

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria

# ITINERARY

## FEB. 1992

- SUNDAY 9th.                      ORGAN PIPES NATIONAL PARK  
9.30 KBCP.  
10.30 Yarra Glen.  
Luke Richardson leading.                      From Yarra Glen up to Toolangi,  
Kinglake West, St.Andrews, Yan Yean &  
Whittlesea for lunch. Then to Wallan,  
Romsey, Bulla & the Park on the Calde:
- SUNDAY 16th.                      WALHALLA  
Cricket.  
9.30 KBCP.  
10.15 Hallam.                      This annual event is an excellent  
social day where we challenge the Q.L  
Club to a cricket match on this unique  
pitch in this historic town.
- FRIDAY 21st.                      STEVENSONS FALLS NIGHT RIDE.                      This night ride will begin with a  
Mitcham Hotel 7 PM.                      countermeal then up to Healesville, th  
556 Whitehorse Rd.(Mel 48-K9)                      Black Spur & Marysville where we will  
8.30 PM - Departure.                      view these FLOODLIT Falls. Bring a  
torch & some bread if you want to be  
hit with the resident possums.
- SUNDAY 23rd.                      \*\*\* BACCHUS MARSH \*\*\*  
Gliding  
\*\*\* 8.30am KBCP \*\*\*                      NOTE the date change for this event &  
refer to the information sheet else  
where in this newsletter.  
Cost of gliding is approx \$25/½hour.
- MARCH
- SUNDAY 1st.                      \*\*\* BROADFORD \*\*\*  
9.30 KBCP.  
10.30 Whittlesea.  
Luke Richardson leading.                      NOTE also the date change for this  
ride. From the Whittlesea servo up to  
Flowerdale, Kerrisdale, Strath Creek  
& Broadford for smoko. Then to Seymour  
Highlands, Yea (lunch), Molesworth,  
Taggerty, Marysville, Warburton and  
finish at Healesville.
- THURSDAY 5th.                      GENERAL MEETING.  
New Club Hall.  
88 Station St, Fairfield.                      Due to a Karate tournament the March  
meeting will not start until 8.30PM.  
We will then discuss ride destination  
& outings for the APRIL/JULY itinerar
- SATURDAY 7th                      WILSONS PROM CAMPING.  
to MONDAY 9th.                      Yanakie Caravan Park.  
9.30 KBCP.  
10.15 Hallam.                      This camping long weekend is situated  
about 190km south east of Melbourne &  
close to the Prom. For more details  
refer to booking form elsewhere in  
this newsletter.

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF GENERAL MEETING

DATE: 5 December 1991.

LOCATION: Jika Jika Community Hall.

OPENED: 8.35 pm.

PRESENT: 48 members and guests.

APOLOGIES: Garry Breare; Sam & Rita.

CORRESPONDENCE: Reference from Jika Jika Community Hall.

TREASURER'S REPORT:	Balance as at 1st October	\$1,831.73
	Income	164.82
		<hr/>
	Expenditure	1,996.55
		<93.47>
		<hr/>
	Balance as at 1st November	1,903.08
		<hr/>

CAPTAIN'S REPORT:

Club Captain: Michael Chan introduced as Club Captain following the resignation of Steve Leyland at the November meeting.

CAPE SCHANK LIGHTHOUSE - 1/12/91

27 bikes, 34 people, some rain but mostly fine, Luke leader, Ross King rear rider. Berwick, Guy Hills, Hastings, Shoreham, Flinders, Arthurs Seat, Cape Schanck, Arthurs Seat, Dromana. No accidents or incidents.

MT SABINE FIRE TOWER - 17/11/91

23 bikes, 29 people, sunny and warm all day, Steve leadr, John VD rear rider, 450-500 kms. Deans Marsh, Lavers Hill, GO Road, Geelong. No accidents or incidents.

DIRT RIDE WEEKEND - 22-24/11/91

9 bikes, 10 riders, 2 cars, fine and sunny all weekend, Les leader, Tom rear rider, 280 kms of REAL DIRT. Incidents: Angus had his hire bike stolen; Stuart broke levers; Sam blew his motor; everyone had "moments". A great weekend.

CAPTAIN'S REPORT: (Continued)

MALDON - (alternate ride 24/11/91)

12 bikes, 15 people, stinking hot, Ben & Vicki leader, Gary Clifton and Daryl & Vaughan shared rear riding, 450-500 kms. Bacchus Marsh, Blackwood, Maldon, Castlemaine, Elphinstone, Melton. Incidents: two hour delay due to train break down; Geoff Jones blew a piston and ring.

S.P.O.R.T. COURSE - 1/12/91

40 students, 28 members, fine and sunny, Ian leader to Attwood complex. Features: videos; braking techniques; slalom and figure 8 practise for slow speed manoeuvring; and attitude. Plus a barbeque lunch. Limited time for each exercise but all gained from the day.

Thanks to all leaders and rear riders.

GENERAL BUSINESS:

Meeting Hall: This was the last meeting at the Jika Jika Community Hall. February meeting will be at St Paul's Church Hall - 88 Station Street, Fairfield. The Newsletter showed where the hall is on a map.

Night Rides: The itinerary has 2 night rides - both with a counter meal to start. First is the Penguin Parade and using back roads to the island. The second is to Stevenson's Falls - the Black Spur at night needs to be experienced to be believed.

January Weekend: Accommodation has been booked but is limited. Get your acceptance in to be included. There is 30 km of dirt but with good surface and should not be a problem.

Economy Ride: Luke was presented with the Trophy for his win and replied with "...thanks to Anita".

Bike Recovery: Mr J Camm has applied for a licence to recover bikes broken down or crashed. One of his features is the use of lambswool tie-downs instead of chains. He has received objections but is allowed to petition for support. Forms are now available to be signed in some outlets.

Supper Provisions: Noel offered a vote of thanks to all the ladies who prepared the suppers throughout the year.

CLUB PARAPHENALIA: Still for sale.

DOOR PRIZE: Won by Dave Lennox - a sponge and polishing cloth.

CLOSED: 9.20pm for Christmas Supper.

Maldon 24-11-91

## Steam power and the holy grail

Guru Ben, the weatherman, got it right again and sunshine was the order of the day for this ride. For details of route etc. refer november's mag [back pages]

All the details seemed to fit even down to adjustments to a Katana 1100 at Blackwood. It probably needed more than just a fiddle as the way the rear was flexing under power out of corners was ''interesting'' to watch. It could sure ''grunt'' once it was upright though. Do you think there may have been a small private race going on?-- no way -- we all ride sedately dont we?. Adrenalin fix over we arrive at the station after a leisurly lunch.

After Guru Ben knocked \$2 off the train ride price we boarded the steamer for a few K's down the track towards Muckleford. Banished to the baggage car the Club's rowdy lot proceeded to keep up the ''Bikie'' image while us more refined lot settled into 1st class for the trip.

Guru Ben was really looking good at this stage. His preride writeup was proving spot-on. Even my 2 stroke fuel consumption was as predicted. [Gee I hate smart-arses]

Even gurus can be wrong as soon after the train started on its return trip we slowed to a crawl and then came to a halt amid much huffing and puffing----stuck on a 1 in 40 grade.

Gary C. esq. was throwm off and the engine tried again but still no go. According to the fireman someone had got the valve timing wrong and the engine would not produce full power-- something that can't happen to 2 strokes.

After about an hour's delay a diesel was brought down the line to tow us back to Maldon R.S. where a large crowd had gathered to greet the missing train with its baggage car full of ''bikies''.

Being now a bit late we proceed back via the guru's route where my ''Holy Grail'' appeared on a straight piece of road between Maldon and Castlemaine.----- Would an RZ350 do what its speedo said --- 200kph?

Closer to the red line we went --- looking good at 190 when suddenly a slight miss, ease off and all seems well--- maybe just fuel starvation but the moment is past as corners approach---- the Holy Grail still eludes.

