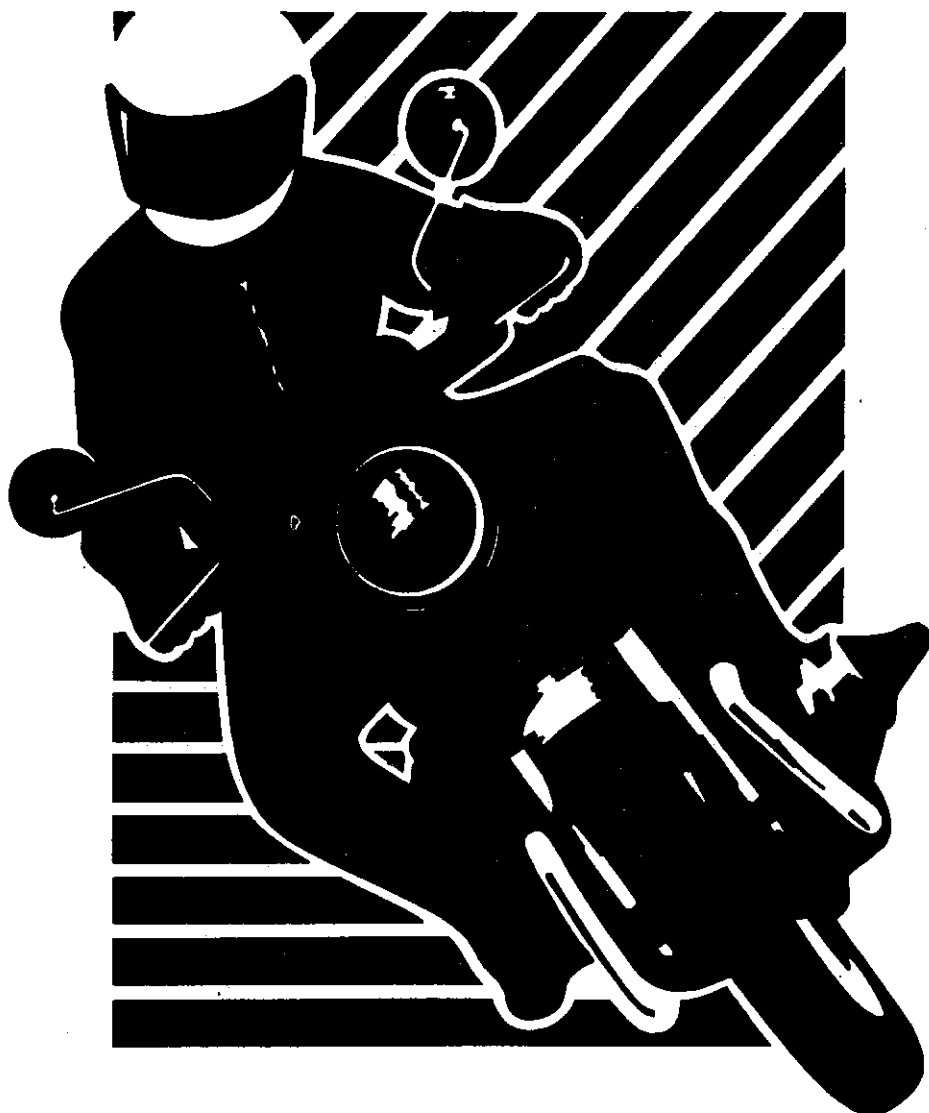


Oct 92

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

SUNDAY 4th.	VAUGHAN SPRINGS (near Castlemaine) * * 9.00 KBCP * * Les Leahy leading.	Having this EARLY start will allow us to explore the "region between the highways" around Diggers Rest & Wombat State Forest, (15km dirt) to Vaughan Springs.
SUNDAY 11th.	PARADISE (north of Apollo Bay) 9.30 KBCP 10.00 Laverton Ian Payne leading	Across to Lara, Geelong & Anglesea. Then down the G.O. road to Lorne and Apollo Bay for lunch. Up for a look at "Paradise" and home via Skenes Creek, Forrest, Deans Marsh to break up at Geelong.
SUNDAY 18th.	DUMBALK 9.30 KBCP 10.15 Hallam Jack Youdan leading.	From Hallam to Drouin, Poowong, Arawata, Leongatha, Dumbalk & Mirboo Nth for lunch. Then Boolarra, out the "twisties" to the di then back again to Limonite, Mirboo Nth, Yarragon, Ellinbank, Bales & Narre Warren.
SUNDAY 25th.	AVALON AIR SHOW 9.30 KBCP 10.00 Laverton	The club will proceed directly to view this World Standard aviation event situated at Avalon Airfield.
SATURDAY 31st	WHITFIELD BUSH CAMP # 9.30am Yarra Glen # ### SATURDAY ###	This camping weekend (held over the Melb. Cup long weekend) will offer something for EVERYONE. Refer to the extensive itinerary kindly compiled by Tom & Andi, elsewhere in this newsletter.

NOVEMBER

THURSDAY 5th.	GENERAL MEETING Club Hall 8.15pm " SPEAKER "	Apart from our normal entertaining format, this month "Dave Edgecombe from Allbike Performance" will be here to talk about his new bike DYNO and all things motorcycling.
SUNDAY 8th.	Maldon 9.30 KBCP Tom D. leading.	This ride will be led a "first time leader" with Tom promising a leisurely pace to this historic town for a leisurely counter meal. So come along and support Tom on his first ride.

* * * * *

SOCIAL EVENT:

THURSDAY, OCTOBER 15th. 6.30 P.M.	Countermeal at the ANCHOR & HOPE TAVERN 481 Church st, Richmond.
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MOTORCYCLE TOURING CLUB OF VICTORIA
Minutes of the General Meeting 3/9/92

1. Call to order at 8:44pm
2. Attending; 54 members and guests
3. Apologies; R. East, S. Leyland, M. Ivory, W. Muller
4. Correspondance; 2 renewals, Hall hire statement
5. Captains Report for August:

DATE	DESTINATION	WEATHER	INCIDENTS
9/8	Warathah Bay Ben lead, 25b, 25p,, 580 km	Forcast bad, did rain but also dry in parts	Lost GPX750 at Hallam, Jack missed a corner, Rod East on CBR1000 crashed, Carl's handlebar came loose.
16/8	Flowerdale Michael lead, 16 b, 16p, 480km	Dry all day but windy	Bears GPZ900 radiator hose clamp came loose so he left ride but did catch up at Euroa. Collin Davis Hallmark bag popped off back of bike at Eric Andrew Kennedy's CBR900's 1st club outing
23/8	Economy ride via Mt. Macedon, Ben lead 6b, 6p, ?kms	overcaset, wet, raining,foggy,then snowed.	Due to bad weather the ride was cut short to break up at Woodend. Economy ride section was 148kms. Jennifer Byrnes won on her GN250. John Riddet had a mild case of frostbite due to the cold.
30/8	Alexandra Tramways Museum. Ian/Tom lead, 22b,23p,?km	overcast, wet rainy then a little snow	Again the ride was cut short due to bad weather. Ben and I missed a corner, Les ran off the road, high drop out rate due to rain or other commitments. Did not see museum. Top half of black spur was dry enough to have some fun on.

