for his help and to Anita who acted as rear rider for the day.

Michael GSXR1100K.



I can't remember when I last did a write-up on a Club ride, it took three weeks of pre-planning and some prodding from my work-mates to take them on a ride to finally go on this one.

Lake Mountain snow ride has always proved to be a good interesting ride & with the promise of SNOW this one proved to be no exception.

A good looking day at 0800Hrs at Hoppers Crossing, a bit of breakfast and I was off to KBCP for a 0930 start. After filling the tank I caught up with Phill and Annette along the Geelong Hwy, they were coming on their first Club ride.

As we also have a Yarra Glen pick-up only about eight of us leave the KBCP and travel along the Kew Boulevard and Christmas Hills to Yarra Glen. Here we meet up with the rest of our group which takes the total to seventeen. A few of us bought lunch and after a coffee and a chin wag we headed for the snow via Kangaroo Ground, Healesville and Marysville. If you like COLD, WET, RAINY DAYS you would have loved this ride. If it wasn't drizzle, it was raining and at the top of the mountain we even got SNOW.

A few of the braver ones tackled the walk to the lookout, a lovely view of the surrounding FOG through the RAIN and SNOW was enjoyed by all. The rest of us smart ones remained in the kiosk and had a coffee, a bite to eat and talked about the trip up and the finer points of motorcycle riding and control. All this talk was then put into practice negotiating the snow and ice in the carpark, the way out proved to be quite a difficult task with both feet down, slipping the clutch, not daring to touch the brakes, trying to turn on the ice and dodging the mounds of snow, pedestrians, cars, etc etc. Phew its a wonder everybody managed to stay upright. With the mountain now behind us it was decided a visit to Stevensons Falls would be a good idea as with all this snow and rain the amount of water flowing over them would be about the limit. So there we were standing in the rain watching more water cascading down the side of a hill, wow!

I think by now we had all had our fill of water so being totally soaked we hit the road and headed back to Marysville, Healesville then on to Yarra Glen for the break-up. Of the seventeen bikes on the ride not all made it to the top of Lake Mountain, those who didn't will know who they are and will still be included in the list.....

	Luke & Meggs-GSX750 (leader from KBCP to Yarra Glen),	
	Ben-ZX10 (leader from Yarra Glen onwards),	
Les-K100 (rear rider)	Steve & Dawn-GPX750,	Phill & Annette-K100RS (1st ride)
John-XJ900 (rear rider),	Neil-KLR250 (1st ride),	Trevor-Tengai 650,
Ken-K100RS,	Rod-GSX250,	Ray-ZX10,
Eric-KR1S,	John-FZR1000,	Noel-GPX250,
Garry-XJ900,	John & Tanya-VF1000,	Jim-XJ900 (1st ride).

The weather conditions on the day tended to bring the speeds down and everybody displayed a good degree of caution. It just goes to show that riding for the conditions can result in a successfull incident free day. Thanks to all who made this day a success.

Ken K100RS.

WILLOW GROVE - 4/8/91

It was a warm sunny winter's day, and the 24 bikes that were there were ready to take full advantage of the break in the weather. The bikes and people were:

GSX750 - LUKE (Leader)	GSXR1100 - GARY & CYNTHIA
ST1100 - SIMON & SON	GSXR1100 - FERDIE
CBR1000 - JACK	GSX250 - ROD
CBR1000 - SIMON	FJ1200 - BOB & RICHARD
VF1000F2 - JOHN	FZR1000 - JOHN
XL600 - STEVE	XJ900 - GARRY
ZX10 - RAY	FZR600 - DARRYL & VAUGHAN
GPZ900R - DAVID	RZ250 - COLIN
KL650 - GARY & WILL	K100RS - JON
GT550 - KYLIE	K100RT - MICHAEL
GT550 - ANDY	906 PASO - DAVID
KR1S - ERIC	CBX250 - ANITA (Rear rider)

We went from Yarra Glen to Healesville and then up Don Road, the back way to Mt Donna Buang. There were 11kms of dirt but it was not too bad. It was very hard packed and a little slippery in spots. When we reached Mt Donna Buang we had a short stop, where some of our members took the opportunity to play in the snow.

After the short stop we had a roll race down Mt Donna Buang. This is where I found out that a little 250 does not roll very well and a big heavy lug of a bike does it better and so being on a 250 I decided to cheat.

We had morning tea in Warburton and then headed off through Yarra Junction and Powelltown to Noojee where myself and a few others left the ride. Thank you to Luke for putting on a very good ride, I was very sorry to hear that Luke had a fall and hope he is back on as soon as possible.

Eric Makin (KR1S)

WILLOW GROVE - (Cont)

Eric volunteered to do the write-up, but he and others ended their ride a few kms from Noojee so I'll try to fill in the gaps.

Two kms from Noojee Luke (our leader) high-sided, going down very hard (lots of bruising) and sending the Suzuki over the side, causing enough damage not to continue with the ride. With true MTCV team work we were able to recover it and I rode it (very carefully) into Noojee. From here Jon (who, with the help of girlfriend Belinda, car & trailer, later recovered the said bent bike) took Luke pillion and with a small break-away group headed for home. But the ride goes on. One leader crashes and another is appointed. Jack volunteered to complete the ride and we headed for Willow Grove.

cont.

This road has about 10 kms of unsealed road but nothing too hard, then again, I was on my XL, although John kept me pretty honest on his 250+ kg VF1000F2 for a bit of the way any way. Snow could be seen on Baw Baw from the bitumen bits as well as pretty speco view from the other side of the road too. Jack sensibly lead us through the twisty stuff and in town the group felt the hour was a little late so we headed home as straight as possible, still keeping to backroads where possible.

Thanks Jack for taking over the leading part. Also thanks heaps to Jon and Belinda for getting Luke safely home and recovering the bike (seconded - Luke).

