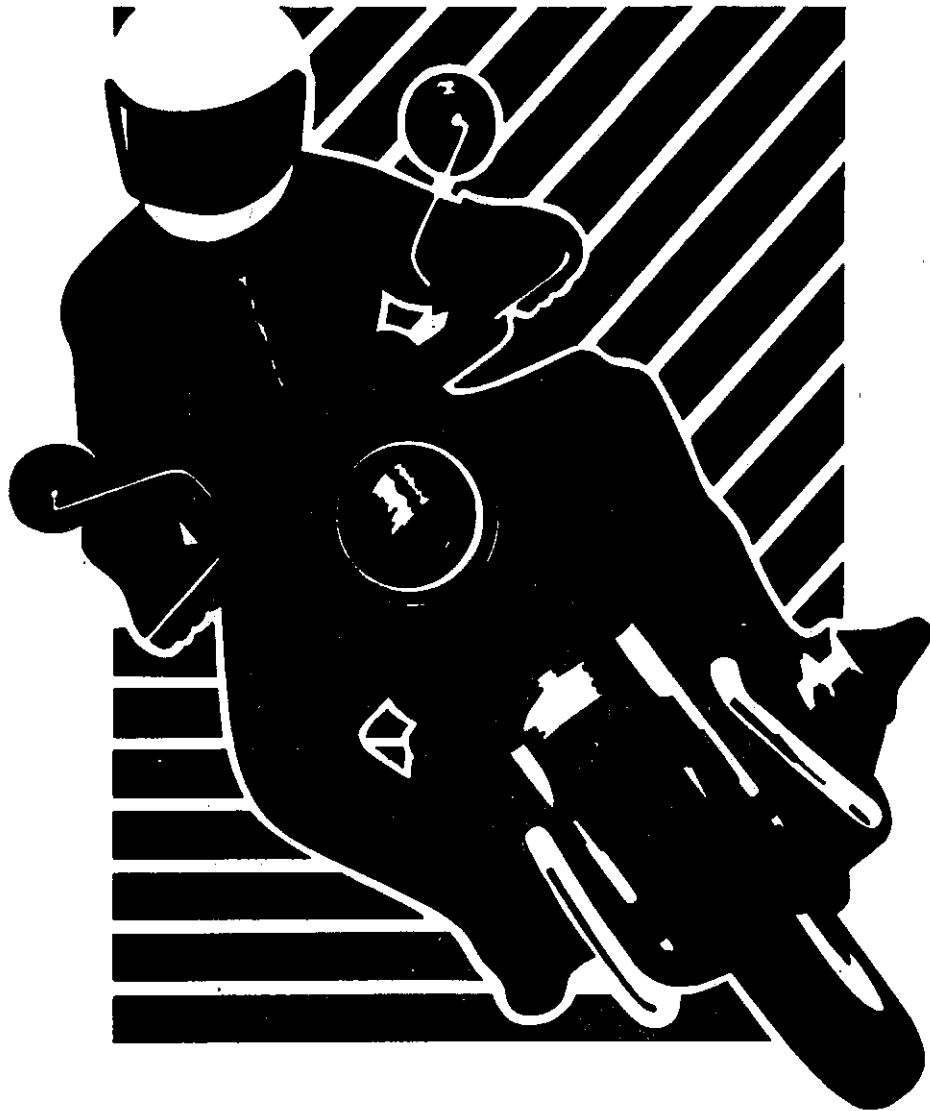


JULY 92

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

JULY 1992

SUNDAY 5th	TEN PIN BOWLING Chadstone/Bpm. Arthurs Seat 9.30 KBCP 10.15 Hallam.	Due to problems at Chadstone the Laverda Club have booked 6 lanes at the MOORABBIN BOWL (938 Nepean Highway, near South Rd) AT 4PM. The combined pre-ride down the Peninsula will still take place so come on the ride or meet us at the Bowl for this interesting day.
SUNDAY 12th	WONTHAGGI, State Coal Mine. 9.30 KBCP 10.15 Hallam. Ben Warden leading.	From Hallam down to Warrigul & Trafalgar then Mirboo Nth, Dumbalk, Leongatha, Inverloch, Wonthaggi and the Mine Tour. Route home will depend on weather and time of day.
SUNDAY 19th	MOAMA/BORDER/RVM. 9/00/KBCP Luke/Richardson/leading MALDON 9.30KBCP / 10.30 Whittlesea. Adam Locke leading.	Due to unforeseen circumstances Luke is unable to lead this ride, but Adam Locke has been persuaded to take a fill-in ride which will encompass Whittlesea, Wallan & Maldon for lunch, then home via Blackwood, Ballan & Deer Park.
SUNDAY 26th	LAKE MOUNTAIN, Snow Ride. 9.30 KBCP 10.30 Yarra Glen	Our annual run up to the snow-fields looks promising as far as the weather forecast goes with plenty of the white stuff available.
<u>AUGUST</u>		
SUNDAY 2nd	NAGAMBIE. "Not the Hume Highway" ## 9.00 KBCP ## Les Leahy leading	This interesting ride will take in the many roads that run parallel to the left and right of the Hume up to Tallarook, then the back roads past Seymour to Nagambie for lunch. Route home dependant on time and weather.
THURSDAY 6th	GENERAL MEETING Club Hall 8.15pm Sharp	Usual highly entertaining night of stimulating conversation!
SUNDAY 9th	WARATAH BAY 9.30 KBCP 10.15 Hallam Ben Warden leading.	Down to Drouin, Korumburra, Leongatha, Meeniyah & Fish Creek (lunch). Then Waratah Bay, Walkerville, Tarwin Lower, Inverloch, Kongwak, Korumburra, Warrigul then home.

*Motorcycle Touring Club of Victoria, inc.:
Minutes of the General Meeting Held 4/6/92*

1. Call to order 8:45pm
2. Apologies; Les Leahy, Doug Forsaith, Jack Youdan
3. In attendance; 53 members and guests
4. Correspondence;
 1. Stay Upright, re full time office in Melbourne and club discounts available for 5 or more people.
 2. Simon Staniforth. re. dangers of go-karts. Simon has 3 broken ribs.
 3. Bank statement
5. Captains Report;
 - 10 May (Mothers Day), Snobs creek waterfall with John Barta leading, weather dry/sunny, 410km. Incidents; Eric Merz boiled brake fluid and returned to Healsville.
 - 16-17 May Eppalock, water skiing with Ian Payne leading. weather cold 400+kms, 8 bikes and 10 riders. Incidents; boat not going Sat. Too cold to ski Sun. Attempts by Mark Dennis and Andrew Platt (bloody nose).
 - 24 May St. Andrews. Yum Cha. with Michael Chan leading. weather dry/o'cast. 220km. 23 bikes and 38 people including diners. Incidents; 1st time rider KR1S 250 crash on Yarra Glen - Healsville road, Rob on FZR1000 crash on Toolangi - Healsville road, 15/20 minute delay at restaurant.
 - 31 May Mini Golf, Apollo Bay, with Ben Warden leading. 450 kms 39 bikes and 45 people. weather overcast-dry. Incidents; Spada - U turn crash. GPZ900 crash off-road, RGV250 crash, GPX750 ran off road x2. Andy won golf with score of 25, 1 over par

6. Presidents report; Upcoming rides and events.

7. General Business

1. Supper charge reduced to \$1.00, and door prize increased.
2. Suggestions for new itinerary invited
3. Subscriptions due end of the month
4. Michael Chan voted Club Member of the Year.
5. Andrew Kennedy suggested a lottery for fund raising purposes.
6. Club flag to be ready for next meeting.

