

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA INC

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

AUGUST 1993

SUNDAY 8th.	TURPIN'S FALLS Kyneton. 9.30 KBCP. Ian Payne leading.	After all the rain this will be a perfect time to view these seldom seen waterfalls. Ride will encompass Bulla, Mt.Macedon, Daylesford and Melton.
SUNDAY 15th.	GEMBROOK 9.30 KBCP. 10.15 Hallam. Alec Brown leading.	Our first time leader Alec, plans to take us around the Upper Beaconsfield, Gembrook area then onto Woori Yallock & Noojee. Route home will depend on time.
THURSDAY 19th.	SOCIAL SIP. Anchor & Hope Tavern, 481 Church st. Richmond. 6.30 PM Onwards.	Usual venue for this increasingly popular event. Come for a meal or just to share in the company of other members.
SUNDAY 22nd.	LAKE CORANGAMITE. . Colac. 9.30 KBCP. Adam Locke leading.	Come with Adam as we explore the area around Victoria's largest lake, Approx 150km SW of Melb. The lake is surrounded by the third largest volcanic plain in the world.
SATURDAY 28th.	DYNO DAY at DYNABIKE 26 Stafford Street Huntingdale. 12 noon to 2pm.	Here's a chance to put your bike on a real dynamometer & get a print-out of its true torque and horsepower characteristics. Cost is \$20 to members. Normally \$35.
SUNDAY 29th.	KINGLAKE, 9.30 KBCP. IL GAMBERO RESTAURANT. 215 Lygon St. Carlton. Lunch 1 PM. Michael Chan leading.	This social day will begin with a pre-lunch ride up around Kinglake way, then back to Carlton for lunch at 1pm. Come for the ride or just come for lunch, but if attending please contact Michael so that an accurate booking can be made.
<u>SEPTEMBER</u>		
THURSDAY 2nd.	AUCTION NIGHT. Club Hall 8.15pm Sharp.	Our annual auction allows members to sell off those unwanted items they bought at last years auction. The club deducts a 10% commission on all items sold.
SUNDAY 5th.	HARDWARE MUSEUM. Sorrento. 9.30 KBCP. 10.15 Hallam. Ferdie Buddingh leading.	This ride will take us down the Mornington Peninsula to view this museum where over 3000 pieces of hardware memorabilia are housed. Free admission. Arthurs Seat & usual peninsula good roads traversed.

GENERAL MEETING

Opened 8.40 pm.

1/6/93

IN ATTENDANCE 32 members plus visitors

APOLOGIES M. Bastock, Vicki Warden, Daryl Cole,
Kerry Gooding and the Cape York mob.

CORRESPONDANCE

TREASURERS REPORT Subs due, still only \$20 and \$10.
Payable to Kylie.

CAPTAINS REPORT

Sunday 6th June - Heathcote, Mt. Ida Fire Tower
Michael Chan leading - 450Kms. - 14B, 16P
Weather - Cool and patchy, wet all day.

Weekend 12-14 June - AVOCA
Ian Payne leading - 750Kms - 8B, 19P, 5C
Weather - Generally cool with wet roads.
Day 1 snow.
Day 2 drizzle.
Day 3 cool and dry.

Thursday 17th June - Social sip - Anchor'n'Hope
28P Total.

Sunday 20th June - Wonthaggi
Ferdie B leading - 370Kms - 16B, 17P
Weather - Cool, very windy, a little patchy.

Sunday 27th June - Violet Town Counter Lunch
Ian Payne leading - 370Kms - 22B, 25P.
Weather - Light drizzle in AM.. Sunny but cold in PM.

GENERAL BUSINESS

New Social Secretary is Ferdinand Buddingh.
Yes, its a male.

Mini Bikes put off till later date - maybe on
a Sunday.

Club person of the Year - we have a tie.

GENERAL BUSINESS

New itinerary out soon.

Winton Raceway is being booked for the 1st of November. Money up front. Should be a good long weekend.

Cape Yorkers a little worse for wear, they will be home soon.

Wonthaggi ride, Steve Leyland crashed. Thanks to all who assisted Steve.

Sunday rides write ups need no reference to speed.

Club has 2 vidios for members use. If interested see Ian Payne.

Avoca was a great weekend, thanks to Ian for a job well done.

Thanks to all that attended Terry Mountney's 40th birthday.

Door prize was won by Angus Parker.

CLOSE OF MEETING 9.25 PM.