P.S. After the ride we're told Ben threw his ZX10 down the road on the way to the KBCP that morning doing some damage. This is bad news and I hope both Luke and Ben get their equipment quickly back together and are soon back out 'kickin it!'

Steve Leyland (XL600)

#### THANKS

Thanks very much to everybody who helped out after my accident. All displays of concern and help offered and given, both during and after the day, were very much appreciated. Special thanks to Jon and Belinda for picking up my bike.

Luke Richardson (GSX750ESD)

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#### ROAD RACING

AUSTRALIAN ROAD RACE CHAMPIONSHIPS (SHELL OILS)  
PHILLIP ISLAND, SEPT. 7/8.

YAMAHA CUP,  
Eligible only for Yamaha TZR250s and FZR600s,  
CALDER SEPT. 21/22.

GRAND PRIX  
FRANCE, LE MANS. SEPT. 8th.  
MALAYSIA, SHAH ALAM. SEPT. 29th.

## To Noojee or not Noojee.

Feathering the throttle slightly through the corner the bike begins to squirm.

I have my sights on an FJ1200 two up. He has more straight line speed than I can match and it is difficult to find a line around him. He knows I am gaining and isn't going to make it easy. I keep close waiting for a good line. He keeps glancing at me in his mirror but I'm not going to do anything stupid, just wait.

Some gravel on a left hander makes him skip but my line sweeps around it. His concentration destroyed his smooth style now notchy and unrelaxed, I take my opportunity and power past.

I have a clear break and push my pace tenaciously. The bike growls but obeys its master. Like a faithful horse it does my bidding, surging onward gracefully swallowing the road ahead.

In a totally committed state of mind I push the machine hard into a right hander, riding on the back brake for enhanced control. I tense as damp bitumen slides under the tyres. The engine whines and the bike bucks as the rear wheel struggles for traction. Keeping the revs on and steering the restless machine into the slide, the gravel roadside gets closer. Milliseconds later, no longer flailing for grip, the tyres chew gently on the now dry bitumen and we again have control.

Pleased with the performance of both man and machine I press on, my level of perception now heightened by the adrenalin in my system. I'm feeling at one with my machine, like a musician with his instrument, able to produce excellent results.

Hand over fist I haul in the space between me and the next rider, but the headlamp looming in my mirror tells me I'm not alone. He isn't close but mentally I take note.

I am gaining on the next bike, a Ducati, but every straight sees it slip from my fingertips and all the while those headlamps behind are looming waiting to pounce.

At the end of a high speed straight I see the brake lights of the Ducati glare at me, taunting me with their glow. I calmly stay off my brakes as long as I dare, as the gap between us recedes. At the last instant with a steady squeeze and stomp I haul in the reigns. The drilled disks buzz frantically against the pads, the engine revs as the gearbox slips swiftly down through the gears. I am now close enough to see the links of his drive chain and the hair under his helmet tossing violently in the airflow.

Around the right hander I keep on him edging up under his back wheel. I wait till I've got a good view and then pulling my line tighter carve hard under him and I'm around.

Nearing the front I expect to see the lead rider any minute. My machine is humming smoothly and I relax my pace as the road gets damper. Not far from Noojee now for I can see the trestle bridge turnoff.



Around a left hander I just glimpse the lead bike trailed by two others. Mentally I relax as I realise I have caught up. My heart still pounding, I ponder what has been an exhilarating run.

Into a sweeping switchback, the lead bikes easily in view, I am alerted by the sudden, unexpected beam of brake lights mid corner. Instinctively I back off as my eyes follow the tumbling crashing mass of metal. A high side, the most feared loss of control, takes our leader by surprise. Hard under brakes I lock up as I hit the dirt, my eyes still following horrific commotion.

A red blurr jolts into the air and tumbling like a child's rag doll, separates from the twisting cartwheeling bike. The bike disappears from view over an embankment as soil and grass rise into the air. The rider, his misadventure nearing an end, slides into the trunk of a large gum tree.

Fumbling with my sidestand, not wanting to believe what has happened, I jump off the bike. For all I care now, it can fall over, nothing is more important than getting to the rider. Like a reflex action I hit the hazard light switch, while going for the first aid kit under the seat.

The sprint from my bike to the scene seems to take forever, as if in slow motion. He isn't moving and every first aid lesson I've ever had is rushing and reverberating through my brain. The outside world silently disappears for an instant, it is just me and the rider. Feeling tears welling up behind my visor, the silence is shattered by the riders voice. Thank god, he's alive.

He cries for his helmet to be removed but caution hesitates me. He says he can't feel anything. Two of us set about removing the strap, our fingers fumbling under the stress. Upon seeing the blue marks around the riders throat I stop wondering what to do. Perhaps just bruising from his collar, I fear the worst. Seeking assurance from the rider, as much for myself than for anyone, we set about removing the helmet. Supporting his neck, the helmet comes away all too slowly revealing the rider's fearful eyes. After a final check to make sure all is OK we help him to his feet.

The worst seems to be his foot, he's certainly better than his bike. Shaking from shock, his voice quivering from pain he speaks.

"That really hurt !"

Jon R.        K100RS

# # #

Well done Jon, the above story just shows how a dull old MTCV ride and subsequent crash can be transformed into a literary masterpiece, just reading it gave me sweaty palms.

Ed .

Well what a fantastic ride it was, good roads, plenty of twisties, fine but overcast weather, good company and an interesting destination.

I woke up early, keen for the ride as usual and rode over to Terry's for a cuppa, from there we headed into KBCP where it looked like we were in for some excellent riding weather, but as the day wore on Mother Nature let us down a little, which of late has become a habit of her's.