6. Treasurers report; statement not available, balance \$1500
7. Upcomming rides
 Upper Yarra Dam BBQ, Navigation trial, Ballarat aviation museum, Poowong
8. General Business
 - Open Road Tourers of W. A. try ing to organize national rally want expressions of interest
 - Raffle for Toy Run to be run over next few months, prize is a hat.
 - Black night rally for 19/12. members invited
 - Public Land Users Group,, picnic on Sat before elections. Support sought
 - Xmas camp at Rosedale
 - Hall rental to be continued for '93
 - Ian Mc Guinness to sell KLR250
 - Andrew Kennedy re overservicing by dealers.
 - Door prize, won by Andi Siminger, 2 video cass.
9. Adjourned; 9:20pm

The Corner Marking System Explained

Sept. 1992

Easy to understand, the corner marking system is one of the strong points of our Club. For it to work well it is important that everyone has a thorough knowledge of how it works and the underlying philosophies. In no way is it perfect: we are always looking for ways to improve it (and everything else). To this end, if you have an idea or any constructive criticism please inform us.

Historically this article was written for the benefit of new and prospective members back in 1988. They were given a copy of it or received one in the post. Later it was given to new members as part of their show-bag of Club goodies. It was written with a view to it being of a timeless nature, wholesale modifications being hopefully unnecessary. Reprints have appeared in the Club Magazine ever since. This latest version attempts to remove some of the sexist language and expand on some of the perceived problem areas. Hopefully there is something in it for all of us, new or old.

There is a "leader" and a "rear-rider". Ideally, no-one passes the leader and the rear-rider passes no-one. When the leader comes to an intersection at which he/she is deviating from straight ahead, or there is any likelihood of confusion, he/she will point to the side of the road indicating that the following two riders are to stay there "corner-marking" until all the remaining riders have passed through, and the rear-rider arrives. The corner-markers then proceed until next required to "corner-mark".

By corner-marking we mean indicate (by preferably blinking or pointing to) the direction the following riders should take. Good corner-markers work as a team positioning their bikes to indicate the direction taken by the leader.

Here we are falling down quite badly. Be considerate! Corner marking is not the time to gamble on completing smoking a cigarette before the rear-rider arrives. The rear riding position is onerous enough without making him/her wait while you hastily prepare to leave.

Use your blinkers! A hand signal is at best unreliable, and at worst non-existent. It is easy to get talking and forget about the rest of the riders. (Bikes with total loss electrics are excused.)

Be safe! Parking on the "riding" line is very dangerous. Park as far to the left as possible, or better still and where appropriate, mount the kerbside, traffic island, median strip etc. Otherwise you are likely to get run into, not by the bike approaching, but the one behind who does not have a fair view - or worse still, the car behind the car. If some one is carrying a bit too much speed, then the riding line should include the "wide" riding line and the "straight ahead" riding line, especially at "T" junctions at the end of dirt roads. It is probably better to never "double park".

Be in communication! Ideally park within talking distance of your corner-marking partner. At worst the partner should be at least within visible communication in case some action is required.

Be visible! Positioning your bike to indicate the direction taken by the leader only works when that bike is visible to the following riders. Otherwise it is useless. On right hand corners it seems to work well, especially at "T" junctions where one bike can park at the

UPPER YARRA DAM BBQ - 6/9/92

KBCP:

Ian - XJ900 (L)
Ross - XJ900
Steve - XL600
Michael - GSXR1100
Ben - ZX10
Meggs - GPZ550
Andrew - FZR1000 (R)
Rob - CBR900RR
Noel - GSX750
Andrew - ZZR600 (R)
Stephen - VFR750
Ray & Peta - GPZ600
Velimir - CBR1000

YARRA GLEN: ??

Ray - KLE500

HALLAM:

Carl & Andrea - GSXR1100
Eric - FZR1000
Doug - ZX10
Stuart - ZZR1100
Stuart - CBR1000
Sam & Alec - FZR1000
Andrew - CBR900RR
Colin & Jason - FZR1000
Iain - VFR750
Ferdie - ZZR1100
Kylie - GT550
Jennifer - GN250
Jack - K100RS
Craig - ZZR250
Paul & Katrina - VFR750
Laurie - GS850
Grant & Donna - Z1300
Geoff - Harley

UPPER YARRA DAM:

Dot & Gary - Car
Kerrie - Car
Mark - Kombi
Daryl & Josephine - Car
Jon - K100
Jackquie & Damian - Harley
? - ?
Tom - FZ750
Andi - TDR250

36 bikes, 50 people, 4 cars

It was 7.30 am and I was awake, early for me on a Sunday morning after a late night. I had already procrastinated about going on the ride due to lack of funds, but to hell with the expense. It's Father's Day and I had a gut feeling I wouldn't be hearing from my boys, so on with the clothes, a quick warm up, and off I went to the KBCP. Fortunately enough I made it this time without being booked.

On arrival I had given my bike a quick going over to prepare her for the ride for it's unlike me to come unprepared. There were approximately 15 bikes, mostly new faces, so after a brief introduction we headed off down the Mulgrave. Ian (XJ900) was leading and Andrew (ZZR600) was rear rider.

I had caught up with Ben (ZX10) and Ian on the freeway and sat patiently behind with a little bit of shuffling to Hallam, where we met up with the rest of the group. Anyhow after a bit of mingling and a squiz at Geoff's Harley Heritage we set off towards Upper Beaconsfield. There were 31 bikes and five pillions rumbling and screaming through the bends along Stoney Creek Road heading towards Pakenham. A very fast bit of road. I gave it a handfull until I approached a fairly tight corner where I hit a bump going into it which sent me off balance causing the bike to run wide "fortunately no cars". My bike (GSX750F) did not take a liking to the bump at the speed I was going, I had the suspension settings on soft due to my sore back (not caused by too much of a good thing - unfortunately).

From Pakenham we covered some more good hoon stretches through to Cockatoo where we stopped for smoko.

Ray and Peta (GPZ600R) were telling me how his bike kept bottoming out approximately five kms before Cockatoo. Ray claims it was due to her weight problem, but I don't believe it to be so. Sam (FZR1000) was complaining of a sore arse due to Alec - his pillion (I wonder what they got up to?). Jenny had to stick with the tack in order to start her bike.

UPPER YARRA DAM BBQ cont.

Donna & Grant (Z1300) hit a pothole causing them to go out of control, I wonder if it's the same one I hit? Anyhow, enough of the gossip and back on the bikes to Emerald along some nice twisties through Seville, Yellingbow, Woori Yallock, and stopped for a regroup at Warburton to drain some adrenalin.

From Warburton we rode straight to Yarra Dam where we met up with Gary & Dot who were hard at work cooking for all us hungry little vegemites. Ray (KLE500) met at Yarra Glen (wrong place) and was assisting with keeping the fire alight. Tom arrived on Andi's FZ750, Jon (BMW K100) arrived with friends Jackquie & Damian (Harley Heritage). Daryl & Josephine arrived in their Nissan Vanette, as did Mark in his combi.

Everybody had arrived safely with only one mishap, me. I had a slight front and rear wheel slide on a wet patch which threw me off balance causing the bike to run wide. Luckily enough, no cars again. It kind of put me off going on the spur riding with the 26 others who were very eager to go after their bellies were full. I wimped it. I am not very impressed with the Metzeler's which are on the front and rear. It gives me a very uneasy feeling on some dry roads and especially in the wet.

Anyhow, when the braves came back from the spur you could see that the adrenalin was pumping hard. There were no accidents, only a few slide reports. After a friendly chat we set off to Yarra Glen where we all split.

All in all, it was a fun day, overcast with spots of rain and an excellence lunch thanks to Dot, Gary (cooks), Jon, Kerrie, Ray, Daryl & Josephine for organising. I apologise if I have left out anybody. Thanks to Andrew (rear rider) and Ian for leading, good one.