So the ride ends at Melton, home for me, and all riders disperse. Monday after work sees a rough idling RZ and a peek up the left exhaust port reveals the reason for the misfire---- broken ring lands but ring still intact. Another piston for the collection and some money injected into Yamaha's dealer network

Arn't two strokes FUN!!!

Geoff RZ350

# GRADING of RIDES

It was recently suggested that our current system of marking rides as having "no dirt" or being "leisurely" is inadequate and needs to be expanded, therefore the Committee has selected an additional two categories which to grade our rides.

Example:

LEISURELY; Rides of a fairly short nature (less than 350km) and incorporating few if any difficult sections of road. Also if the leaders schedule permits, a little more time to socialize and a more relaxed pace.

CLUBMAN; Rides of this calibre probably constitute a high percentage of existing Club rides. That is, not too long, employ a variety of road conditions and maintain a brisk pace.

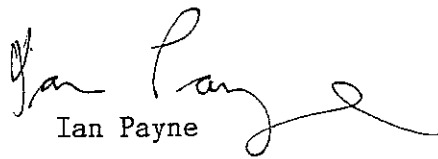
ARDUOUS; Rides of a fairly long distance (450km plus) or those that involve a disproportionately high percentage of tight, twisty demanding type roads. Therefore the pace is likely to be quicker or of a tiring nature. And also where the leader cannot afford to wait at stops longer than absolutely necessary.

The use of these classifications are seen as an important aid in alerting new riders to our club as to the exact nature of the ride and therefore would help dissuade a novice rider on a GN250 from accompanying us on a ride down the G.O. road to Port Campbell.

It would also lead to a tighter and smoother flowing ride, as all concerned would know the nature of the ride and therefore take breaks as appropriate for this grade of ride.

But all this is not to say we would BAN an inexperienced rider on an under powered machine from attending an Arduous ride, it would be pointed out to him the rigours of the trip and his inability to maintain the timetable for the ride and suggest a more appropriate ride on our itinerary.

While the above is only meant to serve as a guide, the Committee feels some form of grading should be introduced and would welcome some comments from you the members on this subject.

  
Ian Payne  
President MTCV.

## HISTORICAL RELICS RIDE -22.12.91

### Bikes and Riders

Jon	K100	Ian	XJ900
Steve	GPZ750	Andrew	K100
Jack	K100	Daryl	FZR
Ray	ZX10	Michael	K100
Geoff	RZ350	Nick	Honda 350
Mark	FZR	Tom	Honda 250
Luke	FJ1100	Mr X	?
Peter	XJ900		
Morris	XV250		

Before we start, the list of riders blew away and we may never know who Mr X was, or indeed if he was abandoned to the savages around Warburton. So, apologies if you were there/were not there (now look here, you can't be both....).

Anyway, only a small but select group of 16 partook of this educational affair and most of the unsuspecting travellers were to be found at Lilydale. En route, a minor rebellion about direction was crushed-the leader is always right, isn't he? Not everyone seemed to have read the itinerary and notes in the mag-yes, it was a leisurely ride and in addition no dirt. It was, then, a somewhat perplexed group that arrived at the old Healesville railway station, having travelled there via Yarra Glen to follow the railway. Probably here the true horror dawned-the ride was not for elderly motorcyclists (we don't have any, of course) but to view a succession of railway relics. Not many were prepared to forsake the safety of a motorcycle for a rather perilous trolley ride along what is now a tourist railway. Although we tried to look menacing, we failed to negotiate a group deal from the ticket seller-more chains next time.

Surprisingly, this ended without incident and we proceeded at the obligatory tourist pace (with a couple of exceptions-hello, X and Y) to Warburton via Launching Place. Few knew it (in fact, no one?) but this was to follow the route of the former Lilydale/Warburton railway, with a stop at the museum in the station at Yarra Junction; regrettably, it was closed. So it was express to Warburton to join the feeding frenzy throng, watched with some disfavour by the Adventist population. No Sunday singing and dancing here, you heathens.

Then to another relic, apart from the age of the pies, and that was the picnic ground at Big Pats Creek; it used to be the junction for several timber tramways that fed into Warburton, so relics there must be. At this point, the clouds lifted and it became rather hot, especially for those that had decided to take the bracing walk along the old tramway formation. Plenty of mud (as it had just stopped raining after several days; and-horror-leeches! If no one had mentioned them, then no one would have been concerned (until later...)). It is true, I do believe, that an increase in walking speed is directly proportional to the relics not seen (er, pardon me?).

Having digested this treasure trove of history and deeply satisfied with this knowledge, it was time to view the remains of the wood distillation plant at Britannia Creek (Yarra Junction). Several tramways fed this quite extensive operation with wood that was treated with steam, releasing a variety of chemicals. A rather bewildered group stood near this indistinguishable ruin, sidestepping the sea of mud, and wondered why they weren't doing something more sensible; regrettably, the site bore little resemblance to what it used to be and rumour has it the present owner is likely to take to intruders with an axe.

We fled to Powelltown, where the people are always charming if you offer them money. We did. Again, a little history en route-there used to be a railway from Yarra Junction to Powelltown, though all that you can see of it now is off limits in the sawmill (more axes, maybe). Oh yes, another relic here. The timber tramway that went to Noojee and also over the quite high range back into Warburton via a rope incline. Quite an operation in its day, but now little trace, unless you know where to look.

Yes, dear reader, if you missed this extravaganza, don't fret-there will be another, but not a railway to be seen on it.

## 88 Station St. Fairfield



## GLUB XMAS CAMP - HALLS GAP

### Thursday 26/12/91

Steve - XL600 and Ian - XJ900 leave Laverton and head for the Grampians via Anakie, Skipton, Maroona and Moyston. The day also sees the arrival of Mark - RZ500, John Barta and Will Gouthro - XT600, Anita and Jessie Gouthro and Damian Barta - Falcon.

### Friday 27/12/91

As Steve's XL required a new tyre a trip to Horsham is undertaken with Mark, Anita, Ian and Jess all heading off to enjoy the Zumpstein's road and beyond. The trip there was extended slightly when Anita misjudged the fuel range of the XT and ran out. We stopped at Zumpsteins on the way home to say hello to the friendly kangaroos. It was here that Steve found a magnificent blue tongue lizard. We then found another one which hadn't made it across the road, and decided to bring it back to camp.

Rounding a bend as we neared Halls Gap, we were confronted with a bike lying on its side (not one of ours), the rider down a ten metre embankment and the female pillion in a bad way (left leg broken in two places). While Anita tended the injured I headed for the police station and help. Our group then helped clear the wrecked GPZ550 and waited with the injured until the ambulance arrived.

As the weather was ~~not~~ a cooling dip in Venus Baths was in order.

The afternoon saw the arrival Margaret - GPZ550, Ray - ZX10 and Tony - XJ900 (coincidentally, the two injured motorcyclists were Tony's cousins who had been attending an annual family reunion just down the road). With this influx of people the quiet drink around the campfire turned into a "BIG" night, and where, in preparation for New Years Eve, a dry ice bomb was demonstrated, unfortunately much too close to the police station!

### Saturday 28/12/91

Tony packed up to head for home, but firstly a stop at Stawell hospital to check on his cousins. The rest of us do the tourist bit and visit Zumpsteins and McKenzie falls and Baroka Lookout, while John and Steve decide to explore some of the dirt tracks around the area.

As it was quite hot by now we headed back to camp and some swimming at the local pool. Today also saw the arrival of Jenny, John Van Dorp - VF1000 and Andrew, Pam and Naomi - Corolla. We also saw the departure of the Barta and Gouthro clans with Anita and John promising to return for New Years Eve.

Another big night around the campfire where at one stage many may have thought they had too much to drink when a koala decided to come and visit. She was quite cute and even allowed Steve to pick her up (he wished other females were as easy). We put her in a little tree by our campsite then hit the sack.

### Sunday 29/12/91

Ray, Pam, Andrew and Naomi all head for home. I do a bush walk while the rest went to the Ghost Cave. They also took a South Australian couple (Scott and Michelle) with them. We had met them earlier although Michelle's attributes had attracted most of the males from the moment she arrived.