There were 31 bikes, 3 with pillions and 2 riders on their first ride with the Club:-

John-XJ900, Eric-FZR1000, Noel-GPX250, Colin-RZ250, Kylee-GT550, Andi-GT550, Frank-GSXR1100, Martin-CBR1000, David-GPZ900, Eric-KR1s, John-FZR1000, Walter-GS500, Steve + Shelley-GPX750, Garry-XJ900 (leader), Les-K100, Rod-GSX250, Peter-FJ1100, Jon-K100RS, Belinda-GF250, Ian-XJ900, John + Sharon-VF1000, Stuart + Anne-CBR1000, John-ZXR750, Jacqui-GPX250, David-XJ900, Jack-K100RS, Jeff-RZ350, Ferdie-GSXR1100, Chris-ZZR250, Andrew-GPX250 & Terry-GPZ900 (rear rider).

After KBCP our first stop was Lilydale where the rest of the group was waiting, from here to Seville; Gruyere, and Coldstream, did a bit of dirt (about 8kms) then to Healesville for smoko. Off again heading for Toolangi where at the Chum Creek rd, I noticed John (VF1000), talking to a young lady in a "blue" outfit, seems she was slapping his wrist for riding on "her" footpath! On to Kinglake West, Flowerdale, Junction Hill and Yea where we stopped for lunch. From Yea we rode to Molesworth, Taggerty, Buxton, Marysville, St.Fillians, Narbethon and Healesville where a long, long wait began.

With only about half the riders accounted for things were begining to look a bit grim but then Steve arrives cursing and swearing about the puncture he got in his rear tyre. As time was getting on, Garry led the group off to Toolangi leaving some of us to wait for the others. I personally couldn't wait to leave as I was getting pissed off with this old dero who came over and started babbling on and dribbling his pie with sauce all over my clean bike!

Eventually Terry arrived and explained he'd stopped to help Chris remove the front mudguard of his ZZR250 as it was rubbing on the tyre and meanwhile some corner -markers had done a disappearing trick at Buxton. Fortunately, Jacqui was at the next corner and helped get the group sorted out and pointed in the right direction

While waiting, I had a bit of a yarn with our leader Garry, about an incident that had happened ealier in the day where about seven of us had to brake really heavily for some clown up front. Seems the clown was the leader slowing us down due to a sheep on the road, "didn't know he had Kiwi in him", "sorry Garry and THANKS".

cont.

Any how I made off to the Singing Gardens where others were waiting, along the way I thought, and I'm sure others would agree, that it was the best 16kms of road all day. It was tight and nicely angled, I had a ball after I'd managed to pass the 2 bloody 4W drives, some people have a thing about "Volvos" but I have a thing about van's, truck's and bloody road hogs in their f@#%?n 4W drives. Any how we all eventually made it to the Gardens and a helping of tea, coffee and scones, "very nice indeed".

Garry had decided to end the ride here, so we all split-up and headed for home. Apparently after the break-up, the two young riders who had joined us earlier at Yea had a spill. Andrew on his GPX250 didn't take a corner too well, hit the brakes and laid the bike down which then hit a tree. His friend Chris on the ZZR250 also hit the brakes, ran wide, lost his balance on the loose stuff and fell off when he was almost stationary.

Jacqui (GPX250) and John (ZXR750) were next along and stopped to give assistance, Andrew was a bit shaken and had sprained his wrist, his bike, although still ride-able had bad cosmetic damage. Chris was a bit shaken up but could still ride (only a broken indicator). Garry and Martin took the damaged bike back to the Singing Gardens while a passing motorist took Andrew to Healesville Hospital where they suggested he go to Maroondah Hospital for a more thorough check, so onto the back of Ian's XJ900 for the trip.

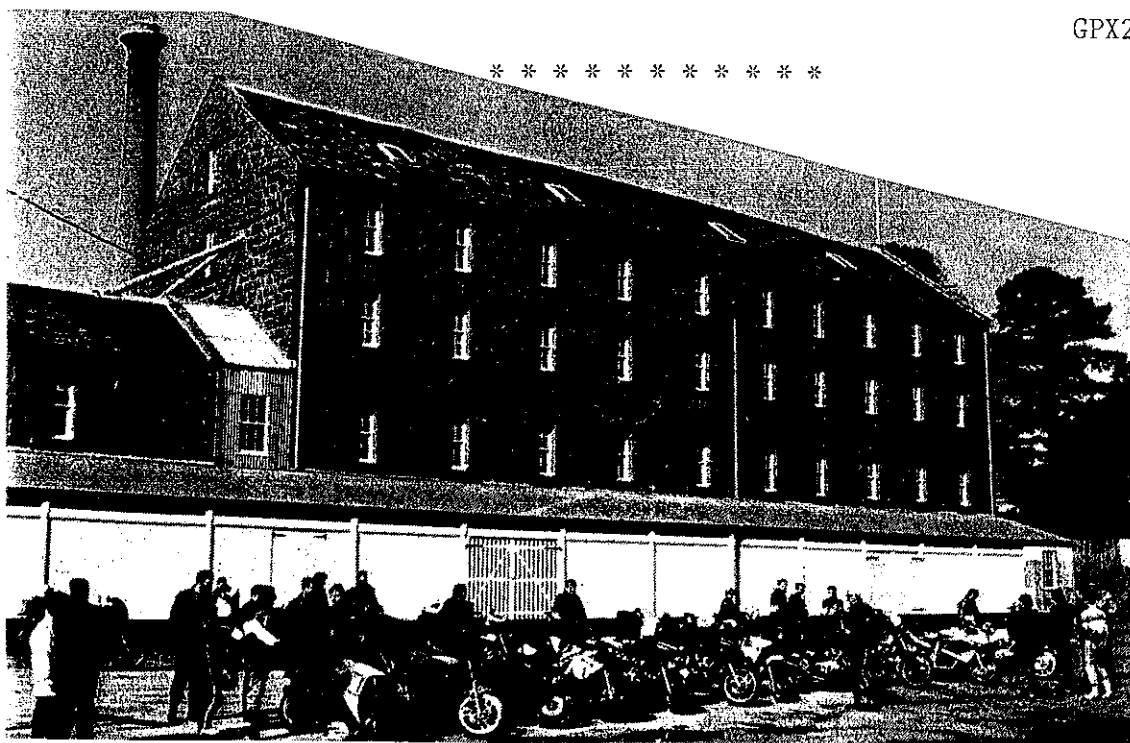
All in all, it was a great ride , a bit hectic with traffic at times and those bloody 4W drives, but excellent riding conditions most of the day, and I'm sure the others would agree with me that the ride was most enjoyable and well planned. Even rear-rider Terry was telling me how much he had enjoyed the ride, even though being a bit concerned about the amount of tread on his rear tyre.