NOEL - GSX750FN

EVENTS

1992 SUPERPRIX:

Phillip Island, October 15-18.
Round 5 World Endurance Championship. Saturday 17th. 3-9pm.
Round 12 Superbike World Championship. Sunday 18th.
plus support events for 250GP, 125GP, 250's, 600's & Outfits.

Prices: Saturday - \$20 and Sunday - \$25 (Weekend pass \$40)

THE AUSTRALIAN INTERNATIONAL AIR SHOW AND AEROSPACE EXPO.

OCTOBER 24/25

Avalon Airport
8.00am to 6.30pm (Flying between 10am & 4pm).
Prices: Adults \$15, Pensioners \$10, Children \$5.
Parking: \$5 per day.

The club will endeavor our to find "FREE" parking areas so bring along something to support the side-stand in case of soft earth.

WANTED:

Ideas for the December 92 to March 93 itinerary.

NAVIGATION TRIAL YEA 13SEP92

HAVING WOKEN AFTER 9 O'CLOCK THAT MORNING, I DID'NT KNOW WHAT JOHN HAD SAID AT THE KBCP SPIEL. FOR ALL I KNOW HE MAY HAVE PLANNED 600 KMS OF DIRT. CUTTING THEM OFF AT THE PASS, THE CLUB MET ME OUTSIDE OF THE DUKE OF WELLINGTON ON FLINDERS EN-STANDRD-ROUTE TO THE PICK UP AT YARRA GLEN. TO DISPELL THOSE RUMOURS I DID NOT SPEND THE NIGHT IN THE PUB.

UPON ARRIVAL AT YARRA GLEN WE WERE GRACED BY THE PRESENCE OF JENNIFER (MOTOR PROBLEMS AND ALL), DAVID (GOT NO BRAKES) LENNOX, EVER-SMILING CAMPBELL, AND DUE TO THE USUAL YARRA GLEN DELAY THE LATE, LATE BEN WARDEN. AFTER WHAT SEEMED LIKE A FULL SERVICE AND TUNE TO THE GN (NOW NOT RUNNING ANY BETTER OR WORSE) WE CONTINUED, SO LEAVING JENNIFER AND CAMPBELL AS ESCORT TO MAKE THEIR OWN WAY HOME. I HOPE THEY MADE IT AS I HAVE SEEN NEITHER SINCE.

AS OFTEN AS WE DO TRAVEL THESE FAVOURITE ROADS, (HEALESVILLE, MARYSVILLE AND SURROUNDS), THEY ARE ALWAYS ENJOYABLE GOING, EXCEPT PERHAPS THAT DEISEL AND BARK THAT LITTERS THE SPUR IN THE WET. IT WOULD BE A LITTLE AMISS OF ME NOT TO MENTION THE WEATHER AT THIS STAGE. IT WAS OVERCAST, BORDERING ON RAIN, QUITE COOL BUT NOTHING LIKE THE ARCTIC WEATHER THOSE HEROES FACED ON THE ECONOMY RIDE A FEW WEEKS EARLIER WHICH INCIDENTLY SAW A CONVINCING SUZUKI 1,2 WIN.

FROM BUXTON WE LOOPED VIA THE MOLESWORTH ROAD INTO YEA FOR LUNCH/PETROL WHERE MOST SEEMED TO BUY FROM THE TAKE-AWAY ACROSS THE STREET, INCLUDING MYSELF AND ENJOYED THE HOUSE SPECIALTY; A WAD OF DRIED-UP ROAST BEEF WRAPPED IN A THREE WEEK OLD ROLL. IT WASN'T THAT BAD BUT BEN'S BOTTOMLESS THERMOS WAS LOOKING GOOD, AGAIN. DUE TO WORN FRONT BRAKE PADS WE LOST DAVID LENNOX SOMEWHERE NEAR ALEXANDRA.

LUNCH OVER, WE ALL PREPARED FOR THE DAY'S HIGHLIGHT, THE TRIAL, BY BUYING PETROL, PUTTING ON WET WEATHERS, AND TAPING THE INSTRUCTIONS TO OUR TANKS. ONE BY ONE, AT FIVE MINUTE INTERVALS, WE LEFT TRAVELLING AT OUR NOMINATED SPEEDS. FOR THOSE WHO HAVE NEVER PARTICIPATED ON A NAVIGATION TRIAL BEFORE THE IDEA IS TO NOMINATE YOUR ESTIMATED AVERAGE SPEED BEFORE TRAVELLING ON AN UNKNOWN COURSE AND UPON RETURNING SEE WHO HAS THE CLOSEST AVERAGE SPEED BEARING IN MIND THE VARYING TERRAINS, DIRT, WEATHER, AND IF YOU HAVE A HANGOVER OR NOT FROM THE NIGHT BEFORE.

THE RESULTS WERE AS FOLLOWS:

		ESTIM.	TIME	AVG.KMS	DIFF.+/-	
STEPHEN	VFR750	89KMH	99MIN	91.8	+2.8	
IAN	XJ900	95	107	91.8	-3.2	
ERIC	FZR1000	105	81	113	+8	
CARL	GSXR1100	100	97	91.8	-8.2	
MICHAEL	GSXR1100	75	144	61.2	-13.8	
ROB	R100RS	70	96	91.8	+21.8	147KMS, 10KMS DIRT.
BEN	ZX10	90	82	113.07	+23.07	
COLIN	FZR1000	110	118	77	-33	
LES	XR600	84	(DATA NOT RECORDED DUE TO BREAKDOWN)			
JOHN	GS100PD	(DATA NOT RECORDED DUE TO ABOVE DELAY)				

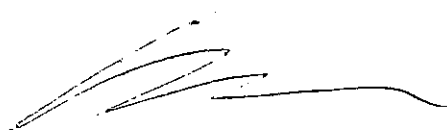
AS CAN BE SEEN FROM THE ABOVE, THERE WERE A FEW MISHAPS DURING THE TRIAL. ASIDE FROM THE FEW WHO DECIDED NOT TO FOLLOW THEIR INSTRUCTIONS TO THE 'T', PARDON THE PUN, THERE WAS THE CASE OF LES' CHAIN BREAKING IN TWO NEAR THE COMPLETION OF THE RUN, RESULTING IN NOT TOO MAJOR DAMAGE, JOHN HAVING TO TOW THE BIKE TO MELBOURNE IN THE DARK AND NO DATA BEING RECORDED DUE TO THE LENGTHY DELAY.

AS IT HAPPENED, DESPITE IAN AND ANITA SEARCHING FOR THE PAIR, THEY MISSED THEM WHEN THEY TOOK A MORE DIRECT ROUTE TO YEA TO FIND NO ONE THERE WAITING, AS THE OTHERS HAD ALREADY GONE.

PREVIOUSLY, IT WAS ARRANGED TO USE JOHN'S ODOMETER READING AS THE GAUGE (CONSIDERED TO BE THE MOST ACCURATE REF. ODOMETER CALIBRATION RIDE A FEW MONTHS AGO HOWEVER DUE TO THE DELAY, ROB'S FIGURES WERE USED INSTEAD.

UPON MY RETURN TO YEA, I BRIEFLY LED A SMALL PACK TOWARD KINGLAKE AND WHITTLESEA BUT WAS SOON PASSED BY THEM ALL, BUT DID ENJOY THE SWEEPERS THROUGH FLOWERDALE, KINGLAKE AND THOSE JUST BEFORE WHITTLESEA.