Noel - GPX250 and Kerrie - Torana arrive so its off for a swim at Venus Baths then back to camp & tea, where Steve tries his best to befriend one of the local birds - this time a Kookaburra.

Monday 30/12/91

John headed for Melbourne and Noel to Zumpsteins while the rest climb Chataqua Peak. After lunch Kerrie and Jennifer go horse riding while Steve, Meggs and myself visited the local Koori centre (Brambuk Aboriginal cultural centre). John returns with Mandy and Lynn in tow. We also see the arrival of Jon and Emma - K100RS, followed later by John and Anita. Steve and John decide on a dusk dirt ride where they encounter much excitement with the wild life. With all the excesses of the previous nights most headed for bed early - only to be woken later by a spectacular electrical storm.

Tuesday 31/12/91

In the trusty Torana Kerrie, Jennifer, Margaret and myself visit Flat Rock and Hollow Mountain. We just reach the interior of this unusual formation when the area is hit by a brief thunderstorm. The rest of the group walk to the Pinnacle where John VD, Steve and Noel are the only ones to overcome fear and walk the Nerve Test.

Jon, Emma and Gary Yates - KL650 do Zumpsteins, Boroka lookout and the falls.

Later on, Gary, John, Anita and John VD mount the chookys and hit the trails where Gary succumbs to a creek crossing and John's XT hits a rock that punctured the tube and split the tyre. After several hours they return and we all settle in to welcome the new year. At approximately 2 am a local lad on his RZ500 staggers in - he must have guessed we weren't impressed as he didn't stay long. By 3 am the last of us were safe in bed.

Wednesday 1/1/92

Our subdued breakfast was interrupted by the witty conversation of the large garbo lady doing her rounds (even though it was two years since we had seen her you could still tell she had the hots for Steve!)..

After packing up, Meggs, John B, Anita, Gary and Kerrie headed home while Steve, John, Mandy, Lynn, Jenny and myself would detour to Bunjil's Shelter (Aboriginal sacred sight) for a look, then Ballarat and home. Jon and Emma still had a few days up their sleeve and would visit Narracourte and Mt Gambier.

Another successful camp with approximately 22 members and friends attending over the week.

Ian and Kerrie  
XJ900



**"Happy New Year"**

CLUB CHRISTMAS BBQ - 7/12/91

Seen on the day:-

Angus Parker	John & Damian Barta	Stuart Bates & friend
Ben & Vicki	Alec & Jennifer	Noel Brown & sons
Ron Crussel	Mr & Mrs Mike Davis	Andrew, Pam & Naomi Dunn
Stuart & Anne	Gary & Dot (+ Skeeta)	Anita, Jessie, Will & friends
Ken Brown	Doug, Julie & family	Terry Mountney & sons
Peter P	Jon & Emma	Daryl, Vaughan & Michael
Tom & Andi	Michael & Nadine	Trevor, Anne & Jenny
Sam & Rita	Hans & Margaret	Ken & Ann
Ian & Kerrie	Rod & Rose	John & Jacquie
Ross King	Geoff Jones	Andrew Kennedy
Steve	Luke	Simon Staniforth
Harry & Catherine	Margaret	Ray & Denise

This annual event is sure getting popular with a total of 71 members and friends enjoying the day. Thanks to John Barta for the ice-creams and the DRY ICE!  
Thanks also to Sam & Rita and 2nd Cook, Ray Thomas.

Ian & Kerrie.

\* \* \* \* \*

BRUNTONS BRIDGE. DECEMBER 8th.

On arrival at the Hallam pickup, we noticed most of the old faces had turned up which meant we were in for a great ride.  
Leaving Hallam, we headed the back way to Cockatoo and Woori Yallock, they were great roads with good sweepers and fast corners which suit the fast bikes "FZR's", John and I were going for it and passed Tom on the Dakar (sorry Tom, don't you wish you were on the FZR). On to Yarra Junction and Noojee where Andi proved to us that she can mix it with the men on their bigger bikes.  
Lunch at last and a lot of conversation on the previous roads, while chatting we noticed a dog sniffing around and then lifting its leg, Oh No its doing its business in Steve's helmet, hope it dried out before you put it on Steve!

After Noojee, the 12 km of dirt to Willow Grove then up to Walhalla where those that wanted to see Bruntons Bridge headed up the rough track they called a road. Seems some of the group got lost but eventually all returned after having seen this historic bridge. After some food we headed for home via Warragul, Drouin, and Pakenham to finally break up at Narre Warren.

Thanks to Ian for a great and well organized ride.

Sam & Rita.

The group:-

Ben-ZX10	Ian-XJ900 (leader)	Tony-XJ900
Les-XR600	Tom-R100GS P/D	Andi-TDR250
Steve-XL600	Sam & Rita-FZR1000	Luke & Meggs-FJ1100
John-FZR1000	Daryl-FZR600	John & Lyn-VF1000f2
	Eric-KR1-S	Gary-K100RT.

## POWERS LOOKOUT - 05 JAN 92

### RIDERS:

Les Leahy - Honda XR600 (leader).	Jack Youdan-BMW K100RS
Jon Riddett-BMW K100RS.	Peter & Louise-BMW R75/7.
Geoff Jones-Yamaha RZ350.	Michael Chan-Suzuki GSXR1100 (rear).

### ROUTE:

KBCP 0900, Plenty Rd, Yan Yean, Arthurs Creek, Whittlesea, Kinglake West, Junction Hill, Yea, Mansfield, Tolmie, The Lookout, Whitfield, Molyullah, Tatong, Swanpool, Strathbogie, Polly McQuinns, Merton, Alexandra, Kinglake and St.Andrews.

For all of those who can recall this day was forecast for torrential down pours & by 0900 I realised I should have hired a wet-suit and jet-ski. Albeit six did meet at KBCP with Les leading & myself "self elected" rear rider.

Though the roads were wet & slippery once we'd reached Yea the roads instantly dried & in fact the weather turned warm and for the most part remained same through out the day. Morning tea was at Mansfield (a word of warning, don't use the Shell servo at the far end "cause they're charging 76¢ for a litre of fuel!).

Onwards through Tolmie and the Lookout, the few kilometres of "not really bad, bad dirt" is well worth it considering the spectacular views from the clifftop overlooking rolling valleys & towns below. Aside from the scenery this spot offers a half hour bushwalk, BBQ's & information about how the bushranger, Harry Power used this spot as a vantage point to sight the trailing constabulary. Who finally caught him there some 100 years ago.

For the remaining part of the ride the roads were interesting, there were no mishaps, besides some tyre sliding at Junction Hill! At our late afternoon tea stop, Jack volunteered to take over as rear rider until the rides conclusion at St.Andrews.

My thanks to Les & Jack for their efforts during the day.

Michael Chan  
GSXR1100.

888888888888888888888888

### NEW MEMBERS

ROBIN BOWRA,  
4/15 RIX St.  
GLEN IRIS, 3146.      KATANA 1100.

### CHANGE OF ADDRESS

GARY YATES,  
3/37 SEVERN St.  
BOX HILL NORTH, 3129.

JON RIDDETT,  
2/9 RAE St.  
CHADSTONE, 3148. Ph: 569-4640.

## PENGUIN PARADE - PHILLIP ISLAND

Angus & Lisa (leader) - CB900	John - XJ900
Stuart & Anne - CBR1000	Ian & Kerry (meal) - XJ900
Gary - CBR1000	Daryl - FZR600
John & Lynn - VF1000F2	Andrea - XJ600S
Steve & Mandy - GPX750R	Tom - TDM250
Gary - KL650	Anita - VF500 (meal only)
Margaret - GPZ550	Luke - FJ1100 (meal only)
Belinda - GPZ500	Andrew & Pam - car (meal only)
Vaughan & brother - GS650E	Alec & Jenny - 4WD (meal only)
Sam & Rita - FZR1000	

We arrived at the Fountain Gate Hotel to find some people already there. The group did not take long to grow as the list above shows. Some friendlies came just for the social chat and meal, so after exchanging news, gossip and eating, it was out to our bikes. Those with other commitments went their way and we took off via Kooweerup.