8. Guest Speaker

Dave Edgcom; re his new motorcycle business and the services available to members and general discussion about motor cycles.

9. Meeting Adjourned at 9:40 pm.



"Well, Mr. Rosenberg, your lab results look pretty good—although I might suggest your testosterone level is a tad high."

MINI-GOLF, APOLLO BAY, MAY 31

Reviewed by Tom Demosthenous

It was surprising how many people actually arrived early at KBCP, talk about keen! You wouldn't have thought that mini-golf was so popular. As always with a ride to The Great Ocean Road, this ride had a very large turn out. The weather was kind to us, and while it was very cold and overcast, the rain held off for the whole day.

With Ben Warden leading and John Riddett as rear rider, we set off for Laverton. There we picked up additional riders, swelling the ranks to thirty five bikes, and forty one riders including pillions.

From Laverton we had a short stint on the highway and then took to the back roads for Lara. And from there through to Anglesea. On the way a learner rider, Graham (second name not known) on a Spada crashed in a drainage ditch to avoid a collision with a car. He was not hurt, and there was minor damage to the bike. There was apparently some altercation with the driver of the car (the less said...).

At Anglesea we stopped to regroup and there four additional riders joined the ride. These were non members, so hopefully they will decide that the club is for them. So with a total of 39 bikes and 45 riders the MTCV horde descended on The Great Ocean Road.

With a group of this size, it didn't take long for the line to become well and truly strung out. The prospect of 75km of winding road proved to be irresistible to the adventurous trying to keep up with Ben. It was quite a sight to be coming around an outside bend to see a string of bikes extending through several bends some kilometers away ahead. I wouldn't be at all surprised if I were to learn that some of those riders arrived in Apollo Bay before the rear rider left Lorne!

For those of who took things easy, this ride provided some of the most spectacular coastline you could hope to see. A broad sweep of ocean which was set against the steep cliffs and the winding road.

By the time we arrived in Apollo Bay, the cold had taken hold of many of us. While the really keen went to play mini-golf I retreated with a small group to the warmth of a local eat-in snack bar. There we thawed out over hot coffee and munchies. And with some friendly conversation the time passed quickly, and it was soon time to leave. For those interested, the golf scores appear at the end of this review.

Just outside of Apollo Bay, we turned off onto a narrow road which climbed to Mariners Look-out. There was a short walk up the hill from the car park to the look-out. If the walk was breathtaking (particularly for those wearing full leathers), the view was more so. From the top of Mariners Look-out we could take in most of Apollo Bay and the sweep of ocean out to the horizon. We stayed long enough to take in the view and for a group photograph.

It was then time for the run back along The Great Ocean Road to Lorne. On the way another learner rider (his first ride with the club), Scott on an RZ250 crashed. The details are sketchy, something about his mum being on the ride made it difficult to get information from him! Way to go Scott! He wasn't hurt and there was only cosmetic damage to the bike.

Seriously though, a word to the learner riders. I know it is really tempting to try to keep up with the more experienced riders. The problem is, it is really easy to ride beyond your abilities and end up in trouble. Using the guy in front as a pace setter is a mistake.

He probably has several years of riding experience and has probably ridden over these roads before. He knows what to expect, and is more able to cope with the unexpected. So, leave yourself a margin for error, sooner or later you're going to need it.

Just outside of Lorne, we turned off The Great Ocean Road for a return leg via Deans Marsh. On the way, there was the third crash for the day. Bret on a GPZ900 lost control on a bend and 'went gardening' (a wonderful expression, thanks Ian). He was not hurt and there was minor damage to the bike. A photograph was taken for the record.

At Deans Marsh the ride regrouped before going on to Lara where it ended. Thirty five bikes completed the trip. My apologies to the riders whose second name I don't know and have listed by first name only and to those I have spelt incorrectly.

The Riders: (in no particular order, * first ride)

Geoff Jones		Steve Leyland	GPX750
and Mellisa	RZ350	Andrea Serninger	TDR250
Margaret Shelly	GPZ550	Les Davis	GPZ500s
Eric Merz	FZR1000	Sam and Rita	
John Riddett (Rr.)	K100RS	Sirianni	FZR1000
Dave Lennox	GPZ900	Adam Lock	
Michael Chan	GSXR1100	and Steve	CBR1000
Ray Thomas	KLE500	Carl Merz	CBR1000
Colin Davies	RZ250	Stuart Bates	CBR1000
Mark Dennis	FZ750	Gary Clifton	CBR1000
Ian Payne	XJ900	Ben Warden (Ldr)	ZX10
Andrew Platt	ZZR600	Rob Langer	CB1100R
George	GSX750	Tom Seville	FZR1000
Jon Van Dorp		Andrew Kennedy	CX500
and Lesle	VF100F2	Ian Black and	
Brian (NSW)*	GSX1100	Jason*	VFR750
Mick and		Scott*	RZ250
Christal*	R90-6	Mimmo	GSXR750
Craig Williamson*	CBX750	Graham	Spada
Wayne Sloss*	TZR250	Brett *	GPZ900
Andrew*	GSXR750	Wayne*	GSX600F
Ken*	GPX750	Brendan*	GPZ900
Tom Demosthenous	Spada		

Golf Scores:

Ben;	31	Tom S.;	28	Andy;	25
Steve;	31	V.D.?	33	Stuart;	33
Andrew;	29	Eric;	29	Ian;	34
Dave;	29	Geoff;	39	Melisa;	36
Mick;	34				

Riders:-

From KBCP

Ian & Kerrie - XJ900
John Barta - XJ900
Stuart & Anne - CBR1000
Colin Davies - RZ250
Stuart Bates - CBR1000
Anita Gouthro - VF500
Robert Langer - BMW R100RT
Peter. P - GT750

At Tooleybuc

Les - XR600
Gary & Dot - CBR1000
Tom - BMW R100GS
Andi - BMW R80GS

Visitors

Sat. David & Leanne
Sun. Luke & Stav.

Route:-

Tulla Fwy, Bulla, Lancefield, Redesdale, Sutton Grange, Marong, St. Arnaud, Wycheproof, Birchip, Sea Lake, Manangatang & Tooleybuc. Approx 580km.

There was the usual assembly of riders for the 9.30 start and after the usual spiel on the proposed route we departed. The weather was fine with sun shining and no hint of rain. What a great way to start a weekend away from it all. Ian led with Peter.P as rear rider on the long and hopefully uneventful days ride.