SHARING WITH MOTOR BIKES

Royalauto's table below shows that motorist fatalities fell by 32 per cent last year and passenger deaths in road crashes decreased by 27 per cent.

But the 48 motor cyclists killed on Victorian roads was only four per cent less than the previous year, 1991.

Concern about motor cyclists becoming a growing proportion of the road toll has prompted the current Transport Accident Commission's safety campaign, "Look bike - hard to see, easy to kill."

Research shows that most motor cycle crashes occur at intersections. Signs, posts, parked vehicles and moving vehicles at intersections can obscure other vehicles, particularly motor bike riders. They take more distance than a car to stop on a wet road.

The RACV offers motorists and

motor cyclists this road safety advice:
Drivers:

- always be cautious when approaching intersections and be alert for motor cycles which might be obscured
- take care when turning into or across a road or lane if a motor cycle is approaching and allow extra room when travelling behind a motor bike
- stay aware of traffic, keep mirrors correctly adjusted to minimise "blind spots"
- in heavy traffic or when leaving a stationary vehicle be particularly careful to check for motor cycles travelling between the traffic lanes.
- don't change lanes without using the indicator. If the driver has failed to see a motor cycle, at least the rider will know the driver's intention
- remember that what

could be a relatively minor collision for a driver could be fatal for a motor bike rider

And motor cyclists:

- remember that some car drivers will not appreciate the different characteristics and performance of cars and motor cycles
- be careful in places where drivers might not spot you - such as between lines of traffic
- and wear brightly coloured clothing, reflective clothing is even better, to maximise your visibility

Car drivers must always remember that motor cycles are as much a part of the mix of road users as other vehicles.

DRIVER, PASSENGER, MOTOR CYCLIST FATALITIES (1991-92)

	1991		1992		Change	
	No	%	No	%	No	%
Drivers	216	43	147	37	-67	-3
Passengers	124	25	91	23	-33	-27
Motor cyclists	50	10	48	12	-2	-4
TOTAL	503	396	107	-21		

VIOLET TOWN PUB TOUR

Riders:

Ian & Kerry GSX750 (leader)
John VF1000
Martin & Melanie CBR1000
Stav CBX250
Rob FZR1000
Adam & Kerry CBR1000
Craig & Lisa FZR1000
Mandy ZZR600
Alex GSXR1100
Ray KLE500
Andrew CBR900

Jed ZZR600
Anita VF500 (rear rider)
Belinda XJ600
Michael GSXR1100
Stewart ZZR1000
Peter GT750 (second rear rider)
Martin TZR250
Geoff RZ350
Patrick GPZ600
Mark GSXR750

After alot of organisation of dates Belinda, Stav and I finally organised to go on what we hoped would be one of the more sedate club rides, (to the pub with our president). Stav was on her third ever ride on her new CBX250, which had not done enough kilometers to even require a refill. Belinda had given up dog training and was adamant she's a fine weather rider now, since all her spills have been in the wet. Well me I was kidless and not working.

Sunday greeted us with clear skies so we all headed off to KBCP where numbers swelled - everyone must have left their curtains opened. Usual spreed and my volunteeting rear rider to follow Stav, then off through the burbs to Whittlesea where more had gathered.

At Whittlesea I'd hoped to keep closer to Stav, but alas someone was having bike problems and held up yours truly, sedate, maternal, responsible and life loving rider. I had a lonely ride to Yea as this person once on the road left me in her dust. The route being most of back non highway all in great condition.

We came to Yark where I thought they were first joking, "Where's Stav? - come on guys," but alas we'd missed and lost what of her. A fair bit of waiting with Belinda and Martin back tracking a while and realising there was no way Stav could have come to any misshap between Yea and Yark.

The group went off and I waited for the others to meet at either Morac or Violet Town and leave messages.

After a short while the search team returned - I left a blunt message and pub phone number on my answering machine for my house guest (Stav) and we decided on many alternatives as to her going on her own way.

We made a fairly direct route to Violet Town, did not like the Merton to Euroa road with all the shadows and pot holes on those tight turns - I know I'm a woos, but I wish to be alive to care for my dependant kids and life.

At the pub we met up with the group - meals ordered a lot of arms waving explanations of various manouveres along the way - I know all were riding within their limits and abilities and enjoying the scenery - did you guys see the under 30's ladies nudist colony?

It was right on that tight right hander near that ancient old white gum tree with the koala in it.

A lot of chit chat and eating, by the way we all thank Ray for his chips (they were on the counter).