The trip to Phillip Island was fairly direct and orderly with Angus leading and Gary rear rider. The police were busy, but only booking cars so far. Andi, having a borrowed toy from the local bike shop, checked out its various abilities.

Once at Phillip Island most went to see the penguins along with the bus loads of tourists. I did not revisit the little furries but assumed they continued to waddle up the beach into their protected little homes.

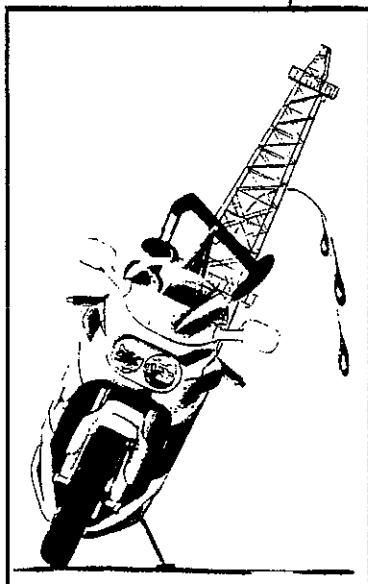
The group split up for the trip home with the only incident on my pleasant trip home being a policeman stopping Steve to inform him he was riding too fast (and booking him).

John Barta (XJ900)

### BEST HABIT TO DROP

Letting your motorcycle idle on the sidestand: The number four cam lobes on an in-line four may not be getting the oil they need because the motorcycle is leaning to the left and the oil pump is turning slowly. So shut it off or use the centerstand.

ILLUSTRATION: ROBERT ENRIQUEZ



### **Vic speed-cameras nab police**

Victorian speed and red-light cameras caught more than 800 offending police officers last year.

Figures released by the Traffic Camera Section of the Victoria Police revealed that more than 1100 police and emergency services officers were asked to explain speed limit or red-light violations in 1991.

Ten of the police officers were fined, 29 were cautioned and over 70 are still being investigated.

GREAT OCEAN ROAD RUN - 19/1/92  
27 BIKES (in the end)

Luke - FJ 1100(Leader)  
Andrew - ZZR600 (Rear)  
Gary - CBR1000  
Phillip - CBR1000  
Andi - SECA XJ600S  
John - VF1000 i1D  
Jacqui - CBR600  
John - ZXR750  
Tom - FZR1000  
Chris - VT250  
Les - XR600R  
Robin - Katana 1100  
Justin - RZ350  
Andrew - K100RS

Micheal - GSXR1100  
Gary L. - GSX1100J  
Steve - GPX750  
Ian - XJ900  
Dave - FJ1200  
Chris & Jody - GSXR750  
Walter - GS500E  
Iain - VFR750F  
Colin - RZ250R  
Tom - SPADA250  
Ben - ZX10 (joined us at Lavers Hill)  
Andrew & Sharon - CB1100  
(joined us on the G.O.R.)

The day started off well, cool and clear (its about time). As we gathered around for Lukes' informative talk we discovered we wouldn't be going through good old Lismore, which is a dam shame, because I didn't know we were going there anyway. After being appointed writer (thanks to Mick) we were on our way for a bit of a "thrash" down the G.O.R. After going through the usual route we were soon scraping pegs, well most of us were!

After going through several busy seaside resorts, we regrouped at Apollo Bay where Steve and John left us, or so I was told.

On we went towards Lavers Hill. As we were arriving there we came to a great stretch of road which I'm sure most of us enjoyed. We eventually stopped at Lavers Hill for lunch and fuel. Then off we went on our merry way to some lovely dirt roads, what bliss it is to ride on dirt with a road bike! Unfortunately for me I didn't hear that we could go around the dirt, which most people did. After that it was back to beautiful tar and back down to the G.O.R. where Andrew and Sharon joined us.

After a quick regrouping and fuel stop at Lorne it was on to Geelong where we split up.

Fortunately and unfortunately there weren't any incidents. Unfortunately because it doesn't make for a very exciting write up, Come on guys!!

Stuart ZZR250

=====

NEW BIKES:

ANITA GOUTHRO - HONDA VF500.

JACQUIE LLATSE - HONDA CBR600.

MARGARET SHELLEY - KAWASAKI GPz550.

**I**t used to be that all you needed to set up your bike's suspension for your weekend ride was a tire-pressure gauge and a shock wrench. Now, with innovations like adjustable compression and rebound damping, spring preload, anti-dive and air suspension, you feel as if you should carry a degree in mechanical engineering in your wallet next to your driver's license.

This month's "20 Questions" demystifies some of the more arcane aspects of suspension, tells you how to use the adjustments your bike has to the best advantage and, if that's still not good enough for you, how to improve on them.

## **1 What is the basic function of a motorcycle's suspension?**

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Almost all motorcycles with front and rear suspension employ a spring and some kind of damper in order to control wheel movement over surface irregularities. The spring and damper can be integral with the suspension's design, such as those housed within a fork tube, attached to the swingarm as with twin-shock bikes or connected to the wheel by means of a link or series of links, as is the case with most single-shock rear-suspension systems. In any case, the suspension unit isolates the chassis and the rider from the movement of the wheels.

## **2 What is the spring's job?**

The spring controls the distance the suspension compresses when it hits a

bump. After the wheel passes over the bump, the spring then extends and returns the suspension to its proper attitude. The spring thus holds the motorcycle at the proper ride height.

## **3 How is spring rate determined?**

Spring rate is a function of how much force it takes to compress a spring a given distance. Let's take a spring with a rate of 100 pounds per inch. This means that for each inch you want to compress the spring, you need to apply 100 pounds of force. Each additional inch requires an additional 100 pounds. So you need 100 pounds to compress the spring 1 inch, 200 pounds to compress it 2 inches and so on.

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# **20 QUESTIONS: SUSPENSION**

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## **4 What is a rising-rate spring?**

Sometimes also called a progressively wound spring, this is a spring with its coils spaced closer at one end than at the other. Some rising-rate springs have as many as three different coil spacings per spring. The notion that the more closely spaced coils are softer than the others is a myth. The spring acts as a straight-rate spring until the first tight coil contacts its neighbor. This "coil bind" effectively removes that coil from the spring, making it shorter and thus stiffer. As each coil in turn collapses, the rate continues to rise. In this way one spring can respond to bumps ranging from light to moderate to severe.

## **5 My bike has adjustable spring preload. What does adjusting the spring preload do?**

The main function of spring preload is to change the ride height of a motorcycle to compensate for varying loads and road conditions. For example, if you decide to take off for a week of touring on your bike with luggage and a passenger, once your bike is loaded it will sink lower on the suspension than with just you on it. Changing the spring preload so the ride height returns to where it normally is when you ride solo will help ensure you don't run out of suspension travel or cor-

nering clearance. As a rule of thumb, a bike should use one-third of its suspension travel when you sit on it and put your feet on the pegs. When you add more weight, increase the preload to maintain this height.

## **6 I do a lot of sport riding, and my friends all tell me to get heavy-duty springs. Is this the right move?**

Only if you really need the extra stiffness. If you're bottoming either end under hard braking or serious cornering, you may need to go up on spring stiffness. Most Japanese sport bikes are set up with soft springs and too much preload. An easy way to stiffen your fork is to cut an inch or two off the fork springs and replace the missing length with an equal length of PVC pipe.

## **7 The spring does quite a lot. What does the damper do?**

If a motorcycle's suspension used only springs, any force fed into the wheel would simply be stored in the compressed spring and then released. With the spring giving up the energy practically as fast as it absorbed it, the motorcycle would bounce uncontrollably on its suspension each time it hit a bump.

The damper's job is to control the speed at which the energy stored in the

compressed spring is released. When the wheel goes past the bump and the spring tries to extend, the damper slows the rate of speed at which the suspension returns, or rebounds, to its normal attitude. This action is called rebound damping. Most dampers use compression damping as well. This slows the upward stroke of the wheel, helping the spring resist bottoming and stabilizing the chassis.