First stop was Lancefield for morning tea and a brief respite from the cold air and buffeting that one enjoys on a fairing-less RZ250, it was also here that I discovered the advantages of wearing the newer Dri-Rider jacket with the side pockets which can be used to warm those cold hands (* the older jackets don't have them). Several riders also took the opportunity to top up with petrol here, myself included as the RZ doesn't have a long range fuel tank, unfortunately some riders seemed to get a very dodgy batch of petrol with Stuart & Anne and Anita both experiencing problems and very poor fuel economy. Thanks to Rob's BMW petrol was syphoned into the other bikes and we all made it to St.Arnaud and a late lunch.

During lunch we watched the locals riding up & down the main street, they must enjoy it as several were noticed doing laps!(Seems pretty common in most country towns!) With many kilometres still to travel we departed St.Arnaud, riding to Sea Lake and Tooleybuc. That would be the end of the story if Stuart hadn't run out of petrol again prior to reaching Sea Lake and if Stuart Bates who, on his brand new CBR1000 which was no more than 4 weeks old hadn't had a crash!!!

The latter occurring approximately 500 metres from the Tooleybuc Hotel, just inside Victoria on a notoriously sharp "S" bend prior to the bridge over the Murray River (a truck had rolled there only the week before). Fortunately Stuart was OK but the bike was unrideable and had to be dragged over to the Hotel by several people, this was proved to be quite hazardous while on the single lane bridge a SEMI TRAILER came flying along and only at the last minute saw the group and braked in time to avoid them.

Colin RZ250.

SWAN HILL WEEKEND - SUNDAY 7th JUNE

Another fine day with the group dividing up to do their own thing; Tom, Andi, Les, Rob, John & Anita heading off to Mungo National Park, see separate article on their adventures!

Gary, Dot & Colin would travel up to Mildura to check out the sights.

Peter.P to church and the rest of us, now joined by Luke & Stav head to Swan Hill and a leisurely brunch where it was decided to visit the Pioneer Settlement and take in a river cruise. But first transport back to Melbourne for Stuart & his CBR had to be arranged. If we could hire a trailer the problem would be solved as the previous night David Lennox and his fiancée Leanne, had offered the use of their car as a tow vehicle. Unfortunately after scouring the town NO trailer could be found, so next we head out to the Speedway Track and are fortunate in securing a berth for the CBR on a trailer owned by Mitcham based rider Andrew Burke, who for some petrol money would travel up to Tooleybuc in the morning, pick up the bike and transport it back to Melbourne where Stuart could arrange for its safe return home.

After watching some Speedway action we regroup with the others at the Settlement and head back to the Hotel where a mad scramble for the limited showers take place. Unfortunately by the time Anita is able to shower the hot water ain't hot! But to her rescue come the proprietor with the offer to use his "private facilities".

MONDAY 8th

After a hearty breakfast the majority of the group disperse to make their own way home leaving Ian, Kerrie, Colin & Rob behind to help Stuart load his bike and deliver him to Swan Hill & his lift with Dave and Leanne.

Finally at about 1.30pm this small group was ready for the trip home and opting for the scenic route took in; Quambatook, Boort, Wedderburn, Logan, Marong, Sutton Grange, Lancefield, Bulla and Melb.

Thanks to all who came along and made this another successful weekend.

Ian & Kerrie.

XJ900

#####



Hell's Chipmunks

THE MUNGO MEN SUNDAY SWAN HILL WEEKEND

May I say those who participated in this run are the true, hard core, adventurous, die hard, thrill seeking, enthusiast motor cyclists, what others determine as crazy. I admit I was a little apprehensive at first as this terrain was new to me, but never let a bit of apprehension get in your way, or life becomes very dull indeed.

Tom R100GS PD.

Rob R100RS

Les XR600

Andi R80GS

John - Anita XJ900

First a little history to enlighten you on what Mungo National Park entails. Situated approximately 200 Km Northish of Tooleybuk Lake Mungo is actually a part of a lake system which dried up during the last ice age some 15000 years ago. The sand dune walls of this lake are known as The Walls of China. The oldest human fossils in Australia were found here, dating back between 35000 to 40000 years ago. If further information is required regarding Lake Mungo, go there yourself.

As Sunday morning was a bit chilly and we were a bit slack, we didn't get away till around 10 am. First stop, Balranald for as much fuel as could possibly fit in our tanks, as we knew it would be approximately 300 ks round trip back to this service station. The first 100 or so ks were bitumen, then the turn off which said 97 ks to Mungo was all dirt and we let loose. The surface was excellent (considering how the roads can be in country like this). It was hard packed, sometimes gravelly, a bit rough in places with sandy patches.

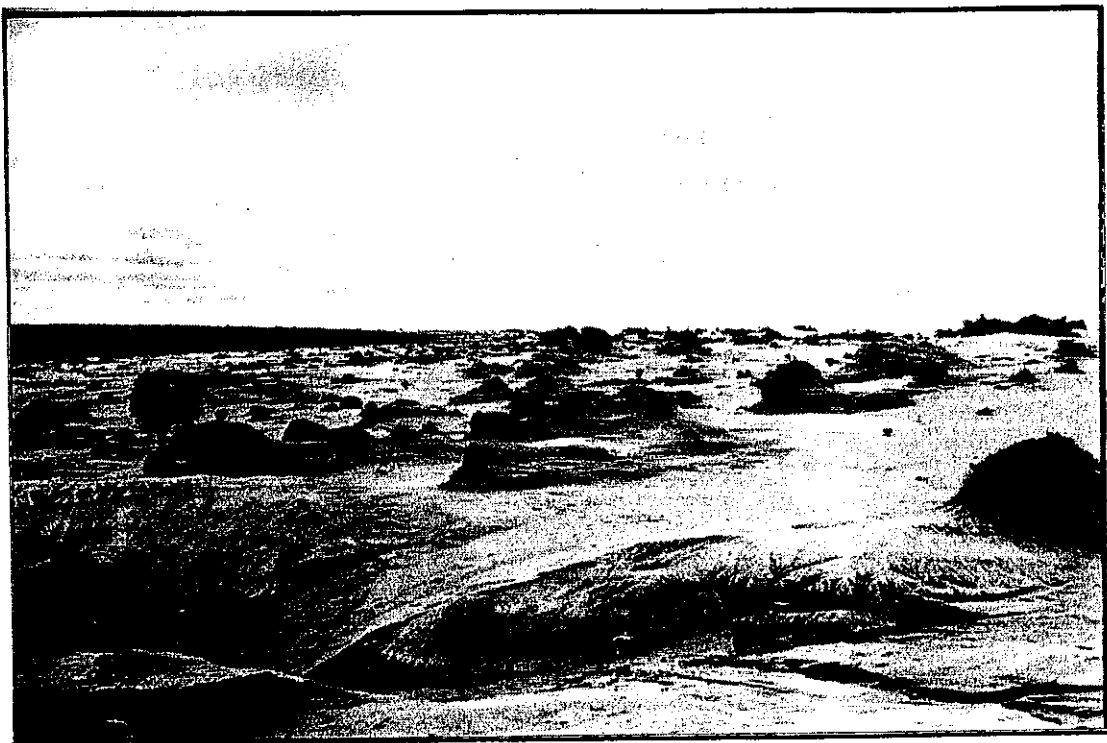
The power of Les's mighty XR through up a rock the size of a golf ball and shattered my left mirror. Toms speedo fell to pieces, the crap nylon fitting which holds the speedo in, cracked, (his shocker blew the day before). Johnny B's headlight vibrated loose, on hearing a strange knocking noise, he pulled over to find it dangling by the wires, (good roads).