Another yarn was told to the local police, that came to chat at Merton who were told, "Oh were the Ulysees club"- where are we going, "well to Mansfield".

I hope they enjoyed thier photographs of the geriatrics near Marysville, we enjoyed the alternative route to Euroa, good on you.

Also at the pub I rang home to have Stav answer - turd, I told her off duely. Her apology and story to follow.

Belinda and I headed off on a direct route to Melbourne via Hume Hwy, Whittlesea and through the burbs. The group took a longer trip through the country side via Avenel and Seymour to see the cows and sheep to arrive home at 5:30pm by Ian's time.

I'm sure most enjoyed the ride and social sip in the pub - we did. Also had a lot of gossip to catch up on.

Well now my back is better I hope to slow you down some more, or give the corner markers a bigger challenge.

See you all.

Love,

Anita VF500 & VW 1300

A Learner's 1st ride

Being my first ride solo with the Touring Club, I was obviously quite nervous facing the big brothers of my little CBX250cc. Eventually I arrived at the KBCP with a little persuasion from Anita (nag).

At first there were only a small handful of bikes, then more started arriving in this cold day. I was kind of hoping to blend in with the rest, but no chance of that happening, especially after Ian pointed me out to everyone to watch out for the learner on the road.

Anyways, we all decided it was time to leave the wonderful car park and meet the rest in Whittlesea. So everyone hoped on their toys, including me, and setted off. During that time between the KBCP and the road the Whittlesea it felt quite nice being amongst the other riders, riding as a group.

I felt consious of my riding abilities though, thinking that I may get in someones way, but so far so good, I didn't cop any abuse from any of the others.

When all bikes were present at the service station and Ian had taken down all the names, as usual, he explained the route we were taking the reach Violet Town. I paid very little attention to what was said at this time, bad mistake.

As we made our way off again, I waited for Anita, but she coaxed me to go on with the others, due to a rider having problems with the bike.

I went off trying to at least stay close to Belinda, whom I had come with too. I kept her in my view in front for a few kms, but started to loose sight of her around the bends, due to she has a bigger bike and more experience on the road than myself.

I was putting along on the speed limit and finding that everyone else around me was overtaking me and disappearing in front. I started feeling as though I was with a racing club rather than a touring club. I hardly got to see any of the scenery at this stretch of the road. I felt I was trying hard to keep up with the others so as to feel as though I'm riding with a group and not by myself.

During that stretch of the road I was always conscious of my fuel gage, 'cause the darn thing was moving all the time. So, as I reached Yea and passed the corner markers, I pulled up into a servo to fill up. At that time for me I thought it was OK for me to stop, apparently to the rest of you it wasn't. After I filled and got onto the main road again I didn't see anyone I recognised from the group. There were heaps of other around though which I did see.

That is when I started to worry a bit and thought that everyone had taken off without me. I took off ahead hoping to see someone or maybe be overtaken by someone. I went on down the road for about 5 kms and still didn't see a soul. I backtracked and still no sign.

I know at this stage I should have stayed and waited for someone, but at the time I wasn't thinking straight. So, I decided to head home and worrying about people worrying about me.

Well if it happens again they should not worry about me, but I'm sure it wont happen again.

I'd like to apologise to everyone and especially Anita, Belinda and Martin who went searching for me and using up their fuel resources on me. I'll make it up to you Belinda.

I hope to enjoy the ride more next time when I eventually finish it through. I'll try not to make any unnecessary stops. But, I also hope that I wont feel as though I'm riding with a racing club. I felt that they were a bit fast for a young learner such as myself.

Maybe the bigger bikes may like to form a racing club and when I graduate I may go on a ride with them.

Thank you for reading this write up.

From,
Stav CBX 250

According to various media reports, a speed camera located in a construction zone on Melbourne's busy South Eastern Arterial logged over 2000 'speedsters' in its first two days of operation. At a minimum speeding fine of \$105 per offence that's a cool \$210,000. While no reports indicated any traffic accidents prior to the installation of the camera, remember that speed cameras are road safety orientated and are not revenue raising devices!

Michael - GSXR1100K
Andrew - XBR500
Rob - VFR750
Tom - Spada

Martin - TZR250
Eric - FZR600
John - FZR1000
John - VF1000

Mark - GSXR750WN
Steve - Chooky
Ian - GSX750FP
Mandy - ZZR600
Craig & Tony - FZR1000

8AM Sunday morning my eyes open to a bright sunny sky.