## **8 My motorcycle has adjustable damping. What effect does this have on how my bike's suspension works?**

Adjustable rebound damping allows you to vary the speed at which the suspension rebounds to its normal attitude after hitting a bump. Light damping allows the wheel to return faster, while heavy damping slows it down.

Many riders automatically assume heavy rebound damping is better than light. This isn't always the case. If a motorcycle with too much rebound damping hits a series of bumps in rapid succession, the suspension can "stack down," the result of not having enough time between bumps to return to normal ride height before the next bump hits. With each bump the bike sinks lower and lower on its suspension until it uses up most of its travel.

On the other hand, a bike with ex-

tremely light rebound damping can pogo over big bumps, oscillating like an undamped spring. It will also feel loose and imprecise in hard cornering and through sharp transitions. Some high-tech bikes and aftermarket shocks have adjustable compression damping as well. Too much makes the suspension harsh in quick, sharp bumps; too little allows it to wallow in rolling bumps and transitions.

## **9** Damned if I do and damned if I don't. How do I know how to set my damping, then?

It depends on the type of road. For legal freeway riding, you should reduce damping to a minimum. This will give you a smooth, comfortable ride. For rough back roads or sport riding, however, increase the damping to prevent the bike from pogoing in corners or during braking. You'll just have to experiment to come up with the right setting for each situation, although you can probably find one setting that will work acceptably well in most situations.

## **10** So now I know what spring preload and damping adjustments do. What about air-adjustable suspension? What does the air do?

Adding air to a fork or shock is just another way to increase the spring rate and preload. The reason many manufacturers use air-adjustable suspension on new bikes instead of mechanical adjustment is because with many new bikes, such as full-dressers, it's hard enough to see the shock absorber, much less get a wrench on it to adjust the preload. Sport bikes with single-shock rear suspension fall into the same category. So to make ride-height adjustment easy, manufacturers began running air lines to the fork and shock and putting the valves in an accessible location.

## **11** If air performs just like a spring, why not get rid of the spring altogether?

There's a serious drawback to using air pressure to do the spring's job. The fork and shock seals already depend to some extent on air pressure to grip the shock shaft or fork tube. As the shock or fork compresses, the air pressure inside rises and makes the seal grip tighter. Add too much air, however, and when the suspension compresses, the air pressure inside can be high enough to blow out the seal. And even if the seal is retained mechanically, the added pressure increases the seal's grip on the shaft or tube so much that the seal can wear out prematurely or fail, and will certainly cause extra stiction (static friction).

## **12** I hear a lot about fork oils and the different weights they come

### **in. What does fork oil do?**

First, oil lubricates all the moving parts within a fork or shock. Oil is also what allows the damper to resist the spring's efforts to release its stored-up energy all at once. Oil viscosity has relatively little effect on the compression rate of a fork. But when the suspension rebounds, the oil is forced through a series of orifices in the damper body. The heavier the oil, the more resistance it offers to flowing through the orifices, and the slower the suspension rebounds.

## **13** Many bike manufacturers recommend using automatic transmission fluid (ATF) as fork oil. Is this a good thing to do?

ATF fulfills the lubrication requirements of fork oil well enough. The problem is that the specifications for ATF say its viscosity can vary anywhere from 5-weight to 18-weight. This variance can even be present in two cans from the same case, meaning you never really know what you're getting when you use ATF in place of fork oil. If your bike's fork has ATF in it, drain it out and replace it with fork oil of the proper weight.

## **14** How do I determine the best weight fork oil to use in my bike?

Like setting the damping, determining what weight fork oil works best in your bike is a matter of trial and error. Generally speaking, though, start with 10-weight fork oil and change to a heavier oil if necessary, increasing viscosity one grade at a time. You'll almost never need to go lighter than 10-weight on a street bike.

## **15** But the faster and harder I ride, the heavier fork oil I should use, right?

Only if you need to slow down your fork's rebound-damping characteristics. Actually, the weight of fork oil that works best for your bike has more to do with the fork itself than the speed at which you ride the bike. And remember that fork oil has very little effect on the compression rate of a fork; the spring determines that.

## **16** What's a gas shock?

In any fork or shock that uses oil as a damping fluid, the oil can foam up if it's forced to flow back and forth through the damper quickly for an extended period of time. When you're riding fast on back roads, for example, your suspension is compressing and extending rapidly, heating the oil and mixing it with the air in the oil chamber. A gas shock usually incorporates a bladder filled with pressurized gas to take up that air space and prevent the oil from foaming.

## **17** What is anti-dive?

Anti-dive is usually a form of compression damping that only comes into play when the front brake is activated. The anti-dive might be activated by hydraulic pressure in the brake line, the force of the caliper moving against the fork leg or an electrical signal. Regardless of the method of actuation, the effect is the same: When the front brake is applied, fork oil which would normally bypass the anti-dive system during compression is forced through a damper that affects the compression speed of the fork in much the same way the rebound damper affects its rebound speed.

## **18** What is unsprung mass, and how does it affect my motorcycle's suspension?

Any part of the motorcycle that isn't suspended by the fork or shocks is unsprung mass. This includes the wheels, tires, brake calipers and rotors. Part of the weight of the fork and the swingarm is unsprung mass, too.

Reducing unsprung mass is one way to improve the suspension's response to bumps. The lighter the wheel, the more quickly it moves up and down in response to a bump, and the less its movement affects the chassis. Consider the light front wheel of a dual-purpose bike and the heavy front wheel of a tourer. The D-P bike's front wheel responds more quickly to hitting a bump than the touring bike's heavy front wheel.

## **19** So the less unsprung mass the better. How can I reduce my bike's unsprung mass?

If your bike has spoked wheels, replace the steel rims with alloy rims or with lightweight cast-alloy wheels. Even sport bikes that come stock with cast wheels can benefit from a set of lighter aftermarket wheels. If you're really serious about reducing unsprung mass regardless of the cost, you can drill your disc rotors or replace them with lightweight racing rotors, and on some bikes you can switch to lighter calipers.

## **20** Tires are also unsprung mass, right? Where can I get lightweight tires?

You might already have them on your motorcycle. Tires made for continuous high-speed riding have thinner tread and a lighter carcass to reduce heat buildup at high speed. This means a V-rated tire might be several pounds lighter than a comparable H-rated tire. And because by its nature radial construction reduces the heat buildup in a tire, radial tires can be made thinner and lighter than bias-ply tires. **M**



## GLIDING - BACCHUS MARSH

Hello All

Just a note about the gliding weekend.

Firstly, it has been brought forward to the 23rd of February. For those who will miss their adrenaline fix at Broadford, give gliding a try, you may enjoy it as much (well, almost).