"GOOD ONE GARRY" hope to do it again someday.

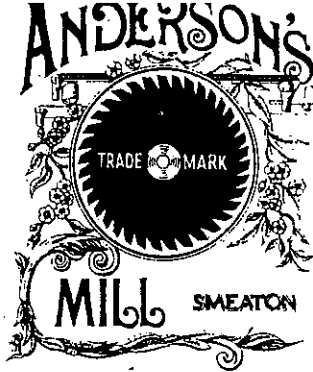
Noel Brown

GPX250

\* \* \* \* \*



The group at  
Smeaton Watermill



SMEATON WATERMILL  
Sunday, August 18th.

Leader: Ross K. XJ900, Rear Rider(s) Peter P. GT750, Gary. XJ900.  
Margaret GS650, Gary. Tengai, Kylie GT550, Andrew, GT550, Geoff & Val RD350  
Eric KRI, Peter D, XJ900, Daryl & Jacy FZR600, Ferdi, RI100, David & Leanne GPZ 900,  
Colin RZ250, John VF1000F, Les K100, Ian XJ900, Andrew K100, Hugh & Pauline CBX 550,  
David. Paso, Chris ZZR250, David XJ900, Michael GSX1100, Iain VFR750F, Steve &  
Tania XL600, Adam GPX 250, Martin & Friend CBR1000.  
27 Bikes 6 Pillions.

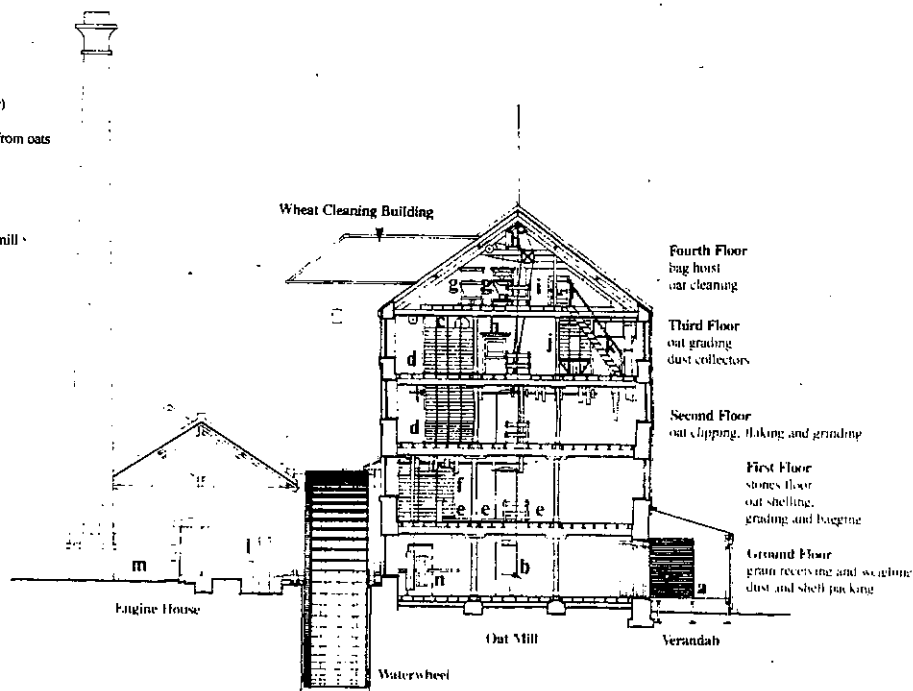
Not having lead a club ride for quite some time I was a bit apprehensive about volunteering for the Smeaton Mill run, so it was with some trepidation that I agreed to lead the ride.

Cold and windy weather had been the norm for Victoria during the weeks and days prior to the run date. Sunday the 18th dawned at a very cold 2 Deg in the city, but turned out to be an almost perfect winters day with much welcome sunshine. Arriving at KBCP, I was surprised at the number of bikes already there. At departure time the group had grown to 26 Bikes and a number of pillions. Setting out along New Footscray Road, Sunshine Road, McIntyre Road through to Taylors Lakes then to the Calder Highway turning left to Toolern Vale along 4Km of dirt - fairly good surface - then onto bitumen again a short stop was made at the Harry Houdini (1874-1926) memorial indicating the place where in 1910 the world famous escapologist flew his aeroplane - one of the first flights made in Australia.

On to Toolern Vale then across to Gisborne where Martin left the ride - owing to a prior engagement. Back onto the Calder "Colder" Highway for a "chilling" ride through the Black Forest to Woodend then to Daylesford - my it's brisk in these parts"

Cross section through oat mill

- a verandah scales
- b sack hoist to roof
- c oat grading reel
- d graded oats storage bins
- e oat grinding stones
- f stive room (dust collector)
- g oat cleaning reels
- h aspirator to remove dust from oats
- i booth's patent cutter
- j bin for cleaned groats
- k cyclone (dust collector)
- l beam engine location
- m boiler location
- n main countershaft to oat mill



At Daylesford, time for a stop and a warming cup of coffee and a thaw out in the sunshine. Peter Dwyer joined the ride here.