MY THANKS TO JOHN FOR AN ENJOYABLE RIDE (EXCEPT THE LAST SECTION OF 'DIRT') AND TO IAN FOR REAR RIDING FOR THE DAY.



MICHAEL CHAN
GSXR1100

BALLARAT AVIATION MUSEUM - 20/9/92

Gary & Dot - BMW R100RS Rennsport (L)	Ben - ZX10
Mick - GSXR1100	Adam - CBR1000
Ferdie & Kylie - ZZR1100	Carl - GSXR1100
Eric - FZR1000	Jack - K100RS (Rear rider)
Rob - CBR900RR	Ian - XJ900
John - VF1000F2	Steve - GPX750
Tom - Spada	Walter - GPZ900
Grant & Donna - Z1300 (new rider)	Andrew - FZR1000

Sunday 20th September 1992, 7.30 am - I awaken eager to go for a "good" ride, as its been raining just about every day of September. I look out of the window... ..Hmmm, overcast and grey, think I'll go back to bed. 8.00 am - I wake startled, reach for the curtains, only to find - blinds! Open the blinds - Ahhh! Sunshine!! Let's go for a ride!

9.30 am - I rock on into the KBCP, running a little late, courtesy of last minute spit polishing the CBR (the secret of a great shine). Say hello to everyone, and listen to the old fella telling us where we are going today (just kidding Gaz!). The illustrious Ballarat Aviation Museum. Everyone's checking out Gary's new machine. A shiny, black BMW R100RS Rennsport. Hmmm, not bad Gazza - very classy.

At least now I might have a chance of passing him - if we get to a nice long straight! Dot says the BM's more comfy than the CBR and easier to get onto - it passes the seal of approval. Jack volunteered to rear ride.

So off we go - all eighteen of us - which me thinks is a pretty good turn-up considering the wet weather we've had lately. We head on out over the Westgate towards the back of Bacchus Marsh, which is similar to the back of Bourke - except nothing like it.

As we're riding along I'm thinking about the little message on the front of each and every club itinerary - (as I nervously switch on to reserve, in the middle of nowhere). Something about arriving with a full tank of juice. The only juice I had was some orange and mango in my top box! I hope we find some civilisation soon.

We head on out through the Brisbane Ranges. The weather is about 14 - 16° C, patches of sun, patches of clouds, but overall not bad. Good twisty roads through the Ranges, but as I'm running low on petrol I keep my speed down. We arrive in Anakie for morning smoko - and a chance to fill up. "I'll have 20.5 litres of super thanks" - in a 21 litre tank?

I scribble down names, numbers and vital details, and grab a bit to eat. I notice a strange looking chap out of the corner of my eye, and wander over to investigate. He looks like some sort of Arabian Shiek with this kind of wooly turbin on his head. I say, "Hi, I'm Adam of Sandringham, who are you?" He says, "Ben. Of West Heidelberg." Interesting hat Ben. Tell's me his harem is at home awaiting his arrival.

From Anakie we head north, zig-zagging across the countryside in search of Ballarat. We arrive at Ballarat and cruise past a club of 56, 57 & 58 Chevy's on our way to the Aviation Museum. We'll get to see some more of these later, as it turns out.

Arriving at the Aviation Museum we go and take a "free" look-see. The main hanger is open, but the other part of the museum was closed. At least we didn't have to pay \$5.00.

There were some interesting old engines in the museum, and an old, restored Kittyhawk, complete with fabric covered wings - wouldn't like to fly one in a heavy hailstorm. Gary decides to go back to the park where we saw the Chevy's, and leads us back there.

The shop at the park was cooking one chip at a time, so we decided to go back into Ballarat town to get some lunch. It was a good chance to look at the old Chevy's though. "Ahhh, they don't make them the way they used to" Everyone was getting pretty hungry by this stage - so we did what most other hungry bikers would do - head straight to McDonalds.

After a sumptuous meal at golden arches we headed off to Trentham. Good roads and reasonably good weather was a good way to fill in an afternoon. As we snaked our way through the Blackwood forest and down into Myrniong. Back onto the Western Highway we rode - breaking up at Melton.

Thanks go to Gary (and Dot) for leading a good ride. Thanks to Jack for rear riding. There were no incidents/accidents. And thanks to Steve for the bickies and coffee after the ride.

ADAM LOCKE - CBR1000

WHO's NEWS

#

Thanks to Geoff Jones for the donation of the Australian flags.

Carl Merz has sold the GSXR1100 and is running around in a Holden Calais!!!

The Editor had a close inspection of the road recently when the front end let go while negotiating a wet left-hander. All indications pointed to the 3 year old Cheng Shin tyres, wonder if Dunlop make a K591 in 27"x 1 1/4" that will fit the old PUSHBIKE?

Got a few Green-thumbs in the club with Andrew Platt and Simon Locke both doing a bit of "GARDENING" on the Poowong ride.

Knew those big singles had plenty of torque with Les Leahy's XR600 proving the point by breaking the drive chain in TWO places.

NEW BIKES;

Luke Richardson - Kawasaki GPz500S.
Campbell Stephens - Honda CBR1000.
Gary Clifton - BMW R100RS (Rennsport)
Andrew Baker - Yamaha FZR1000
Andrew Kennedy - Honda CBR900RR (Fireblade)
Stuart Forsaith - Kawasaki ZZR1100.

Campbell recently found out that the CBR certainly attracts attention, although the \$160 on-the-spotter wasn't really what he expected.

Andi's R80GS is now up & running after the fitting of a 27,000klm old secondhand engine. Tom's Pizza Delivery (PD) has also come in for some attention with the fitment of a new Ohlins rear shocker.

In response to a suggestion for a regular social get-together, the committee have sanctioned a social night to be held two weeks after the meeting. This will take the form of a countermeal held at a suitable hotel. The first of these will be on Thursday 15th of October at 6.30pm and held at the Anchor & Hope Tavern in Church St. Richmond.

QUESTIONS

CHAIN OF FOOLS

The facts on motorcycling's favorite final drive

BY ANDY SAUNDERS

Chain has been around since pre-historic times. The first chains were carved from a single piece of wood, and chains like these were used for power transmission in windmills and other preindustrial machinery. But it was not until the turn of this century that reliable, cheap, roller-bearing steel chains became available, and even then, before clutches caught on, many motorcycles used belt drive. A rawhide drive belt could be slipped to act like a clutch at an intersection where a clutchless chain-drive bike would stall. With the general adoption of the clutch in the '20s, chain drive became the norm, except for the few expensive and idiosyncratic motorcycles which used drive shafts to turn the rear wheel.

Today, chains are still the preferred transmission method for most motorcycles in use; ever wondered why?

1 Drive shafts are clean and need little maintenance. Belt drives are just as clean and rob less power than a shaft. Why do motorcycles still use messy, high-maintenance chains?

Toothed belt drives are extremely successful on the back of high-torque, low-revving Harleys, as camshaft drives on Ducatis and as primary drives on relatively low-revving vintage racers. But belt drive is expensive and more susceptible to misalignment, and of more importance for sport-bike design, it requires very wide sprockets, making for an unwieldy rear end.

Chain drive is efficient and cheap; it allows gear ratios to be changed rela-

tively easily and tolerates more abuse than any shaft or belt. A chain works, for a while, even if misaligned or dirty or dry, and the almost-universal OEM fitment of O-ring chains has extended service life and lessened maintenance chores. Today's chains are cleaner and practically maintenance-free.