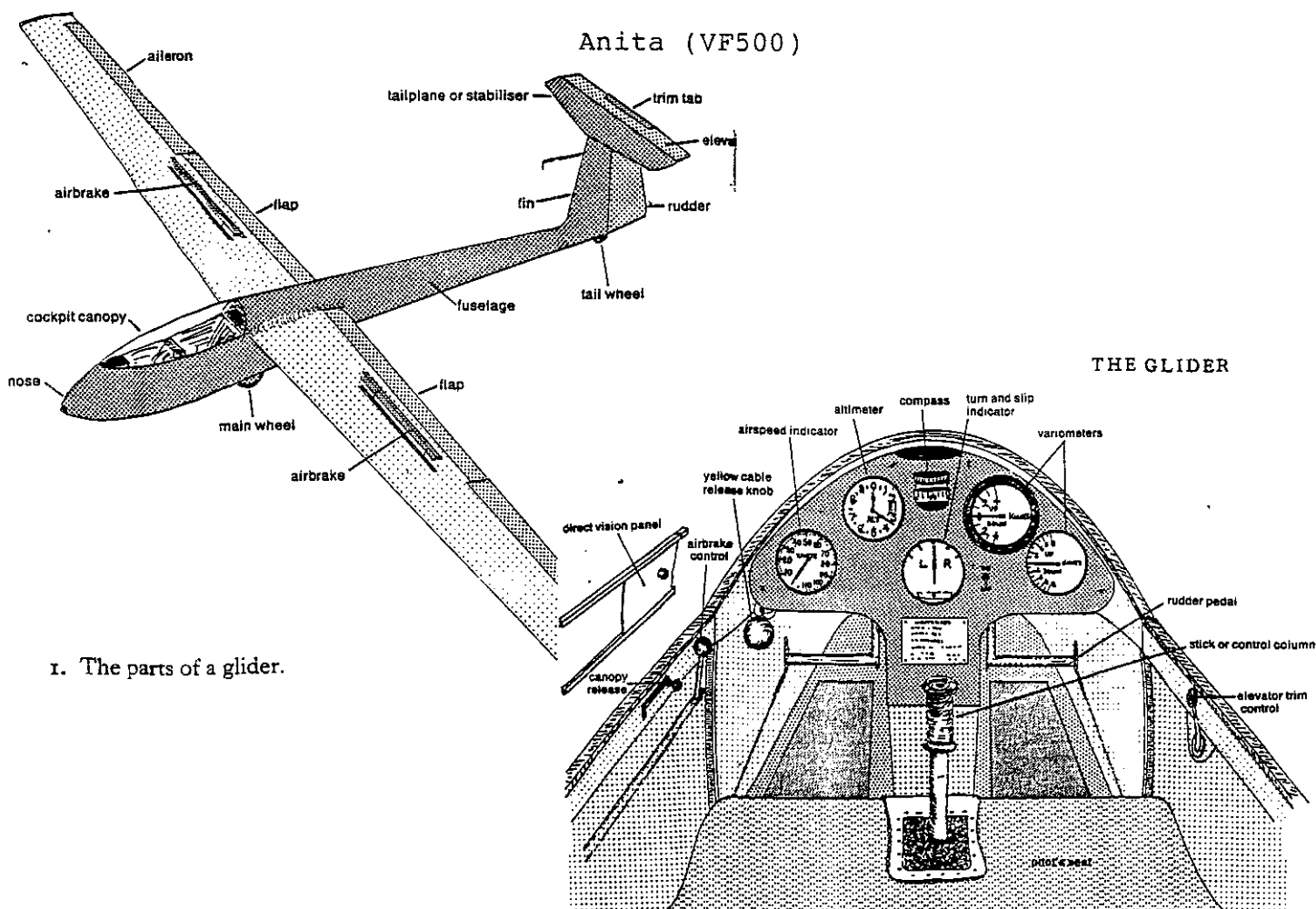
Departure will be at 0830 from the KBCP. We should arrive via a direct route at our host's at 0930.

Those who are having afternoon glides may wish to observe, socialise and eat junk food from the clubhouse. Alternatively, the Brisbane Ranges are in the neighbourhood.

What does gliding involve? Well, a bigger plane (with engine) pulls you up in a smaller plane (pictured - no throttle, brakes or engine). You then let the cable go and FLOAT or GLIDE - this way, that way, up, down and even upside down.

Try it - I LOVED it!

I hope you enjoy the experience, it's up to you.



1. The parts of a glider.

2. A typical cockpit layout for a two-seater training glider.

Australia Day Weekend 25th, 26th 27th January, 1992  
Omeo, Tallangatta via Mt Hotham and Environs.

Day 1. Saturday.

Riders: Ian and Kerry XJ900 (Leading), Ben/Vicki ZX10, Jack K100RS, Ross XJ900 Mark Rz, Hans K100, Ken and Ann K100RS, Margaret GPZ 550, Stuart CBR1000, Phil and Annette K100RS, Les BMW, Andrew ZZR600, Luke (Anita's VF) David GPZ900, George GSX750, (first ride) Adam CBR1000 (Rear Rider)

With the promise of a fine long weekend, there was a good turnout at KBCP. There being a secondary pick-up at Lilydale it was a direct ride along the freeway through Templestowe and Warrandyte to Lilydale.

The 16 bikes and 20 people departed with Ian and Kerry in the lead and Adam as rear rider.

Travelling via Yarra Junction to Noojee, then Nilma and Moe for a food and petrol stop.

After a break of some 45mins it was time to be on the road again, to Yallourn North, Cowarr and Heyfield to Stratford..

At Heyfield a large group of bikes going to the MRA run at Licola were at the servo adjacent to the roundabout at the Maffra Road intersection.

By the time we had reached Stratford it was discovered we were one rider short - where was Megs? It was deduced that Megs had followed on with the MRA riders.

Meanwhile, a fast ride from Stratford across to Bengworden then Bairnsdale by-passing what has to be the most boring part of the Princes Highway for another food and petrol stop.

About 20 minutes later Megs arrived having realised halfway to Licola - these bikes and riders look different to the ones that set out this morning, or maybe on closer inspection we were better looking!!!

At Bairnsdale I took over as rear rider for the stint to Bruthen and the Omeo Highway to Swifts Creek and Omeo. A good ride to Omeo for our stay at the Hill Top Hotel.

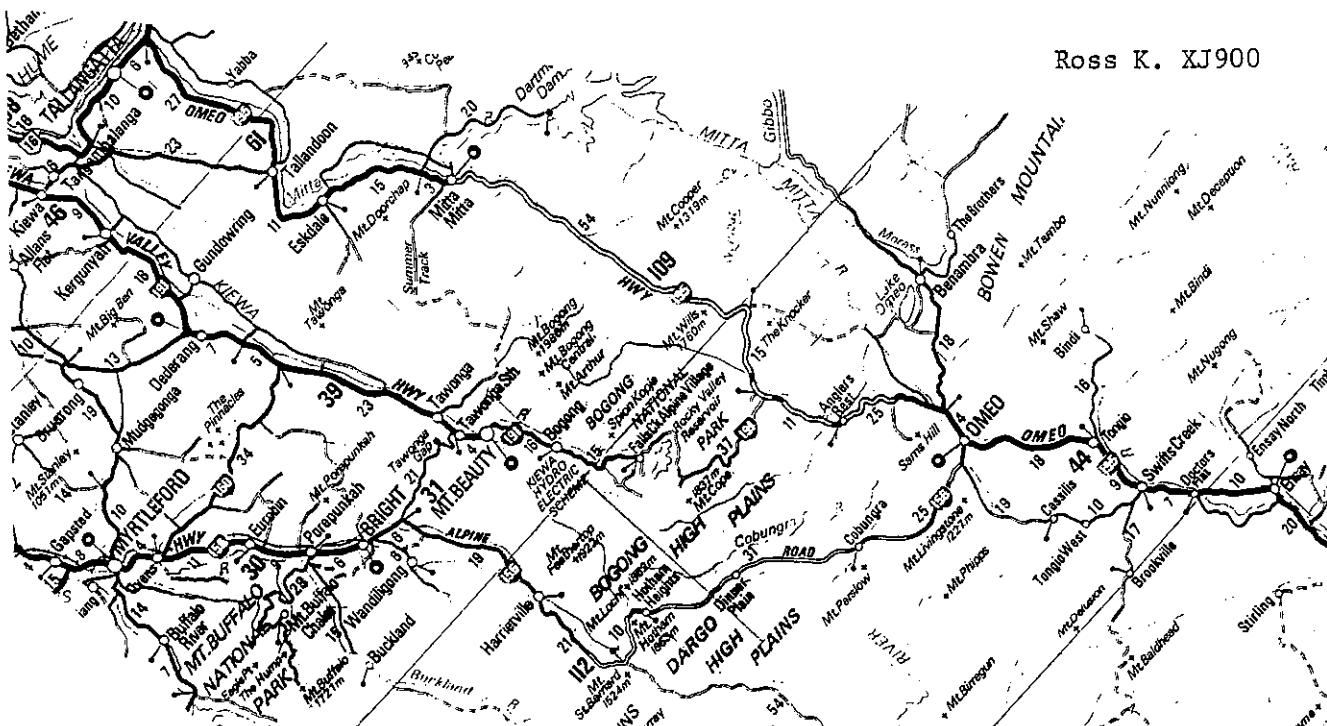
Anrew, Pam and Naomi were already there having driven up from Melbourne.