After some refreshment we continued on along the Midland Highway to Blampied, then in a northerly direction to Campbelltown, passing through very green open pasture country. While stopped at a corner, Margaret slipped on a large stone and lost balance "gently" dropping her bike. (Had to include this Margaret!!) From Campbelltown southwest to Clunes along a great section of road.

Clunes is a very historic gold mining town relatively undisturbed by progress. Here we had a leisurely 1 Hour lunch stop giving plenty of time to fill with food and the bikes with petrol. Business being a bit slow in Clunes there was time to chat with a few of the locals.

Eric, John and Peter P left the ride here while the remainder continued out along the Creswick road turning off to Allendale then to the Smeaton watermill. "Alas! tis winter! and the mill be closed" however, we were able to wander around the outside for a good look at this interesting structure.

Steve demonstrated his muscle by manually turning the 20ft or so diameter, well balanced, waterwheel.

Returning from Smeaton via Allendale and Creswick - famous for gold and the Lindsay family - The museum here has a good collection of Norman Lindsay sketches. On to Bungaree and Wallace - Oops!! "this road is a dead end" 'U' turn, detour to Wallace, then south onto the Gordon Road and Ballan for a coffee stop and break-up point of the ride.

The round trip was approximately 325Km.

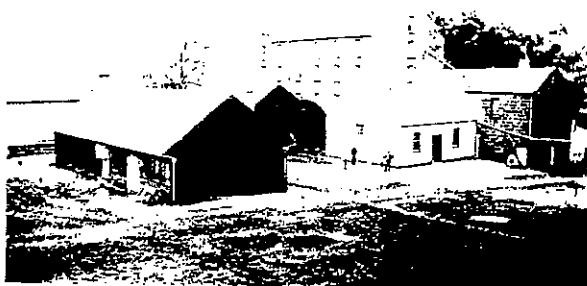
Apologies if anyone has been left off the attendance list.

## The Mill at Smeaton

The Andersons built their flour mill in 1862 in order to tap into the local agricultural and population boom. The water wheel alone cost them £1,500. The Creswick Advertiser reported enthusiastically about the 'very business like and busy appearance' of the new mill.

But despite its impressive beginnings, the prosperity of Anderson's Mill was shortlived. New mill technology and the railways both passed Smeaton by and the centre of wheat production gradually shifted north and west. Wide annual variations in wheat harvests also made it difficult for small-scale local millers to obtain regular supplies.

The Andersons sought to revive the failing family fortunes by putting money into local gold mines. Initial investments around Clunes proved very successful but others in the Berry Deep Leads were disastrous. When John died in 1895 his estate was mortgaged heavily and the business was in a precarious position. The firm of Anderson Bros was wound up and the mill transferred to David Anderson's children David and Lillias, whose inheritance had been lost in the decline of the company. Most of the family left the area to start afresh elsewhere.



A view of the mill when it was managed by David Anderson.

## Restoration

When Andersons Mill closed in 1957, most of the machinery was sold for scrap. Much of the complex stood idle, although some of the outbuildings were used by the owners for egg production. For almost twenty years little was done to stop the inevitable process of deterioration.

In 1974 the mill was included on the original Historic Buildings Register. Following this, the Heritage Branch of the Ministry for Planning and Environment arranged for some repairs to be carried out to the roofs and windows of the mill and office. This was financed by National Estate Grants.

Since the mid 1970s the Government has been interested in buying and restoring Andersons Mill. This meant a lengthy process of negotiation between the owners and various local and state authorities. The mill was finally purchased in 1987 through funds made available by the Government and the Australian Bicentennial Authority.

Over the past year a conservation analysis has been conducted. This has involved a complete study of the buildings, research into documentary and photographic sources and a detailed report on the wheel and mill machinery. A conservation policy will be developed from this and a Management Plan drawn up.

In order to allow the building to be opened to the public, certain essential works have been carried out, including the restoration of the verandah, floor repairs, the replacement of the water flume trestles and the conservation of the wheel and flume.

This highly successful day, was by all accounts one that, should be repeated.

Participants:

Members;

Garry Breare, Terry Mountney, Margaret Shelley, John Barta, Jon Riddett, Angus Parker, Lisa Robertson, Gary Yates, Ian and Kerrie and Steve Leyland (BBQ only).

Friends;

Belinda, Jenny, Puppy and Paul.

Hosts:

Anita, Jessica and Will Gouthro.

And of course the Resuscitation Mannequin, this was a highly sophisticated model with a computer monitor screen that allowed you to instantly assess your technique on Mouth-to-mouth and heart-massage. It could also be programmed to duplicate responses of either a child or adult patient.

FIRST AID

Anita had devised a series of accident scenarios (based on actual incidents. ie/ Crash at a campsite, Crash on the Ocean Rd) with the participants playing out the role of either the patient or rescuer.

Example: "Great Ocean Road Crash".

Conditions: Sunday, Heavy traffic, Sunny-not hot.

Incident: Bike sideswiped by a Volvo, which doesn't stop.

Bike: Minor cosmetic damage only.

Rider: Dazed and has suffered loss of consciousness, Sharp abdominal pain, Dizzy, Nauseous and an urgent need to PEE. Lacerated right arm (moderate bleeding), Facial bruising and a Red jaw & right ear.



Example 2: "Country Road Crash".

Conditions: Very hot day, No trees, No traffic, Straight road, Farm house 1 km back.

Incident: Rider rode over a snake & crashed.

Bike: Slight cosmetic damage.