As we entered the Park we stopped at the lookout, then off to the information centre where we spent a half hour, a look at the old shearing shed, then the 11 k hike across the Lake bed to the bigger sand dune with their unusual outcrops on the other side. We spent about an hour walking over the dunes, an interesting place.

On the way back we decide to take the Burke and Wills track. Anita now on the back of Tom's PD, as the XJ's suspension, or lack of was shacking the proverbial out of her. As we get to this turn off there's no sign of Rob and Les, we didn't have enough fuel to go back, so we waited. Half an hour and they arrive. Rob got a bit over enthusiastic, rather than sticking with the road, he was riding up and down the sand banks on the edge. Still not content the sand banks got bigger and bigger with his ambition. Till the front wheel folded, throwing Rob over the handle bars. Lucky there was only fairing damage, it could have been worse, its a long way from anywhere out here. 5 ks short of Balranald the XJ runs out of fuel, Les's trusty siphon hose does the job. Refuel and quick coffee stop then along the 50 ks of boring bitumen back to Tooleybuk. With the sun slowly sinking and the XJ lacking a headlight not to mention the amount of livestock trebles at this hour, we made a dash for home. Les's XR being the only bike unscathed for the day. This is no good Les your not upholding to the XR reputation.

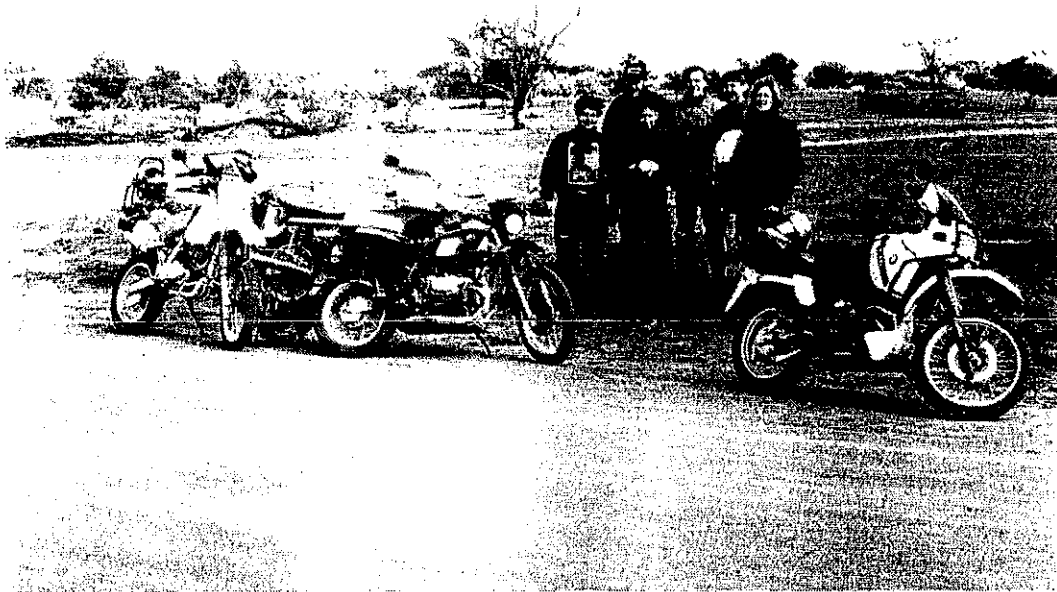
250 ks of dirt 150 ks of bitumen, what a fantastic day.

Andi R80GS.



Walls of China

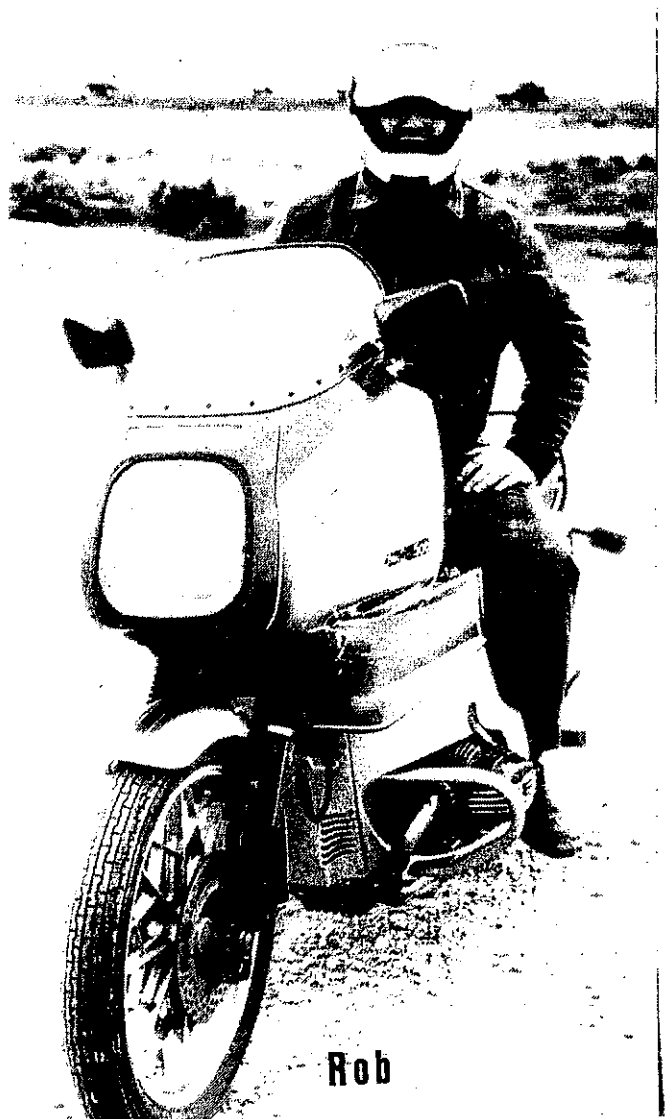
Mungo Men & Maidens



Look what we did - OUCH



Stuart



Rob

WHO's NEWS

Congrats to Andrew and Pam Dunn who are expecting an addition to the family, and a playmate for Naomi in December.

David Lennox will be "WALKING" for several weeks after fronting court for possessing a Radar Detector.

Talk about coincidence! Just after Tom Saville is presented with Life Membership to the Touring Club, his father is made a Life Member of the "HOME BREWING CLUB".

Tony Gustus's venerable XJ900 has just clocked up 184,000 Kilometres and still going strong. But what else could you expect it's a YAMAHA.

With the opening of the Ski Season our resident ski-bunny Mark Dennis will put the FZ750 into hibernation and head for the snow fields to help the Jet-set with their apr'es-ski. "It's a hard life".

Congrats to Vince Green who is getting married on the 29th of August.....for the FOURTH TIME! Well, they say variety IS the spice of life.

The Swan Hill weekend proved to be Hondas downfall with;
Stuart Bates CBR "falling Over".
Stuart Forsaith's CBR running out of petrol.
Anita Gouthro's VF running out of petrol.
Gary Clifton's CBR having a flat battery.