2 How should a drive chain be lubricated?

On non-O-ring chains, use a good-quality spray chain lube. Take the bike for a ride to warm up the chain, then spin the back wheel when the bike is on its centerstand or blocked up. Using the aerosol straw, aim lube between the side plates on both sides, then between the inner plates and rollers. Wipe off the chain with a rag to reduce oil fling. To minimize finger loss, never wipe a moving chain.

The only lubricant most O-ring chains require is a rust inhibitor. Use 30-weight oil or Six-in-One or a lubricant specially formulated for O-rings—make sure the can says, "For O-ring chains." If the chain gets wet, use WD-40 or Kal-Gard 30/30 to displace the moisture that promotes rust.

3 How should a drive chain be cleaned?

Opinions differ on this question; if the chain is dirty or greasy, RK recommends a brush or rag dipped in kerosene, while Tsubaki specifies spraying WD-40 on the chain. In any case, never use detergents or a car-wash hose because water that penetrates the chain causes rust and shortens chain life.

Avoid soaking O-ring chains in any solvent, like kerosene, and don't clean

the chain in an industrial parts washer or solvent tank. The solvent swells the O-rings, destroying the chain's self-lubricating properties (not to mention what it does to your hands).

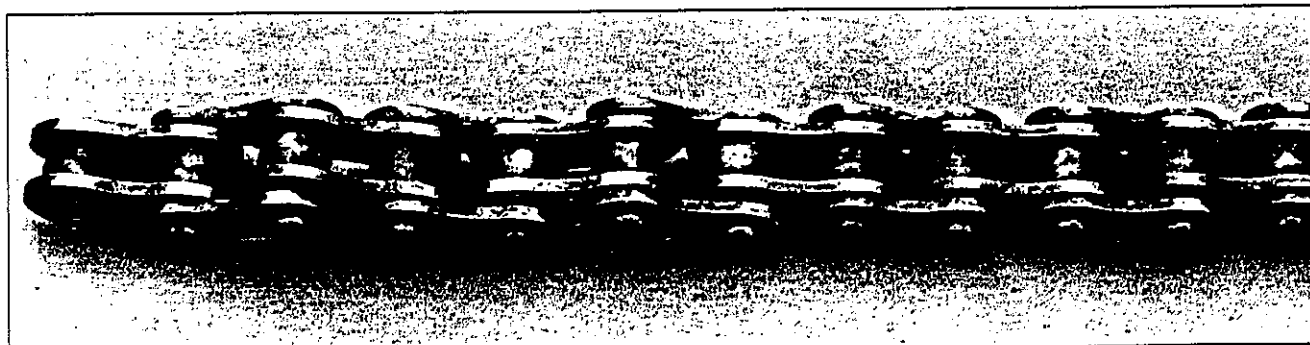
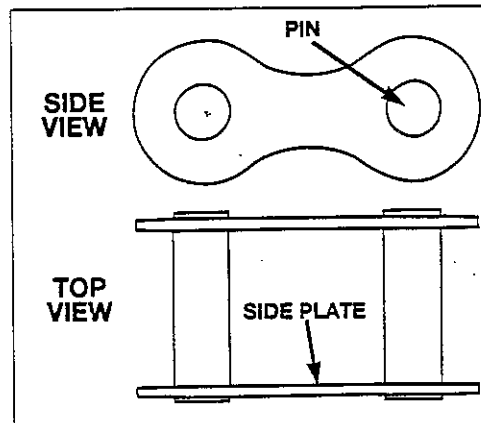
4 What's a good chain-adjustment interval?

The adjustment period varies with weather, riding conditions, the load on the chain, your personal riding style and the age of the chain, but the chain should be checked every 200 miles or so in any case. It's important that the chain be clean and well lubricated before adjustment. Always check the chain slack in the middle of the lower run, and rotate the wheel by hand so you can check the chain in several places. As a chain wears, particularly if misaligned, it develops tight spots, and the chain should be adjusted to give the specified movement at its tightest point.

In wet weather, a non-O-ring chain needs lubrication every couple of hundred miles as the lubricant is washed from the chain.

5 When should a motorcycle chain be replaced?

Replace the chain if it is rusty, has noticeable kinks or tight spots or



Lack of lubrication (dark rust patches) and rear-wheel misalignment (shiny wear spots) killed this low-mileage chain.

when the stretch exceeds 3 percent. With the bike on its stand and the transmission in gear (with the ignition off), pull the wheel backward to tension the chain, then measure the distance between 19 pins on the bottom run. For a 520 or 530 chain, this distance should be no more than 12 $\frac{1}{4}$ inches, while a 630 chain should measure 15 $\frac{1}{4}$ inches or less. Alternatively, after adjusting the chain to the manual's specifications, pull on a link in the middle of the rear sprocket. A new chain hardly moves at all; if the link pulls off enough to show more than half of the sprocket tooth, the chain is worn out. Sprockets should be replaced at the same time if they are worn.

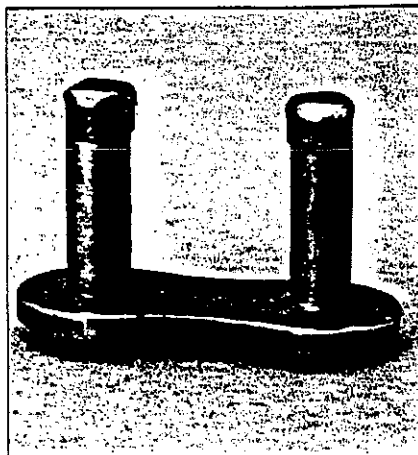
6 How can I check my sprockets for wear?

Inspect the front and rear sprockets for hooked teeth or shiny worn patches, evidence of terminal sprocket wear. Rotate the wheel with the bike on the centerstand in neutral and see if the chain has a tight spot where play is noticeably less. Mark the front and rear sprockets and rotate the wheel several more times to see if the marks correspond to the tight spot in the chain. If either does, the sprocket is warped and must be replaced. If the

tight spot does not correspond to either mark, the chain is worn, probably from misalignment, and must be replaced. Check the sprockets for run-out with a straightedge or a dial gauge, or remove them and place them on a flat surface. Run-out of more than .005 inch means the sprocket should be replaced.