Rider: Unresponsive on ground, Breathing, No obvious bleeding or abrasions. After 5 minutes, Starts rousing with arms rotating and back arching, No appropriate response, Gabbling. After 15 minutes, Gone quiet after dry reaching, Unrousable.

Apart from the invaluable practical experience it gave, it also proved to be highly amusing. After everyone had had a turn and discussed the why's and wherefore's of this segment we then moved on to :-

BANDAGING

Where we learn't the right and wrong way of the; SIMPLE SPIRAL, SLING, REVERSE SPIRAL, FIGURE OF EIGHT, FINGER & SHOULDER SPICA.

cont.

## BANDAGING cont.

What we lacked in expertise we made up with quantity some to the extent that the patient ended up looking like an Egyptian Mummy.

After a tea break we tackled the Resuscitation mannequin where much huffing, puffing and chest pounding took place. Not as easy as it looks and where our over enthusiasm produced more simulated broken ribs and punctured lungs than patient revival. After mastering these techniques, those who wished, could combine

them in a simulated C.P.R. excersize and if successful in "reviving the patient" a suitably impressive certificate was issued to the participant.

The course concluded with a question and answer session where all those topics you were afraid to discuss where discussed. Some of them were highly amusing. "Bruised testicles are nothing to laugh about"!

We then closed the course, with a resolve to have another and began the socializing in earnest around the BBQ.

Many thanks to all who participated with a special thanks to Anita for organizing an interesting and informative day.

### P.S.

An excellent pocket sized book on First Aid was available for \$6.95 (included motor-cycle helmet removal technique), if interested it can be ordered through Anita.

### P.S.S.

Reference notes on CPR/Blood loss/Major minor wounds/Fractures etc have been collated and will be photo-copied for interested members - Refer Ian Payne.

\* \* \* \* \*

## RALLY'S

BLACK NIGHT RALLY.

QL Club event held at Kyalite near Swan Hill, Victoria.

SEPTEMBER 14/15.

TUNING FORK RALLY.

Yamaha Owners Club,

WALHALLA, VIC.

SEPTEMBER 28/29.



Seems Harry Miller finally got a chance to ride his TZR at its full potential when he competed in a recent Melb. Uni race day at Broadford. After overcooking and coming last in one race he then managed a 2nd in the novice event.

August the month for "DROPSY", with Luke Richardson dropping his GSX750 on the Willow Grove ride. Likewise Ben, enroute to the same ride applies too much front brake and lays his ZX10 down. then there's Steve, taking a shortcut through the Boulevard where his XL600 finds a wet patch and spits him and pillion Tanya onto the road. Fortunately all these crashes have resulted in minor damage to both man and machines.

Not so lucky was Frank, who on the Puckapunyal ride pushes his GSXR1100 a bit too hard through the Junction Hill twisties. A broken collarbone and badly broken bike put a premature end to his ride.

While his ZX10 is out-of-action, Ben decides to repair his starter clutch (requires a full engine stripdown), on re-assembling he finds "NO GEARS". A bent selector rod is diagnosed (another engine stripdown), Oh boy, give me patience!

Lukes FJ1100 is a bit down on compression and valve repairs are required. Its at re-assembly stage now but TWO broken head studs have slowed the process somewhat.

Michael Chan feeling a bit restless takes an evening ride to Yarra Glen but returns home minus a lower fairing on his GSXR1100! Seems a lumbering WOMBAT was a bit too much for the fairing to deflect. Then a bit later a misguided bird decides to nest amongst the Suzuki's header pipes, "Yum, roast squab"!

On the Smeaton Watermill ride, we bumped into Wayne Pope aboard his XR600. Seems his daily ride to Ballarat has been interesting of late as on one occassion Wayne is stranded on a hilly section of road with what he thinks is a blown clutch. Turns out his lack of traction is due to this section of road being completely "ICED OVER".

To Club Members,

I recently heard of some concerns about whether or not to pillion someone after they've had a spill. There are obvious people not to pillion, some who don't want to, but also those not so obvious. By noting a few important observations this may help those in doubt. There are no absolute laws the following are only recommendations when NOT to pillion:-

- 1/ When in doubt - rider or pillion.
- 2/ When any loss of consciousness or blackout has occurred. Even if very short.
- 3/ Any post trauma stomach discomfort or vomiting.
- 4/ Any chest pain or breathing difficulty.
- 5/ Any neck pains, numbness of limbs or pins & needles.
- 6/ Any broken bones or obvious swelling of a limb.
- 7/ Any large or bleeding cuts (lacerations). Especially to face, head or neck.
- 8/ Any signs of shock.

Anita.



# DESIGN SYMBOLS USED IN NGK SPARK PLUGS

\* Standard regulation is drawn here. There also exist a few extraordinary symbols.

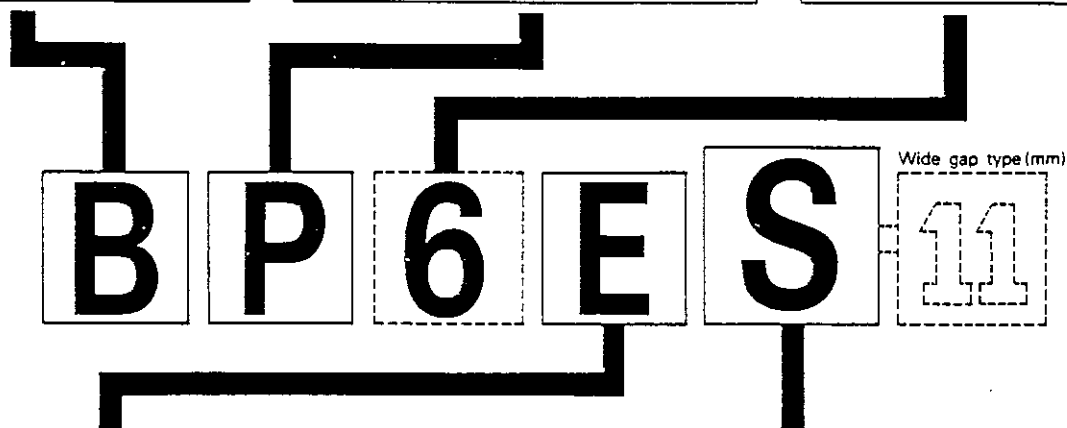
First letter prefix for thread and hexagon size		
Letter	Thread size	Hexagon size
A	18mm	25.4mm
B	14mm	20.6mm
C	10mm	16.0mm
D	12mm	18.0mm
F	7/8"-18	23.8mm
G	PF1/2"-14	23.8mm