Dave Edgecombe, our speaker at the June meeting is having a Dynajet Dyno installed at his Huntingdale premises. The Dynajet is a motorcycle only dynamometer with a computerised print-out on all details of your bikes performance. So if you want to unravel the mysteries of HP, BHP, PS, KG/M, KILOWATT just see Dave.

Also at our June meeting it was evident some confusion still surrounds the use of leaded / unleaded fuel in motorcycles, so please refer to a separate article on this topic elsewhere in this newsletter.

BMW Motorcycle Club is holding its annual ICICLE RIDE on Saturday the 4th of July at 11.45pm. Meet at the Shell Circle K Service Station in Mill Park North. Cost is \$10 for which you get a badge, soup, coffee and breakfast.

Welcome to the following new members:-

Graeme Harvey of Lower Templestowe (Honda Spada).
George Lardas of Nth Balwyn (Suzuki GSX750).
Rob Langer of Burwood (Honda CBR900RR).
Carl Merz of Chelsea (Honda CBR1000).
Sue Portelli (Associate member).

NEW BIKES:-

Stuart Bates has traded the ZZR250 in on a Honda CBR1000.
Noel Brown has upgraded the GPX250 for a Suzuki GSXR750.
Rod East has transferred from the GSX250 to a CBR1000.
Chris Lee, now off his P's has traded the VT250 for an FZ750.

Our last meeting in June was certainly successful and thanks must go to Wayne and Michelle Pope for the T-shirt printing (and donations of stationary) and our new Social Secretary, Dot, who put on a fantastic first supper.

ANNUAL SUBSCRIPTIONS ARE NOW DUE AND PAYABLE AT \$20 FULL MEMBERSHIP OR \$10 ASSOCIATE.

Riders;

Margaret-Gpz550	Carl Marz-CBR1000	Daryl Cole-FZR600
Steve-GPX750	Adam Locke-CBR1000	Eric Makin-FZR600
Ben-ZX10	Gary Clifton-CBR1000	John Clowes-FZR100
Jack Youdan-K100RS	Paul Felsbourg-CBR1000	Sam & Rita-FZR1000
Michael Chan-GSXR1100	Andrew Kennedy-CB1100R	Eric Merz-FZR1000
	John van Dorp-VF1000	Rob Langer-FZR1000
	Simon Locke-Spada	Bob-FJ1200
		Ian Payne-XJ900
		Chris Lee-FZ750

Route;

Drouin, Poowong, Warrigul, Yarragon, Moe (lunch), Moondarra Reservoir,
Moe, Nilma, Neerim Sth, Powelltown, Yarra Junction and Healesville.

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PANCAKE PARLOUR - WEDNESDAY 17th JUNE

This all you can eat for \$9 special proved very popular with 26 members & friends fronting up to the Doncaster venue at 8.30pm.

Ross King	Luke Richardson	Ian & Kerrie
Mike Davis	Stuart Forsaith	Gary & Velga
Jon Riddett	Andrew Kennedy	Pam & Andrew
Adam Locke	Colin Davies	Sam & Rita
Jennifer	Margaret & Dawn	Dave & Sandy
Carolyn	Michael & Nadine	Terry & Liz

- * An impromptu sing-along occurred when we found out it was Terry's Birthday.
- * Adam & Jennifer were the only ones who rode to the venue!
- * Anita called in for a short time on her way to work.

PANCAKE PARLOUR 17th JUNE



Birthday Boy - Terry



GO-KARTS - 21/6/92

After an appetizing breakfast at McDonalds, Stav and I turned up at the KBCP to become part of the following assembled throng:

Ian - XJ900 (Leader & organiser)	Michael - GSXR1100
Luke & Stav - FJ1100	Geoff & Ben - RZ350
Rob - FZR1000	Ben & Vicki - ZX10 (Rear rider)

Ian led us on a short ride through the suburbs taking in the Kew Boulevard, the Yarra Boulevard and many other streets that eventually wound their way to the Go-kart establishment in Oakleigh. It was shaping up to be a lovely day but the morning was extremely cold, particularly on the fog shrouded roads. As a result, there was much stamping of feet and walking around in an effort to restore circulation. Over the course of the next quarter of an hour we were joined by:

Jon - K100RS	Chris & Andrew - FZ750	Angus - Shogun pushbike
Iain & Jane - car	Kerrie - car	Stuart & 4 friends - car
Sam & Rita - car	Rita's brother - car	Nadene & 2 friends - car
Colin & 2 friends - car		

A total of 30 people. The go-karts were part one of the day's entertainment and it was there that virtually everybody headed. Ian had secured the track for an hour at a cost of \$12 per person (we got about half an hour each). A big discount when you consider it usually costs \$15 for 15 minutes.

Anyone who says that the majority of Touring Club members aren't competitive is gravely mistaken. Ten karts took to the track and the racing began in earnest right from the word go. The first heat saw Sam (an old hand at this) blitz the field and score a runaway win, lapping everybody at least once. It was a bit hard to report on heat two as this was my first, and things can get very interesting. Initially the karts seem to be quite quick but once you get the hang of them they could do with a little more power. Unfortunately my kart was underpowered and I kept getting overtaken down the straight, after my speed governor had cut in!

Race three saw a classic battle between Michael, Jon and Ben develop, with Ben an early (and spectacular) casualty. Attempting to pass Nadene up the inside he ended up ploughing through the tyre wall and ended his hopes for a rostrum finish. Angus was soon up the race, and a titanic struggle ensued. Line honours went to Jon, with Michael - resplendent in blue and white leathers, matching helmet and slightly cocked elbows - coming second. Third went to Angus who seemed to be driving everywhere with the pedal to the metal; while Ian scored fourth with a drive reminiscent of Kevin Magee in the '89 AGP - he just couldn't quite get up there.

Race four saw Sam first and me second, with all challengers crashing out of contention. The karts could have done with a little more power, if only to tempt those evenly matched into making mistakes, but they were heaps of fun. They required a bit of effort and I bet I wasn't the only one with sore arms the next day.

Event two was the laser combat game. We were divided into two groups as a maximum of 18 people were allowed in at any given time. Once again Ian secured a sizeable discount with it costing \$4 instead of \$8 (per person). Our group had 18 people in it and we were divided into three teams. Vicki, Andrew - CX500 (a late arrival), Stav, Iain, Jane and myself formed the yellow team with 12 others making up the green and red teams.

The battleground is a large sealed off room with dividers everywhere forming a maze. The room is very dark and loud music is played. Each person is equipped with a vest that is connected to a laser gun. Each is numbered and attached to a computer. Your laser shoots a beam of light that registers a hit if it hits another vest. A hit in the front or back kills a person and causes their suit to stop functioning for 10 seconds. The objective is to knock out the crystals in the enemy bases. The only scores I can remember are 2000 for knocking out a base, 200 for a chest kill and 100 for a back kill.