Have some breaky and check the bike, yep it's still there, pull the one-piece on, one sleeve of the Dry Rider on. Na I don't need that! Yarra Glen, fuel, adjust the chain and wait for the city dwellers, They arrive, we leave at about 10.45am.

Up the Chum Creek road and onto Healesville. Here we find John & Eric, so all of us head up Don Rd and group together at the top for the roll down race. Mandy stayed at the bottom finish line to be flag marshall.

Rules are; Motor turned off, Transmission in neutral and No overtaking on double white lines. We start with a few good pushes then hop on and tuck down behind the screen. Marty, Mick & I racing together but when the overtaking begins the underhanded tactics start by slipstreaming and hanging on to one another. IT was all good fun with the winner being John on the VF and Craig/Tony second. The finer points of Roll Racing then came into play and the rule book consulted, something about "only financial members....." but the exchange of some money cleared up this aspect!

Morning tea was at Healesville then onto Toolangi, Kinglake, Flowerdale and Yea for lunch. Then to Strath Creek, Broadford, Whittlesea, Kinglake and down to St.Andrews for break-up.

NOTE:

Any comment in this article regarding SPEEDING or RACING is of a fictional nature or bullshit!

Mark Dennis.

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MOTORIST'S LAMENT

JOHN SANDERSON* looks at how much motorists give governments

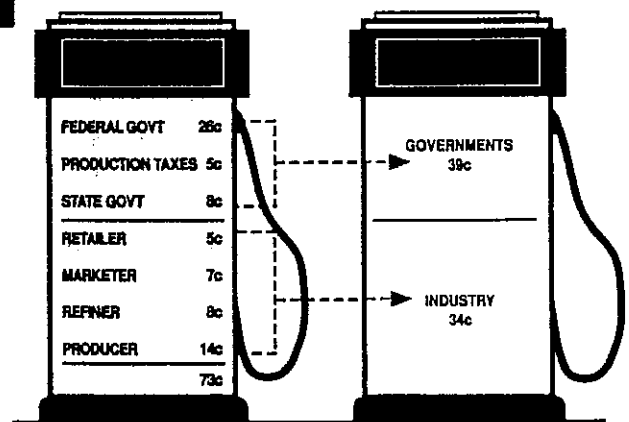
At the RACV recently we looked at just how much revenue the various levels of governments collect from motorists. Really, it's staggering.

By far the largest tax burden on motorists is the Federal *product excise* tax. This is currently 26.2 cents per litre which amounts to a massive \$7.2 billion annually. For many years now, this tax has risen automatically on two occasions during each year in line with inflation. The tax has increased from only 5.1 cents per litre in 1982.

On top of this, the Government also taxes the producers of crude oil by charging *royalties* and a *resource rent tax*. These equate to a further 4.7 cents per litre at the petrol pump.

At the Federal level, we also pay sales tax on purchases of new cars and spare parts.

STATE TAXES The State Government taxes petrol through its *fuel franchise fee*. Including the new 3 cent levy for road improvements, the fuel franchise fee is about 8.3 cents per litre on petrol and about 11 cents per litre on diesel.



BREAKDOWN OF PETROL COSTS IN MELBOURNE AT 73c A LITRE

The tax will collect over \$500 million annually from road users. Only \$150 million of this, coming from the 3 cent levy, will be dedicated to road improvements.

Sunday 11 July 1993, Pyalong/Gallery of Sport, MCG.

Riders:	Andrew Kennedy	CBR 900	Michael Chan	K	GSXR 1100K
	Tony Schrader	KNR CBR 1000	Ray Thomas		KLR 650
	Andrew Baker	FZR 1000 B	John Van Dorp	K	VF 1000 FII
	Craig Morley	FZR 1000 D	Rob Langer		VFR 750
	Ian Payne	KL GSX 750 FP	Mandy Corrigan		ZZR 600
	Mark Dennis	GSXR 750 WN			

Legend: K met at KBCP
N new bike
L Leader
R Rear rider

Facts: Distance – 250 Kms.
Numbers – 11 Bikes/11 People
Avg. cc – $9500/11 = 863$ cc

Route: KBCP, Whittlesea, Wallan, Romsey, Lancefield, Pyalong—morning tea, Glenaroua, Tallarook, Trawool, Kerrisdale, Strath Creek, Glenburn, Mt. Slide via Melba Highway, Kinglake—lunch, St. Andrews, Hurstbridge, Greensborough, Heidelberg/Boulevard, Kew/Boulevard, Collingwood, East Melbourne, Hilton Hotel, MCG.