We just about filled the hotel so there weren't any spare beds. Hans debated about sleeping at the football oval but was convinced by Les that the camping ground would be better. At \$6 per head it was a real steal for Hans.

Meanwhile, back at the pub the locally made garlic bread was great value at dinner.

The pool table in the bar was the centre of attention David showing his prowess at pool and the downing of tinnies. Late in the evening Luke declared that he had lost at pool to the locals.

Most people had hit the hay by midnight in readiness for day two.



Ross K. XJ900

BOGONG HIGH PLAINS WEEKEND - SUNDAY 26/1/92

The day started pretty early for me as I woke up at 6.30 am and leaped enthusiastically out of bed. Not that there was really any need as breakfast was not being served until 8.00 am. A quick check on the bikes revealed Adam's CBR was missing. Hoping he had hid it somewhere I asked the few people already up if they knew where it was. Somebody said that he had left at 6.00 am feeling a little sick. I hope you got home okay Adam.

Hans and Les returned from their campsite but decided that they could not wait so headed off for places unknown.

The 13 remaining bikes left Omeo at about 9.30 am after refuelling. Ben gradually eased us into the beautiful corners on the way to Mt Hotham and then we hit the dirt. As expected, it wasn't too bad and it was possible to maintain a reasonable speed due to the width and surface of the road. The 25 kms to Mt Hotham passed without incident, but unfortunately we also passed the village of Dinner Plain. We had intended to spend a little time looking around at the architecture but our leader for today (Ben) missed the HUGE letters spelling out Dinner Plain at the gatehouse. To be fair to Ben, so did most people.

Down Hotham we went to stop at Bright for morning tea. Bright is exceptionally beautiful this time of year and the temperature was pleasantly warm, but not too hot. The VF continued to amaze me with its awful fuel economy but that seemed its only vice.

From Bright it was on to Mt Buffalo where the only unfortunate event of the weekend occurred. A fairly young kid on a horse had too little control over his two dogs and one of them got run over by a car just before we arrived. There was nothing we could do to help as the dog died in the kid's arms.

It cost \$2 to dice with the cars up Mt Buffalo (and boy were there a lot of them) but we were treated to quite a view. We were also entertained by a hang glider pilot who took quite some time to get going, but then, it's not the sort of thing that you'd want to rush.

Lunch was at Mt Beauty where Harley riders claimed that the road to Falls Creek was in a terrible state and that no less than three riders had gone down today. A local superbike pilot confirmed the condition of the road but not the accidents. At any rate, due to the onset of fatigue in some riders, and strong self preservation instincts in others, it was decided against. At lunch we also marvelled at the hardiness (foolhardiness?) of the pushbike riders we had seen all morning who were in the process of a 200 km trip, including riding up Mt Buffalo!

The run to Tallangatta was fairly uneventful, with the only incident being Mark missing Ben on a corner and shooting off into the sunset. I set off in hot pursuit but quickly realised that I wasn't on the best bike for it as Mark has a fondness for maintaining high speeds on the open road. Fortunately he came across a town and I was able to round him up as he slowed for the town (I didn't).

We settled into the pub at Tallangatta to find Pam, Andrew & Naomi watching the tennis and we also learnt that Tom (R100GSPD) and Andi (R80GS) had booked in but not arrived. The more enthusiastic of us fuelled up and did a lap of the lake. The 100 km run consisted of more corners, including the stretch of highway just south of Granya - absolutely magnificent!

Tom and Andi later turned up, with Peter P (GT750) arriving shortly afterward. Andi was having trouble with the visor of her new helmet. It was distorting her vision and apparently made tight corners quite interesting. Ray (ZX10) was the last to arrive after going for a bit of a wander through NSW. He went looking for a motel and that was the last we saw of him.

The assembled throng had a very enjoyable dinner in the beer garden (huge steaks) and then some of us went for a wander around the town to get an ice cream and have a look around. Discussion continued into the night with people fading off until only four of us remained. It was at this time that one (who shall remain nameless) decided that he was thirsty. Nefarious activities followed, but to no avail. Sometime during the night somebody decided to 'tart up' the President's XJ900 with three toilet brushes, a half squashed nectarine and some well placed paper towels.

The day was unhurried, the weather was lovely, the roads - corners, corners, corners (and a bit of dirt), the company was great and everybody seemed to have a really good time. To those who chose to miss out, you made a mistake. I know I spent the weekend in a wonderfully happy mood, helped in no small part by the best bike I have ever ridden, bar none!

Luke (VF500 - I wish)

## BOGONG HIGH PLAINS WEEKEND - 27/1/92

With Tom leading and Jack rear rider we left Tallangatta for the twisties through Granya and Hume Weir. Ross and Peter P were doing some sight seeing and would meet us at Yackandandah. Some made a photo stop at Bethanga bridge where this multi span structure crosses Lake Hume.

Onwards through Bonegilla, Yackandandah, Beechworth and a coffee stop at Milawa. Then Whitfield, Tolmie and Mansfield for lunch where the police camera car in the main thoroughfare was doing a roaring trade. Fortunately Tom had spotted it and positioned Mark conspicuously.

It was here after lunch that the group split into two with the north and western suburban members electing to go home via Yea. The rest of us followed Tom to Jamieson and Thornton. It was here while inspecting the lack of tread on each other's tyres (four out of eight bikes needed a new rear tyre) that Stuart discovered blisters on his rear!!! (tyre). We followed the highway to Narbethong where the ride broke up - 1,350 kms. covered by the time we got home.

### **Snippets!**

- George (1st timer) spent a lot of time napping. Not used to Touring Club touring?
- Les had the XR mobile.
- The locals beat the MTCV team at pool.
- The run up Mt Buffalo - too many tourists, Mt Beauty - had claimed two Harleys (HOG meeting) and one Jap bike that day.
- The "little" VF500 of Anita's seemed to suit Luke, except for the fuel economy. I think it had something to do with the nut that holds the twist grip.
- The Editor's XJ having a roll race down Mt Buffalo had some competition from .... a cyclist!
- Late on Sunday night some of the boys took to decorating the President's Yamaha with toilet paper and dunny brushes. These same boys had previously been seen doing some naughty things with a torch and coat hanger!!!