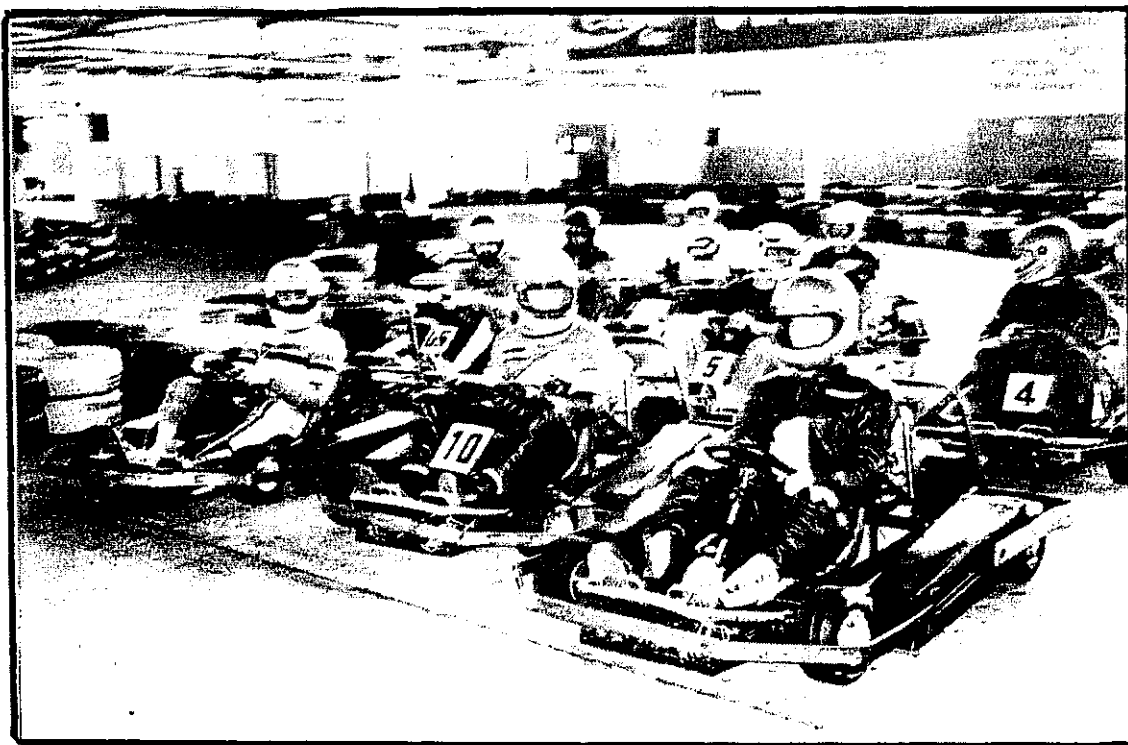
You get the signal to go and everybody has got 10 seconds to get into the maze. From that point on it's nothing but running around shooting and yelling. It sounds a bit silly but is really great fun. I have no idea how long the game went for but you're on the go all the time. Once again it seemed to be the guys getting the most carried away and out came the competitive natures again. Unfortunately our team did rather poorly, as was revealed when we finished and our results were printed. Ian and Colin proved to be the most accurate with both hitting over 30% of the time. Ben scored over 4000 points and somebody else scored over 5000, those two being the most effective. The computer printouts contain a complete breakdown of what you did to who. I was a little overzealous and hit my team mates six times, killing yellow three twice. I did get shot in the back twice by those same team mates, with yellow three being responsible once.

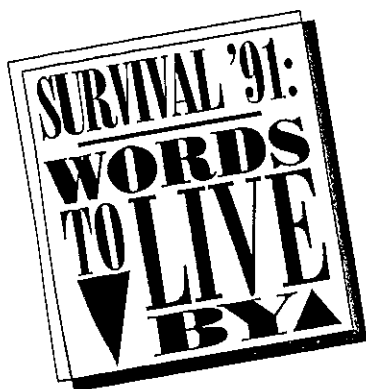
We emerged, sweating, to find Eric & Nadene - FZR1000 had turned up for the ride afterward.

The post game ride was led by Ian, with Ben & Vicki rear riding again. Rob, Eric & Nadene, myself & Stav, Andrew and Jon also came along. We headed south, then east. Across the South Gippsland highway and into Narre Warren and Berwick we went. What followed next were many, many kilometres of corners through the Cockatoo and surrounding area. The ride finished at Dandenong and was only about 120 km long. It was spirited, as most Touring Club rides tend to be, but not nearly as berserk as the go-karting had been earlier.

A good time was had by all, with a great time being had by many. Thanks to Ian for the sizeable discounts and all the time and effort put in to organising the day and the subsequent ride. If anybody plans to go back, let me know - I've got a few scores to settle!

LUKE - FJ1100





HELMET NOISE

A good helmet is a quiet helmet

BY ANDY SAUNDERS

The body reacts to noise as a danger signal—our nervous systems haven't had time to evolve from the time when the loudest noise you'd hear would be a mammoth charging at you. When we're exposed to loud noise, blood pressure rises, heart rate and breathing speed up, muscles tense, perspiration increases and hormones are released into the bloodstream. It's in your best interest to keep the noise in your life to a minimum.

Everyone has felt ringing in their ears

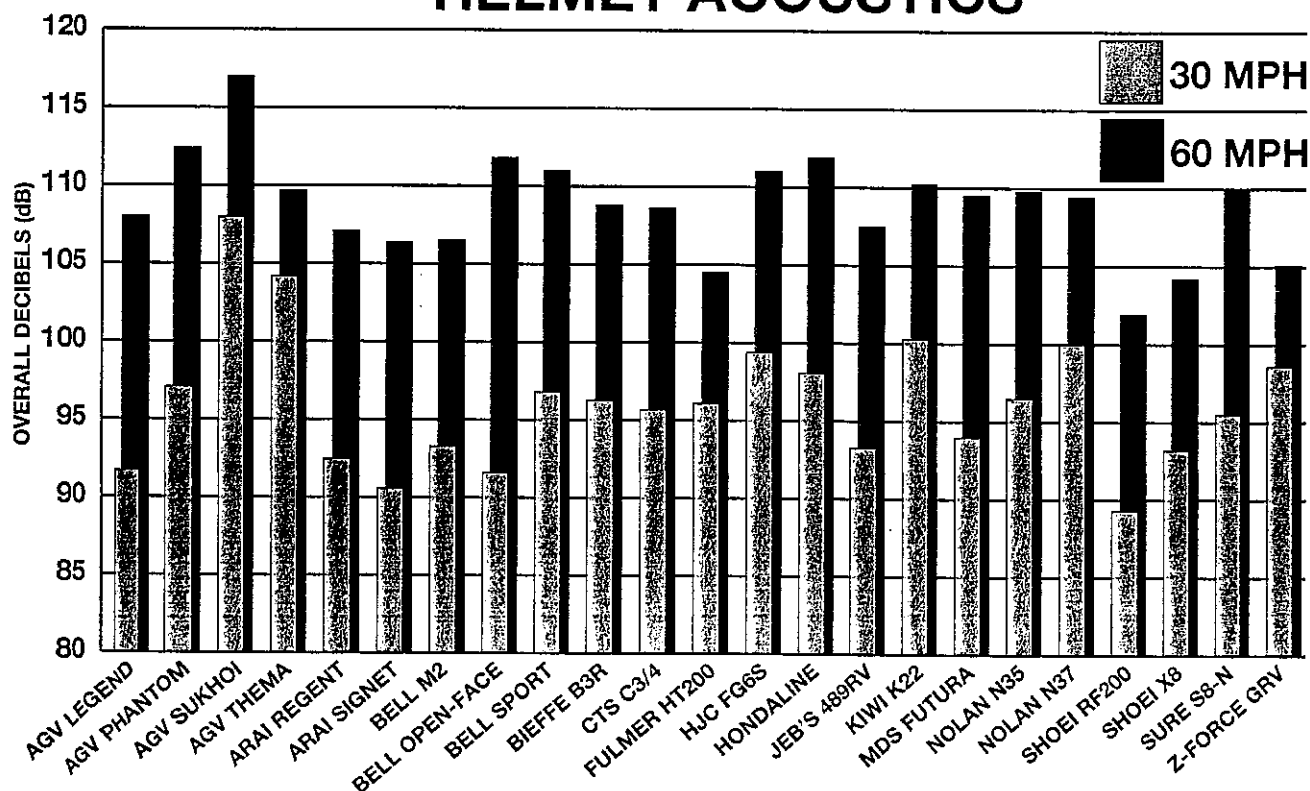
after a loud concert or a party; continued abuse of your ears makes that ringing—called tinnitus—permanent. Although loud noise can damage your ears (usually irreparably), it affects the heart most. Blood vessels constrict, pressure rises and cholesterol and triglycerides also rise. The increased hormonal activity steps up the secretion of acid in the stomach, possibly causing ulcers.