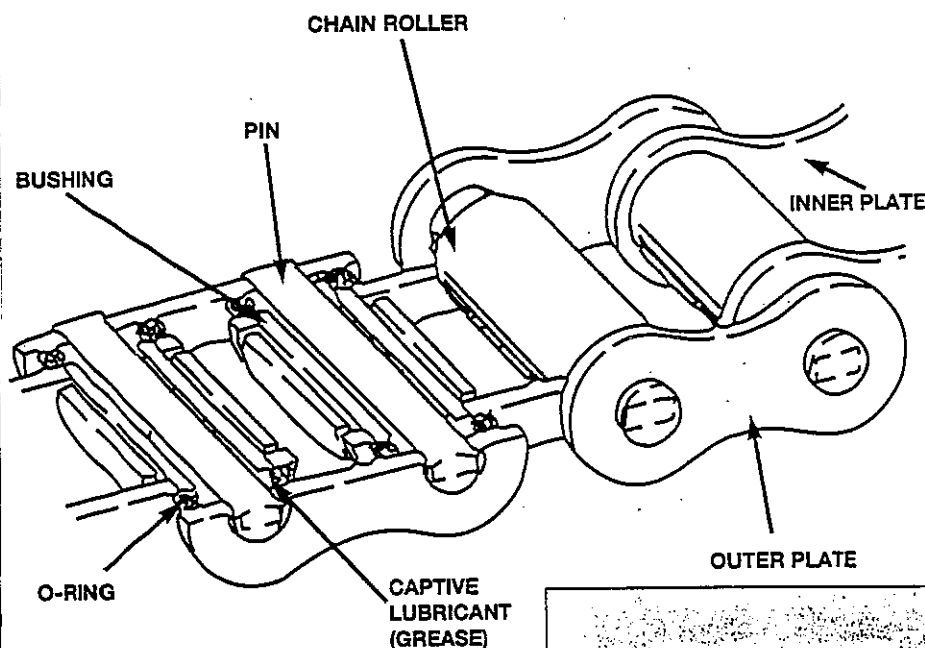
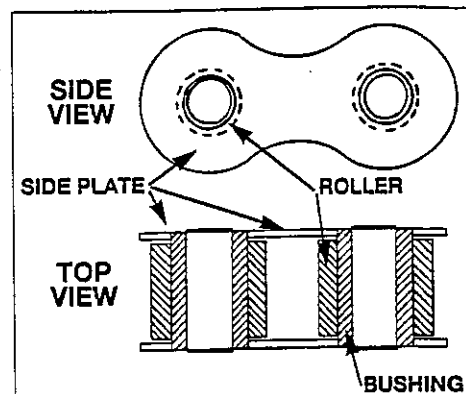
7 What's the best chain to buy as a replacement?

Buy chain equal in size and strength to

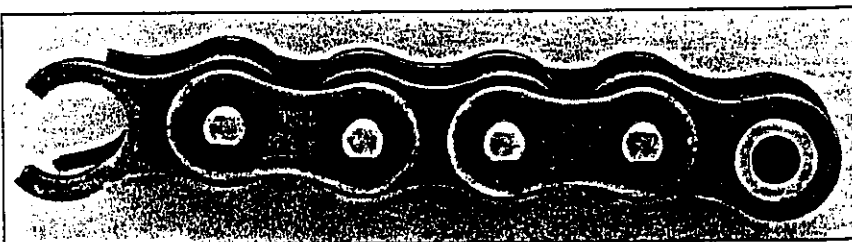


Misalignment and lack of lubrication can cause rapid chain wear as the chain's bushes rub against the pins, forming ledges as seen in this photo.

the original-equipment chain; if your bike has an O-ring chain, don't substitute a non-O-ring—an O-ring chain pays for itself with increased life. A non-OEM equivalent chain can void your warranty, especially if it breaks and smacks a hole in the cases, so if you decide to buy an aftermarket chain, buy one of good quality. If you've been through two chains on one set of sprockets, it's time for new sprockets too. If your bike comes with a non-O-ring chain and you want to use an O-ring chain, check that there is enough clearance since O-ring chains are wider and can foul the chain guide or rear tire.



The thick grease on these chain rollers hasn't penetrated into the bushings, resulting in rapid wear. To be effective, a lubricant must start out thin.



A couple of drops of sulfuric acid that dripped from the nearby battery vent tube and reached the chain caused this expensive chain breakage.

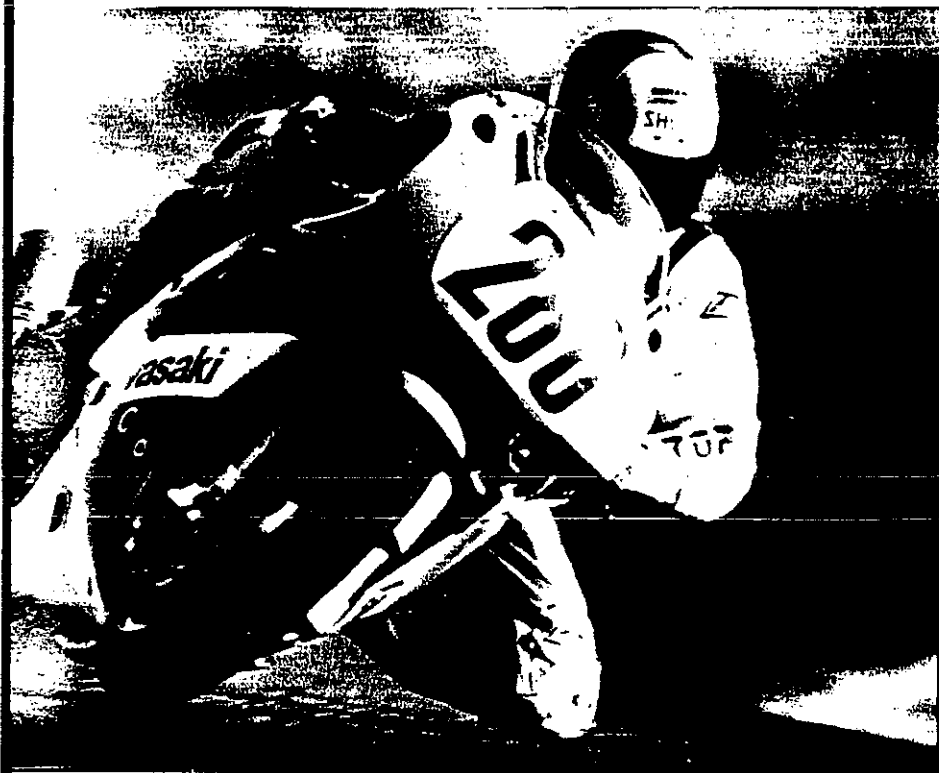


PHOTO: SCOTT DALLON/IST

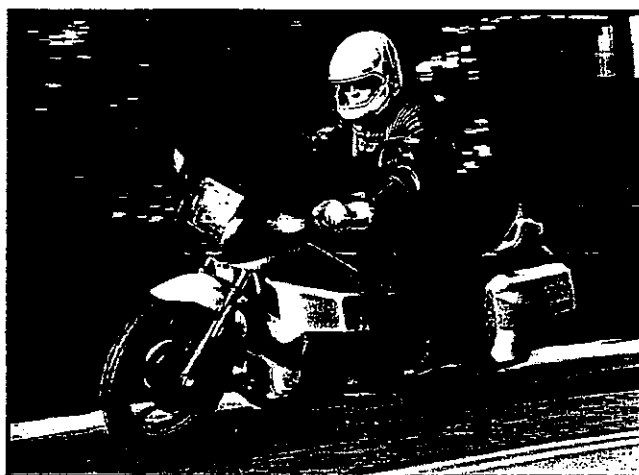
A year after I joined the *Motorcyclist* staff in 1984, Mitch Boehm was hired. Six months later, The Pace came into being, and we perfected it during the next few months of road testing and weekend fun rides. Now The Pace is part of my life—and a part of the Sunday-morning riding group I frequent. The Pace is a street technique that not only keeps street riders alive, but thoroughly entertained as well.