I guess the weather man can be right sometimes. The day was forecast for a top of 15 C, cool though cloudy with local, isolated showers—no rain and that's how it was. It's been some time since I've braved a Winter's ride wearing just leather but it appears a few others had the same idea too.

At KBCP the weather was slightly overcast but not cold and having admired Tony's 215 km. old CBR we departed leisurely, Ian ahead and Tony behind running—in and rear riding. En route Monsieurs Baker et Langer met us on Hoddle St. and our numbers swelled to six.

The standard Plenty Road route saw us at Whittlesea with a few minutes to spare and so we chatted idly to find that Andrew B's FZR was still playing—up (since that time I rode it) and that John VD definitely has a slow leak in the rear (tyre—that is. It had 20 psi before leaving home). That overwhelming silence hit us when a volunteer for scribe was asked for. Guess who 'got' it. With spiel delivered, we headed toward Wallan and Romsey.

Just out of Wallan, as we passed that blind, cresting lh'der yours truly ran a tad wide as I discovered that not all the roads in this area were dry. No incident, just mentionable. I think of the time when following Ben through here only to find gravel in the middle of road—another story. This sweeper reminds me of 'Lukey Heights'.

Before long I found out why Mr. Baker wasn't keen travelling too close behind. He passed me by with a shower of stones. 'I'll send you the bill!' Romsey came and went and we droned to Lancefield then along a sweepy road to Pyalong where we morning—tea'd. The shop keeper wasn't quite prepared for the sudden flock of bikers. We ate, fuelled and talked bikes (surprise, surprise) before heading off to more great roads around Glenaroua and surrounds.

The Seymour—end of the Goulburn Valley saw Mark and Andrew K having fun but my left boot didn't appreciate the catch up required to tag along. All too soon we reached Kerrisdale where we meandered to Strath Creek ('I love this road') then over Flowerdale Road. Somewhere around here, I later heard, the dreaded FZR fuel pump virus had struck and this saw Andrew B and Rob depart prematurely for home, no doubt for a further looking into. This will be the second or third time in the same number of weeks, maybe days, that the problem has surfaced. The day before the same thing happened.

2.

The turn off from Flowerdale to Glenburn took Mark, the remaining Andrew and myself by surprise as it saw all three of us over-shoot Ian who was quietly corner marking. That 900 does have good brakes—doesn't it? but the rear suspension needs a little adjusting to rid those 1–2 foot, sideways—let go's (in a straight line, mind).

More screaming and hooting occurred until the road turned to dirt/clay but Mark showed us all how damp—wet clay should or perhaps shouldn't be tackled. No dramas.

The pace settled down some from Toolangi Forest to Kinglake. Here the temperature dropped several degrees and Ray nearly became a member of the 'T' bone club. Later, as we lunched, we watched the tough Harley riders thump in for petrol but laughed as one of them grabbed the nozzle only to find the trigger already activated. A fountain of petrol poured all over the nice Harley. Given the coolness, lunch was brief so we headed to ever-fun St. Andrews.

'Watch those pot holes—hear'. Andrew declined the offer of an encore performance of running wide this week, unfortunately, John VD wasn't behind him to see how it's supposed to be done.

At Panton Hill we farewelled a few, watched a Hairy nose waddle across the road and continued via Diamond Creek and Hurstbridge (these are magic bits of road) to Heidelberg Boulevard (You know, where the Chrissy lights and scenes are in December') where by this stage there was just the four of us, in fact the same four that met at the carpark earlier.

Knowing that Kew Bouley was literally just around the corner had my knickers in a knot, especially when seeing the Bouley boys and the red porsche gas it with a cloud of smoke, but alas, as we rounded turn 1. (Skyline), we discovered that a silly motorcyclist on a ZZR decided to plough into a Mazda coupe that unsuccessfully completed a U'ey. What a silly rider. There were people everywhere. The unseen rider was being fussed over so I presume that he'd live to tell the tale. 'Ferdie, are you out there?' The Club evaded the mess and continued on through the last spurt of good road before heading via Punt Rd. to the Hilton Hotel where the MCG tour was to commence from. At this point I travelled home.

My thanks go to Ian for a thoroughly enjoyable, short, sharp and clean ride as well to Tony.

Michael Chan.

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SOCIAL SIP – Thursday 15th.