Loud sounds also affect the reproductive system in a manner similar to alcohol: increasing sexual drive while decreasing potency. In addition, loud sounds affect the level of white blood

cells and gamma globulin in the bloodstream, lowering the efficiency of the immune system.

Sound is measured two ways: by level and by the frequencies that make up that level. The adolescent human ear can hear sound waves at levels between a low 20 cycles per second, or 20 hertz (Hz), and a high of 20,000 cycles per second, or 20 kilohertz (kHz). Low frequencies are a dull rumble, high frequencies a shrill whine. As we get older, frequency response drops. A middle-aged person may not hear beyond 10,000 Hz (10 kHz). The human ear is most sensitive to sounds

HELMET ACOUSTICS

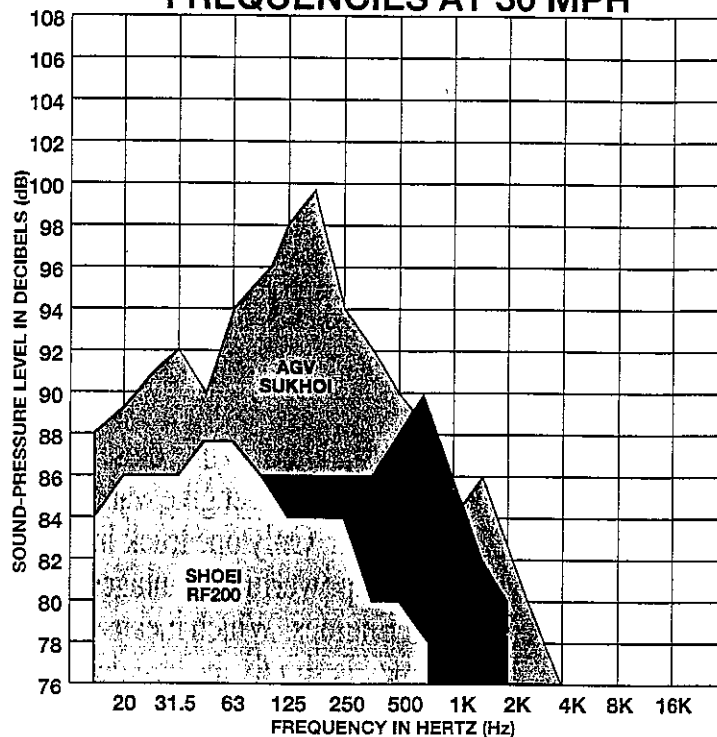


These graphs show the aggregate total decibels for each helmet at 30 and 60 mph. The results were obtained with well-fitting helmets, on a quiet street, with no engine noise. A noisy motorcycle, loud traffic and an ill-fitting helmet all increase noise level.

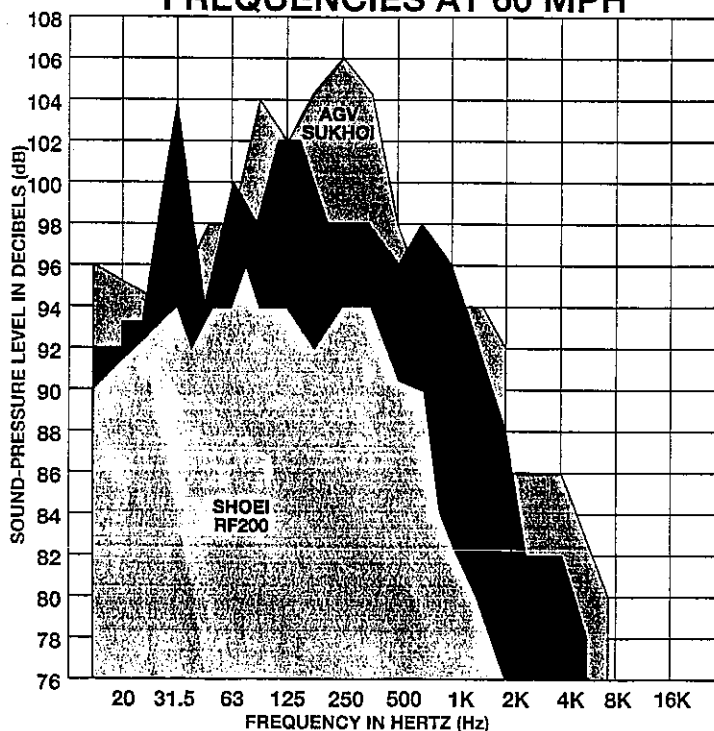
PHOTO: CHRISTY JEWEL

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HELMET-NOISE FREQUENCIES AT 30 MPH



HELMET-NOISE FREQUENCIES AT 60 MPH



The diagram above shows components of helmet noise at 30 mph, the diagram below components of helmet noise at 60 mph. The human ear typically hears over the .02-to-16-kHz range of sound frequencies. Helmet wind noise is at the lower end of the range, usually heard as a rumble or roar. The EPS liner tends to attenuate higher frequencies. The AGV Sukhoi is the loudest helmet, the Shoei RF200 the quietest, quieter at 60 mph than the AGV at 30. An open-face Bell—included for comparison—is quiet at low speed, becomes noisy at high speed and sounds noisier at high speed to the wearer because the human ear is particularly sensitive to the 1-to-4-kHz band, the range of human speech.

in the 1 to 4 kHz range, the usual frequencies of human speech, and damage occurs first in these areas.

Hearing loss is a gradual process, unnoticed by the loser. Noise doesn't have to hurt your ears to hurt your hearing: the Occupational Safety and Health Administration advises that habitual exposures to 85 dB for more than eight hours cause hearing loss. If you are regularly exposed to noise at the 95-dB level (10 times as loud), one hour is about the limit. Above 105 dB, your hearing can be damaged by repeated 15-minute journeys.