THE PACE

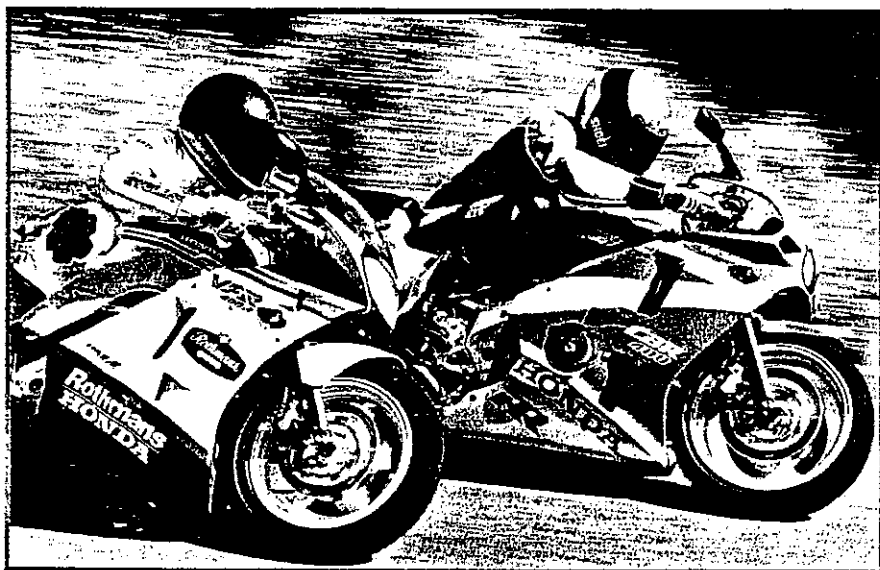
The Pace focuses on bike control and de-emphasizes outright speed. Full-throttle acceleration and last-minute braking aren't part of the program, effectively eliminating the two most common single-bike accident scenarios in sport riding. Cornering momentum is the name of the game, stressing strong, forceful inputs at the handlebar to place the bike correctly at the entrance of the turn and get it flicked in with little wasted time and distance. Since the throttle wasn't slammed

BY NICK IENATSCH

Racing involves speed, concentration and commitment; the results of a mistake are usually catastrophic because there's little room for error riding at 100 percent. Performance street riding is less intense and further from the absolute limit, but because circumstances are less controlled, mistakes and overaggressiveness can be equally catastrophic. Plenty of roadracers have sworn off street riding. "Too dangerous, too many variables and too easy to get carried away with too much speed," track specialists claim. Adrenaline-addled racers find themselves treating the street like the track, and not surprisingly, they get burned by the police, the laws of physics and the cold, harsh realities of an environment not groomed for ten-tenths riding. But as many of us know, a swift ride down a favorite road may be the finest way to spend a few free hours with a bike we love. And these few hours are best enjoyed riding at The Pace.



Staying three or four feet off the apex of a blind left-hand corner will keep you free of careless oncoming traffic hogging the centerline or some of your lane.



Magazine photo sessions illustrate the motorcycle(s) being tested, not necessarily intelligent riding techniques. These guys don't ride like this often, preferring The Pace.

open at the exit of the last corner, the next corner doesn't require much, if any, braking. It isn't uncommon to ride with our group and not see a brake light flash all morning.

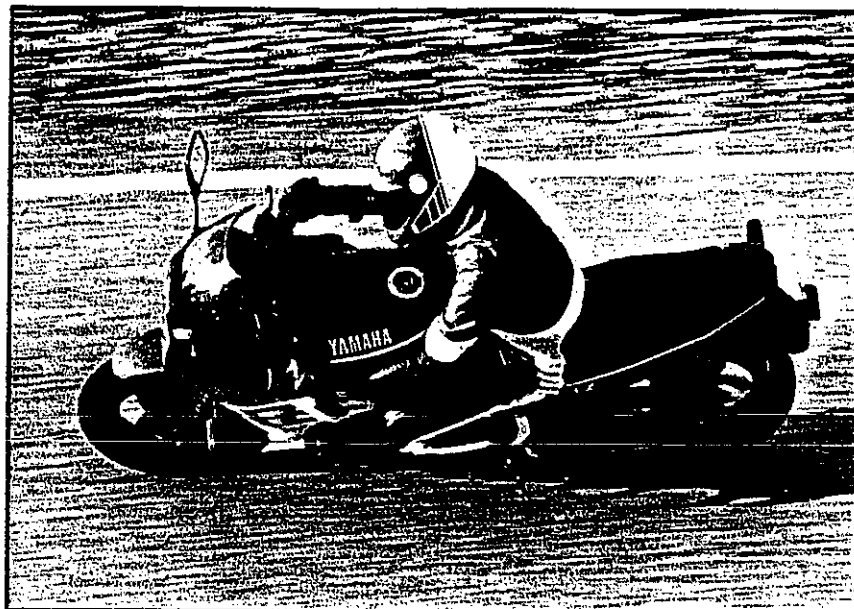
If the brakes are required, the front lever gets squeezed smoothly, quickly and with a good deal of force to set entrance speed in minimum time. Running in on the brakes is tantamount to running off the road, a confession that you're pushing too hard and not getting your entrance speed set early enough because you stayed on the gas too long. Running The Pace decreases your reliance on the throttle and brakes, the two easiest controls to abuse, and hones your ability to judge cornering speed, which is the most

thrilling aspect of performance street riding.

YOUR LANE IS YOUR LIMIT

Crossing the centerline at any time except during a passing maneuver is intolerable, another sign that you're pushing too hard to keep up. Even when you have a clean line of sight through a left-hand kink, stay to the right of the centerline. Staying on the right side of the centerline is much more challenging than simply straightening every slight corner, and when the whole group is committed to this intelligent practice, the temptation to cheat is eliminated through peer pressure and logic. Though street riding shouldn't be described in racing terms, you can think of your lane as the racetrack. Leaving your lane is tantamount to a crash.

Exact bike control has you using every inch of your lane if the circumstances permit it. In corners with a clear line of sight and no oncoming traffic, enter at the far outside of the corner, turn the bike relatively late in the corner to get a late apex at the far inside of your lane and accelerate out, just brushing the far outside of your



It isn't necessary to hang off the inside of your bike to corner quickly on the street. Hanging off draws attention to your speed and should be reserved for the track.

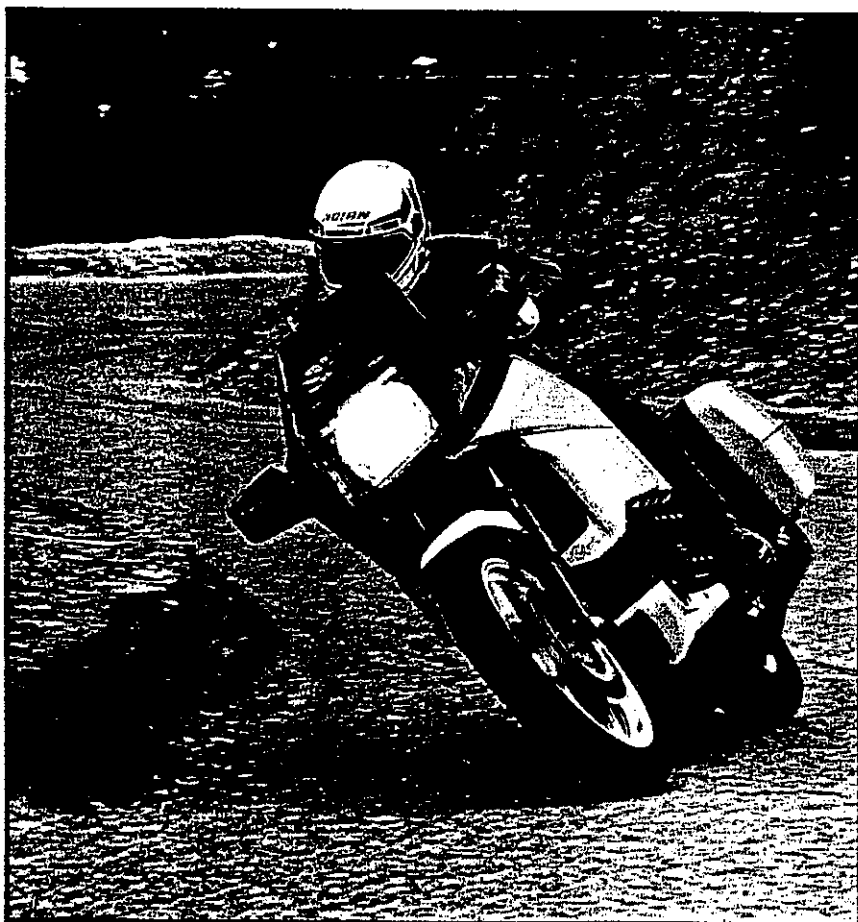
lane as your bike stands up. Steer your bike forcefully but smoothly to minimize the transition time; don't hammer it down because the chassis will bobble slightly as it settles, possibly carrying you off line. Since you

haven't charged in on the brakes, you can get the throttle on early, before the apex, which balances and settles your bike for the drive out.