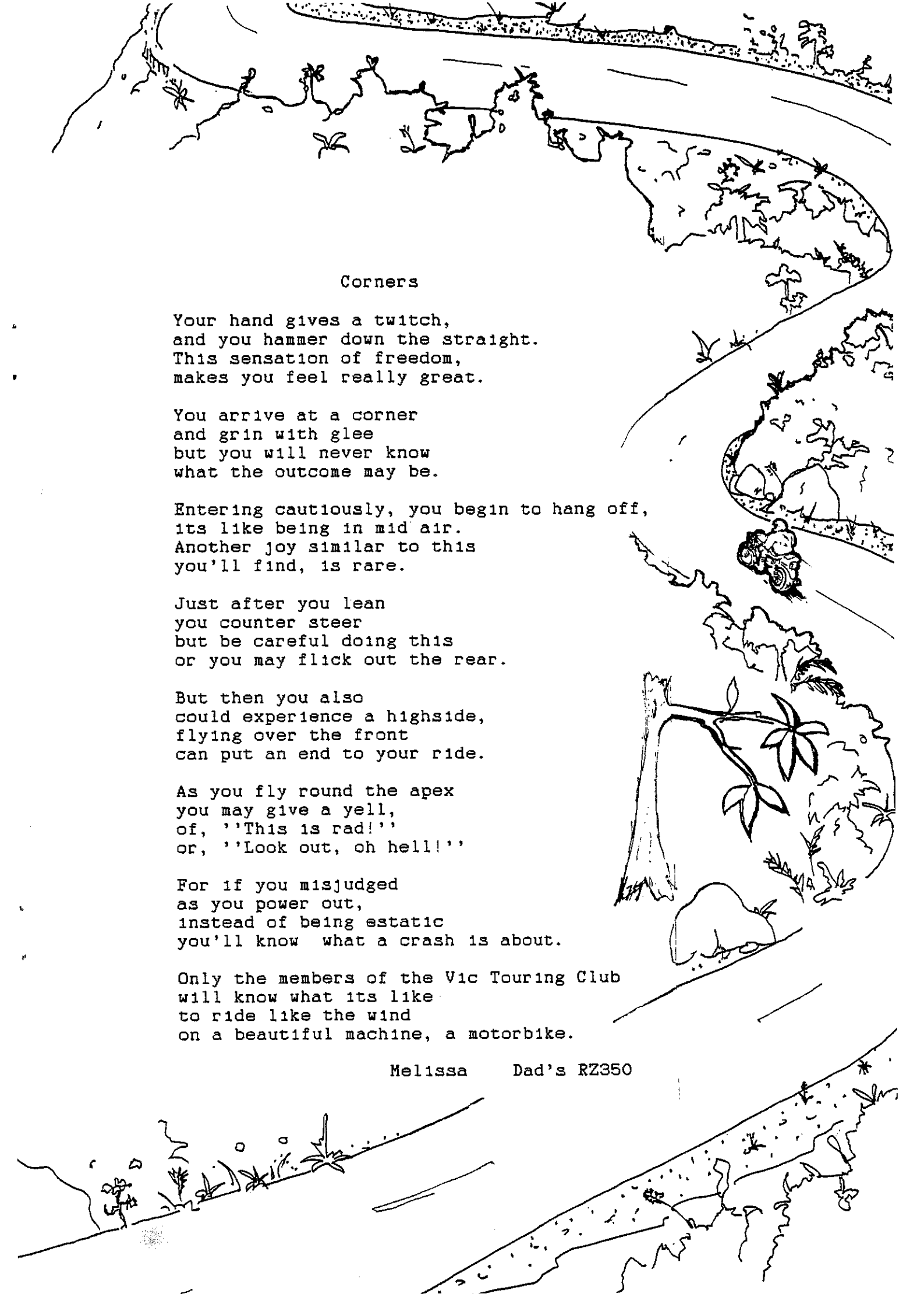
Ian and Kerrie  
XJ900

# # # # #

### MOTORCYCLE RACING

MARCH 7 & 8,           SANDOWN PARK.  
4 x 2 Meeting  
(Touring cars & Superbikes).

FEBRUARY 22/23.   PHILLIP ISLAND.  
National Historics Championships.  
(Cars and bikes).



### Corners

Your hand gives a twitch,  
and you hammer down the straight.  
This sensation of freedom,  
makes you feel really great.

You arrive at a corner  
and grin with glee  
but you will never know  
what the outcome may be.

Entering cautiously, you begin to hang off,  
its like being in mid air.  
Another joy similar to this  
you'll find, is rare.

Just after you lean  
you counter steer  
but be careful doing this  
or you may flick out the rear.

But then you also  
could experience a highside,  
flying over the front  
can put an end to your ride.

As you fly round the apex  
you may give a yell,  
of, "This is rad!"  
or, "Look out, oh hell!"

For if you misjudged  
as you power out,  
instead of being estatic  
you'll know what a crash is about.

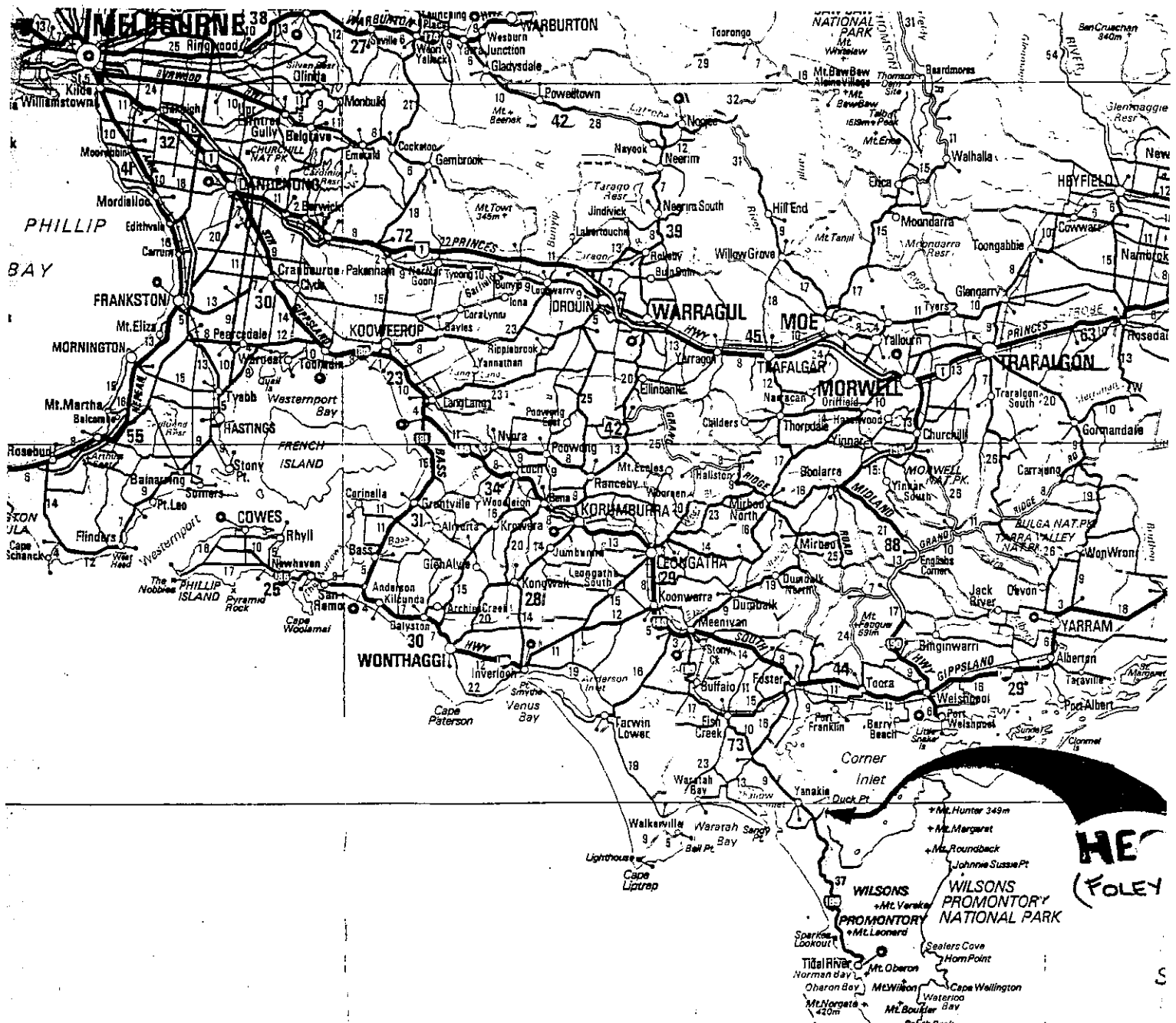
Only the members of the Vic Touring Club  
will know what its like  
to ride like the wind  
on a beautiful machine, a motorbike.

Melissa Dad's RZ350

# WILSONS PROM. CAMPING March 7/8/

The Club has pre-booked several unpowered sites at the YANAKIE CARAVAN PARK, (Ph. 056-871295) for this weekend. The park boasts the usual facilities plus it is close to Wilsons Prom & walking distance to the beach. It also offers easy access to the many fine bike roads (bitumen & gravel) in the area.

\* As a FIRE BAN exists in this area from November to April, please bring some form of cooking stove with you (On-site BBQ's are available).



Please book for me:

SATURDAY

NAME.....Ph.....

.....Tent sites at \$6.00 per night.....\$.....

.....people at \$2.00 each per night.....\$.....

SUNDAY

.....Tent sites at \$6.00 per night.....\$.....

.....people at \$2.00 each per night.....\$.....

Total \$

Less deposit \$10.00

Balance \$