Motorcyclists risk hearing loss. Noise is the constant companion of a motorcyclist, no matter how quiet the bike. Pushing any projectile through the air at speed creates turbulence and noise, whether that projectile is a rifle bullet, an airplane or a human head. Riding with a bucket on your head creates more turbulence at the mouth of the bucket, and more noise. Some—though very few—full-face helmets can be noisier than no helmet at all.

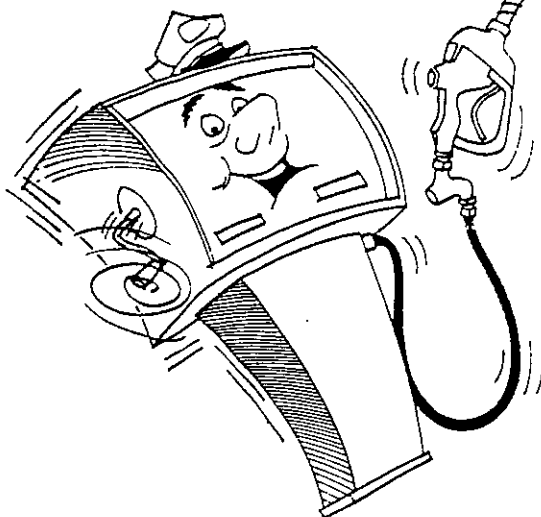
Even the best helmets can't close out all the wind noise, so if you ride long distances frequently, you need to wear ear protection. The most convenient, the foam earplugs of the E.A.R. type, cut sound-pressure levels by 30 dB or so when properly inserted, and nearly every California motojournalist uses them. Unfortunately, they are all breaking the law.

California's vehicle code states: "No person operating a motor vehicle or bicycle shall wear any headset covering, or earplugs, in both ears. The prohibition does not apply to any person wearing hearing protectors in the form of custom earplugs or molds that are designed in a manner so as to not inhibit the wearer's ability to hear a siren or horn from an emergency vehicle or a horn from another motor vehicle."

Of course, you can buy custom earplugs, but they are uncomfortable inside a well-fitting full-face helmet and expensive at around \$100 a set.

Avoiding damage to your brain is more important than avoiding damage to your hearing, but by selecting the right helmet, you can do both.

FUEL . .



Fuel Facts

Fuel is usually rated according to an **octane** number, but there are two different octane ratings: the Research Octane Number (RON), and the Motor Octane Number (MON).

To rate a fuel in terms of a RON or MON the oil companies use a single-cylinder four-stroke engine, and a mix of two control fuels: iso-octane and n-heptane. For the RON rating, the engine is run at 600rpm, for MON it's 900rpm with optimised ignition timing.

The percentage iso-octane used in the control fuel which best replicates the fuel being tested gives the RON or MON 'octane' number. For example, Australian Super achieves a RON rating of approximately 97 RON and 86 MON. This article uses the RON numbers where reference to octane ratings is required. (Note that the octane can vary slightly according to the source of crude oil, refinery, brand of fuel, time of year, etc.)

All fuel contains lead, which occurs naturally in greater or lesser quantities

in crude oil. The amount of lead in fuel is usually rated according to the amount — in grams — per litre. The chemical symbol for lead is Pb (Plumbum, from the Latin), and the lead content is thus usually expressed as **gPb/l.** Australia unleaded contains 0.013gPb/l.

We can examine fuel according to RON and lead.

Fuel	Octane	Lead
Sydney Super	97	0.4
NSW Super	97	0.84
ACT Super	97	0.84
Vic Super	97	0.3
Qld Super	97	0.84
SA Super	97	0.84
WA Super	97	0.84
NT Super	97	0.84
Tas Super	97	0.45
Avgas (High)	130	1.28
French Super	98	0.4
UK Super	97	0.15
UK ULP	95	0.013
Aus' ULP	92	0.013
Aus' Super ULP	96	0.013
US ULP	92	0.013

CAN MY BIKE USE UNLEADED?

BMW

The bottom line is that all post-January 1985 machines (therefore all K75s) will take unleaded.

BMW says pre-'85 bikes which were able to run on Standard-grade leaded fuel (like a 1984 R80RT) can take Aussie unleaded **provided one fill in three is of Super**. Pre-'85 bikes which needed Super (like a 1978 R65) can use Super-grade unleaded **provided one fill in three is of Super**. (Check your owner's manual to see if your bike is recommended for Standard or Super.)

BSA

Use Super for all models except the Bantam which will take unleaded.

Ducati

See Moto Guzzi.

Honda

All post-1974 bikes will take unleaded, except: VF1000R, CB1100R, CB1100F, XL500, XL600, XL350 (to '82), XR250 ('84 to '85), XR500 ('82 to '85), ATC250R, CR500, CR480, CR450, CR250R ('80 to '85), CR125R ('80 to '85), CR80, RC-30 and CX500TCC.

Harley

Hmmm. Use Super for Hogs made up to 1985. After that unleaded should be okay.

Kawasaki

All post-1974 machines can use unleaded, except the GPz750 Turbo which needs Super or Super unleaded.

Laverda

Use Super for all models (the Jota liked 100-octane fuel).

Matchless

The (Rotax-engined) G80 will run on unleaded. Other machines need Super.

Moto Guzzi

Pre-1986 Guzzis need Super. We've found that later machines can be run on unleaded, but prefer the Super-grade unleaded (naturally, because of the law, we can't advise you to use Super).

MZ

All MZs can use unleaded

Morton

The Classic will run on unleaded. Other bikes (Commandos for example) require Super.

Suzuki

All machines "from the early Seventies" can use unleaded, except the XN85 turbo which needs Super or Super unleaded.

Triumph

Don't even *think* about using unleaded!

Yamaha

All post-1969 models can use unleaded, except 650 turbo.

DO ENGINES NEED LEAD?

No, most don't.

There are two 'benefits' associated with lead in fuel. One is that lead can provide a protective coating and a lubricating element for valves and valve seats. Where cheapo, 'soft' metal has been used for these components, some level of lead is required for lubrication and cushioning. However, most Japanese vehicles since 1975 (and quite a few before) have 'hardened' valve components which can run happily without lead. And of course two-strokes don't have valves, so they don't need lead itself, full-stop. The likes of Triumph Bonneville and Leyland P76s, however, will suffer assorted valve horrors if made to sip unleaded fuel.

So that's got the valve business out of the way. What's the other 'benefit'? There is a popular perception that lead prevents 'knocking': knocking is a phenomenon more correctly called **detonation**, whereby a petrol engine begins to ape a diesel, as the fuel ignites through the heat of

compression rather than because of the spark provided by the ignition system. And this detonation eats pistons, rings, cylinder heads and valves. The cause? The octane rating of the fuel is insufficient for the compression ratio and/or the characteristics of the combustion chamber (though detonation can also occur because of excessive cylinder deposits, wear, etc).

Fact: lead (in itself or its alcohol-related compounds) does not improve the anti-knock properties of fuel. It is purely and simply the octane rating that achieves this.