Second & Third letter prefix for construction feature, except single prefix	
Letter	Construction feature
B	Hexagon size 20.6mm
C	Hexagon size 16.0mm
G	Hexagon size 23.8mm
L	Compact type (Shorty)
M	Compact type (Bantam)
P	Projected insulator nose type
R	Resistor type
S	Shielded type
U	Surface discharge type

Heat rating number	
2	Hotter type
4	
5	
6	
7	
8	
(85)	
9	
(95)	
10	
(105)	
11	
12	
13	
14	Colder type

Ordinary plugs

Racing plugs



First letter suffix for thread reach	
Letter	Thread reach
None	12.0mm (thread dia.-18mm)
	9.5mm (thread dia.-14mm)
	22.5mm (thread dia.-PF1/2"-14)
	16.0mm (thread dia. 7/8"-18)
L	11.2mm
H	12.7mm(Racing type 12.5mm)
E	19.0mm (Racing type 18.0mm)
F	Conical seat type
	A-F 10.9mm
	B-F 11.2mm
	BM-F 7.8mm
	BE-F 17.5mm

Second letter suffix for construction feature, etc.	
Letter	Construction feature, etc.
A	Specials
B	Special plug for Honda vehicles
C	Competition type
G	Racing plugs, nickel alloy center electrode
V	Racing plugs, center electrode of precious metal
N	Racing plugs, nickel electrode
P	Racing plugs, platinum ground electrode
R	Shielded resistor plugs
S	Copper core center electrode (Super)
V	Center electrode of precious metals
W	Tungsten electrode
X	Series gap plugs
Y	V-Grooved center electrode

Multiple ground electrodes type

K : 2      T : 3

M : 2      Q : 4

Others: Except for above letters, there are special plugs of L, Z, etc.

# Simple, cheap ways to more miles per gallon

## THE BIKE

**Tires:** This is just one more reason for keeping your tires inflated properly. Overinflation may provide slightly better mileage but also reduces traction. Underinflation harms both. Radials or lighter tires may also improve mileage.

**Chain:** Make sure it is thoroughly lubricated and not too tight. Our sister magazine, *Dirt Rider*, has found that you can effectively pick up several horsepower by switching from an O-ring chain to one without the O-rings, presumably because the O-rings cause some drag.

**Gearing:** Taller gearing usually offers better mileage. Install a countershaft sprocket with an additional tooth.

**Weight:** If your engine has less mass to move, it takes less energy to do it. Take the anvils out of your saddlebags and get serious about that diet—or if you don't want to, at least talk your spouse into it.

**Brakes:** Brake drag is an inherent part of disc designs, though proper maintenance and adjustment can reduce it slightly. Drum brakes can be adjusted easily to avoid drag.

**Aerodynamics:** You probably won't ever improve fuel mileage enough to pay for a nice sleek fairing, even if its aerodynamics are clean enough to offset its weight. However, dropping a high fender down to a position closer to the wheel helps. So does removing your detachable saddlebags when they are not needed. Mud flaps, license plates, rear fenders, mirrors, turn signals, etc., may be changed or adjusted to reduce aerodynamic drag. A change to a lower handlebar bend may improve comfort at high speed as well as aerodynamics.

**Oil:** If you are still using straight 50-weight sludge in your engine, consider a switch to a suitable multiweight. The new energy-saving types may cut fuel consumption a percent or so, which translates to about a penny a gallon every time you fill up.

**Tune-up:** Keep your engine crisp and properly adjusted. Loose valve settings are preferable to tight ones, but don't exceed tolerances.

**Carburetion:** If your plugs look brown or sooty when they come out, think

about setting mixture a bit leaner (or cleaning your air filter). Set your idle down to the lowest reliable setting.

**Miscellaneous:** By removing parts that cause drag such as wheel-bearing seals you can save fuel, but you also shorten the life of other components. Still, if the offending parts are providing satisfactory service, you may want to put off replacing them because worn ones offer less drag than tight new ones.

## THE RIDER

**Acceleration:** Leaving with a bit less throttle opening improves mileage more than almost anything you can do, providing it doesn't mire you in traffic.

**Braking:** Getting off the gas earlier instead of using the brakes hard saves both gas and brakes.

**Coasting:** If you are going down a grade, pulling in the clutch and coasting help tremendously. You lose a measure of control, however, especially in corners, which is why this is illegal in most states.

**Upshift:** The highest gear you can pull smoothly is the one where you get the best mileage. If you upshift sooner, you get better mileage, providing you are not lugging or dropping completely out of the powerband. Just be ready to downshift to get acceleration when you need it.

**Don't slow down:** Most motorcyclists probably aren't guilty of slowing down excessively for turns, etc. This means you don't have to accelerate as much to get back up to speed. However, they may be in the habit of approaching too fast, which means they have to slow down.

**Shut down:** Long warm-ups or idling during long waits hurts your mileage. If you are sure you aren't going to need to leave in a hurry (and you know your bike will start immediately), shut off your engine while standing.