More often than not, circumstances do not permit the full use of your lane from yellow line to white line and back again. Blind corners, oncoming traffic and gravel on the road are a few criteria that dictate a more conservative approach, so leave yourself a three- or four-foot margin for error, especially at the left side of the lane where errant oncoming traffic could prove fatal. Simply narrow your entrance on a blind right-hander and move your apex into your lane three feet on blind left turns in order to stay free of unseen oncoming traffic hogging the centerline. Because you're running at The Pace and not flat out, your controlled entrances offer additional time to deal with unexpected gravel or other debris in your lane; the outside wheel track is usually the cleanest through a dirty corner since a car weights its outside tires most, scrubbing more dirt off the pavement in the process, so aim for that line.

A GOOD LEADER, WILLING FOLLOWERS

The street is not a racing environment, and it takes humility, self-assurance and self-control to keep it that way. The leader sets the pace and monitors his mirrors for signs of raggedness in the ranks that follow, such as tucking in on straights, crossing over the yellow line and hanging off the motorcycle in the corners. If the leader pulls away, he simply slows his straightaway speed slightly but continues to enjoy the corners, thus clos-



Strong countersteering quickly flicked this BMW from the preceding left to the next right, the rider placing the bike precisely with exact handlebar inputs.

ing the ranks but missing none of the fun. The small group of three or four riders I ride with is so harmonious that the pace is identical no matter who's leading. The lead shifts occasionally with a quick hand sign, but there's never a pass for the lead with an ego on the sleeve. Make no mistake, the riding is spirited and quick—in the corners. Anyone with a right arm can hammer down the straights; it's proficiency in the corners that makes The Pace come alive.

Following distances are relatively lengthy, with the straightaways—taken at more moderate speeds—the perfect opportunity to adjust the gaps. Keeping a good distance serves several purposes, besides being safer. Rock chips are minimized, and the police or highway patrol won't suspect a race is in progress. The Pace's style of not hanging off in corners also reduces the appearance of pushing too hard and adds a degree of maturity and sensibility in the eyes of the public and the law. There's a definite challenge to cornering quickly while sitting sedately on your bike.

New-rider indoctrination takes some time because The Pace develops very high cornering speeds and newcomers want to hammer the throttle on the exits to make up for what they lose at the entrances. Our group slows drastically when a new rider joins the ranks because our technique of moderate straightaway speed and no brakes can suck the unaware into a corner too fast, creating the most common single-bike accident. With a

new rider learning The Pace behind you, tap your brake lightly well before the turn to alert him and make sure he understands there's no pressure to stay with the group.

There's plenty of ongoing communication during The Pace. A foot off the peg indicates debris in the road, and all slowing or turning intentions are signaled in advance with the left hand and arm. Turn signals are used for direction changes and passing, with a wave of the left hand to thank the cars that move right and make it easy for motorcyclists to get past. Since you don't have a death grip on the handlebar, your left hand is also free to wave to oncoming riders, a fading courtesy that we'd like to see return. If you're getting the idea The Pace is a relaxing, noncompetitive way to ride with a group, you are right.

RELAX AND FLICK IT

I'd rather spend a Sunday in the mountains riding at The Pace than a Sunday at the racetrack, it's that enjoyable. Countersteering is the name of the game, a smooth, forceful steering input at the handlebar relayed to the tires' contact patches through a rigid sport-bike frame. Riding at The Pace is certainly what bike manufacturers had in mind when sport bikes evolved to the street.

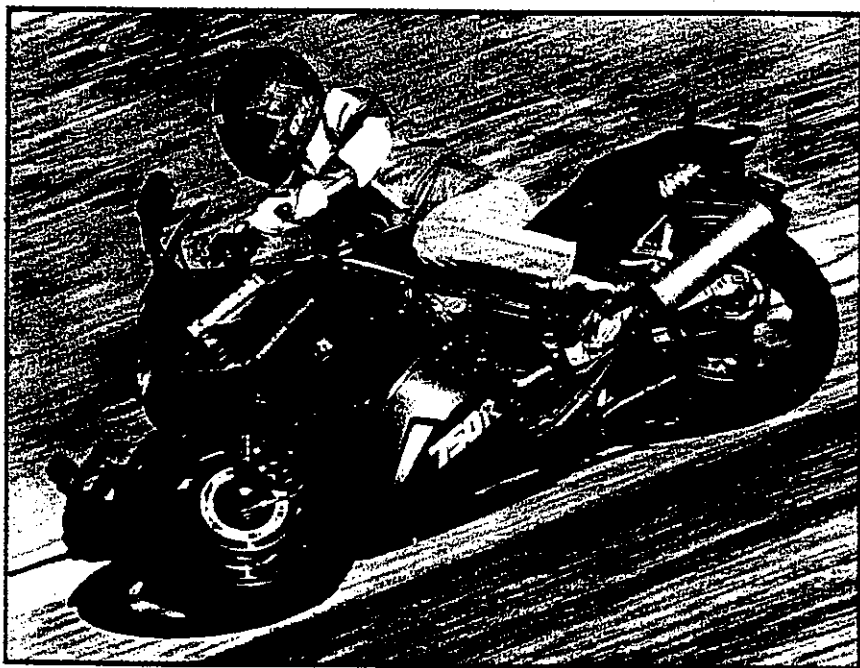
But the machine isn't the most important aspect of running The Pace because you can do it on anything capable of getting through a corner. Attitude is The Pace's most important aspect: realizing the friend ahead of

you isn't a competitor, respecting his right to lead the group occasionally and giving him credit for his riding skills. You must have the maturity to limit your straightaway speeds to allow the group to stay in touch and the sense to realize that racetrack tactics such as late braking and full-throttle runs to redline will alienate the public and police and possibly introduce you to the unforgiving laws of gravity. When the group arrives at the destination after running The Pace, no one feels outgunned or is left with the feeling he must prove himself on the return run. If you've got something to prove, get on a racetrack.

The racetrack measures your speed with a stopwatch and direct competition, welcoming your aggression and gritty resolve to be the best. Performance street riding's only yardstick is the amount of enjoyment gained, not lap times, finishing position or competitors beaten. The differences are huge but not always remembered by riders who haven't discovered The Pace's cornering pureness and group involvement. Hammer on the racetrack. Pace yourself on the street.

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PHOTO: JEFF KARR



The Pace introduces you to deep lean angles and exciting cornering speeds, while de-emphasizing ticket-gathering speeds and last-second braking.

PHOTO: DENNIS SCULLY/VIN PAST PHOTOS



This rider's cornering speed has been set early; she's off the brakes and on the throttle before the turn's apex and looking through the corner to the exit.