**Speed:** Once you are in top gear, the faster you go, the faster the gas goes.

**Do the right thing:** Of course, the most effective way to burn less fuel is to ride your bike to work instead of driving that gas-gulping car. Traffic will be less frustrating, and you'll feel less guilty about it. Trust us.

## MTCV Attendance Table Discussion

5.9.91

Most rides I attend I try and gather a list of names and riders so as to generate the table over the page. Other sources of data are the Club Magazine and the people who do the writeups. This table is only as accurate as the data supplied. I would appreciate members pointing out errors so that the records can be ammended.

Difficulties arise, due to the "unclean" nature of the data, when meaningful information such as basic averages and various totals are extracted from the raw data. A number of arbitrary decisions have to be made, some of which I will try to explain:

**When is a member a member?** For the purpose of this discussion, "new" members who have joined part way through the "Club" year are counted in the "Members" column for every function they attended, remembering that they must have attended at least three functions (as visitors) before they were eligible to become members. (It is too difficult and time consuming to work out exactly when they became members.) Similarly "old" members who failed to renew, yet still attended rides, are considered members. Hence there are 91 names listed, yet we had a nominal membership of 85 for 1990/91.

I have drawn a distinction between **function** and **ride**. By function, as in Club function, I include all possible Club events such as Christmas BBQs, Maintenance Days, GPs, etc. By ride, as in Club ride, I mean the typical Sunday's ride where everyone travels by motorcycle. (There are a couple of rides where some members have arrived by car, but their effect on the calculations is minimal.)

**What constitutes attending a ride?** For the purpose of this discussion, anyone who travelled part way of the ride, or met the group at the destination (especially weekend trips) I considered worthy of an "x" or "P" (P - carried a pillion). This covers the extremes of say "Fred Nerk" who *never left a ride* to "Joe Bloggs" who say, travelled only the first leg of a number of rides.

**How best to count visitors?** I mulled over this idea for days, if not weeks, especially after one of Jon Riddetts's articles made some interesting claims about the rise in the number of visitors. In the past I have counted everyone who was not a member as a visitor. This lead to a grossly inflated "Visitors" column - full of all the regular non-member pillions. Regular non-member pillions are still "invisible". Their attendance may be inferred as the other half of a "P".

From a rider's point of view I decided that the number of "visitors bikes" was more relevant than the actual number of visitors. For example, 2 new couples and a friend turn up one Sunday on 3 bikes. On the road it is the three strange bikes you notice and are wary of rather than the five new people. It is the visitors who are most likely to bungle the corner marking system, pass inappropriately, or fall off. They are unknown quantities.

Note: this table has been brought forward a couple of months compared to other years - it has taken so long to compile it is already nearly out of date!

Bearing all the above in mind please read on:

The Club membership has increased steadily from 54 in 1986/87, 55 in 87/88, 59 in 88/89, 75 in 89/90 to 85 in 1990/91. The marked increase in Club Membership, improbable in these depressed economic times, may be attributed to the advertising campaign of the last couple of years, notably in Australian Motorcycle News, and the distribution of Club Itineraries around bike shops, etc. especially at the Honda Training complex (HART). The Club no-longer advertises in AMCN and it will be interesting to note the change, if any, on membership numbers.

There were 56 Club functions, of which 51 were rides. The average number of *people per function* was 23.3 (up 3.6 on last year which was 6 up on the year before that). The 23.3 people per function consisted of 16.8 *members per function* and 6.5 *visitors per function*. The ratio of members to visitors (per function) is 16.8/6.5 ie about 2.6.

The average number of *members per ride* was 15.7, up by 0.4 of a member from last year, which in turn was 4.2 up on the previous year. This average does not include the Last Laugh Theatre night, the Phillip Island and Eastern Creek GPs, the Christmas BBQ, and Jims Greek Tavern because they were not rides. Similarly, the Maintenance Day, the Mystery Ride BBQ, and Eppalock Water Skiing weekend were not included since many members travelled by car.

The average number of *Bikes per Ride* was 18.3, up from last years 14.6. Functions not included in the calculation were the Last Laugh, the GPs, the Christmas BBQ, and Jim's Greek Tavern. The Maintenance Day, Mystery Ride and Water Skiing, the other candidates for deletion, at least had a contingent of riders and so were included in the calculation. The 18.3 *Bikes per Ride* consists of 14.2 *Members' Bikes* and 4.2 *Visitors' Bikes*. (Note: there is a slight rounding error.) The ratio of members bikes to visitors bikes (per ride) is 14.2/4.2 i.e. about 3.4.

Though not listed in the table, I counted the number of visitors using the old method of "anyone not a member" and came up with 6.54 "visitors", up from 4.4 last year.

The most popular functions throughout the year were the Christmas BBQ (35 mems), one off events such as Winton Sports Day drew 30 members and the Phillip Island GP saw 26 members over the weekend, whilst 25 attended the Club Camp at Porepunkah.

The best attended weekends were Tallangatta (26 mems), Ararat (20) and the Snowy Mountains Highway (20). The least well patronised weekend was Ettamogah Pub via Batemans Bay (10).

The top 10 rides (well 11 really) were Mini-Golf, GOR (23 mems), Dinosaur Park (23), Eildon Horses (23), Healesville Sanctuary (ie the Spurs - no one went into the sanctuary!) (22), Glenburn Counter Lunch (22), Inverloch (21), Gippsland (21), Drysdale Maze (21), Lavers Hill (20), Broadford Poker Run (20), and Redesdales Counter Meal (20).

The bottom 5 (well 6 really) rides were South Gippsland (2 members), Mirboo North (8), Rochester (9), Walhalla Mines (10), Brisbane Ranges (10), and Hanging Rock (10).

If you require more explanation or clarification of some aspect of this article please don't hesitate asking.

Ben Warden