Jennifer Burns	Steve Leyland	Stu Forsaith	Ben & Vicki
Tony Schrader	Michael Chan	Ross King	Ian & Kerrie
Jason ?	Peter P	John Barta	Marty & Georgia
Daryl Cole	Michael Ivory	Anita	Tom & Andi
Patrick Tayeh	Mandy Corrigan	Stav	Sam & Rita
Alec Brown	Bear	Andrew Kennedy	Kylie & Ferdie
Dot Schwarze	Terry & Elaine	Robert & Mandy	

Totals 35 members and friends.

BRISBANE RANGES - 18 JUNE 1993

BEN - ZX10 (LEADER)	JED - ZZR600
MARK - GSXR750	PATRICK - GPX600
ALEC - GSXR1100	IAN - GSX750
MARTIN - TZR250	ANDREW B. - FZR1000
FERDI - ZZR1100	ROB - VFR1000
RAY - ZX10	GARY - ZZR1100
GORAN - ZZR250	ANDREW K. - CBR900
JEFF - RZ350	GARY LUGG & FRIEND - GSXR750
KYLIE - GT550	MANDY - ZZR600
COLIN - FZR1000	TONY - CBR1000

I STARTED AT WHITTLESEA, ON A DAY WHICH PROMISED TO BE BLUE SKY AND SUNSHINE. MARTY ARRIVED BEFORE I DID AND WAS CHATTING UP THE JACK RUSSELL PUPPY FROM NEXT DOOR AND WAS GETTING PLENTY OF KISSES!

WE HEADED TOWARDS YEA WITH BEN LEADING AND TONY ON THE NEW CBR AS TAILMAN. AT FLOWERDALE WE HAD THE FIRST DROP OUT FOR THE DAY, LITTLE DID WE KNOW THERE WOULD BE PLENTY MORE, ANDREW BAKER HAD BIKE TROUBLE AS USUAL! AS WE CAME CLOSER TO YEA THE FOG STARTED TO CLOSE IN, TO THE POINT WHERE I COULDN'T SEE A THING OUT OF MY VISOR, BEN LATER SAID HE HAD TO SLOW DOWN TO 140KPH AT THIS POINT! I WAS VERY SERIOUSLY THINKING OF HEADING HOME TO MY ELECTRIC BLANKET TO THAW OUT!

WE TURNED LEFT AT YEA, THE FOG STARTED TO THIN OUT AS WE HEADED TOWARDS SEYMOR, WE WENT ROUND SOME BENDS, UNDER A BRIDGE, LEFT, UP, DOWN, RIGHT, AND ENDED UP A PYLONG! WHERE THE LADY AT THE SHOP WAS VERY PLEASED TO SEE US AGAIN AND SO WERE HER DAUGHTERS WHO TOOK PHOTOS OF THE GOOD BIKES, WITH AND WITHOUT THEMSELVES SITTING ON THEM!

AFTER EVERYBODY HAD THAWED OUT WE HEADED OFF WITH ME AS THE TAILPERSON, TOWARDS ROMSEY, WHERE IAN AND TONY LEFT TO GO HOME. WE SOMEHOW ENDED UP IN BACCUS MARSH, THE CORNER MARKERS AT THIS POINT HAD DECIDED TO DUMP THE TAILPERSON AND LEFT ME TO HEAD TO BALLARAT! FORTUNATELY I CAME TO A DEAD END AND HEADED BACK TO FIND RAY LOOKING FOR ME.

THE NEXT EXCITEMENT FOR THE DAY, WAS ABOUT 20KM OUT OF BACCUS MARSH, WHERE ANDREW KENNEDY HAD DECIDED TO MAKE ANOTHER ROAD. HE DIDN'T TAKE THE CORNER, ANDREW AND THE CBR LOOKED VERY SECOND HAND. WE WAITED FOR THE AMBULANCE AND FOR JEFF TO RETURN WITH THE TRAILER. WHILE WE WAITED THE BOYS WERE FIGHTING OVER WHICH PARTS OF THE CBR THEY WANTED! ANDREW WAS TAKEN TO HOSPITAL FOR OBSERVATION WITH NO BROKEN BONES OR MAJOR INJURES. WE FOLLOWED THE BIKE BACK TO JEFFS WHERE VAL WAS TO SUPPLY AFTERNOON TEA FOR EVERYBODY, NOT WANTING THE SCONES TO GO COLD WE DIDN'T

WAIT FOR THE OTHERS.(MANY THANKS TO VAL FOR THIS.)
I DECIDED TO HEAD OFF, SINCE MELTON IS ON THE OTHER SIDE
OF THE PLANET TO HOME AT LILYDALE.

AFTER TALKING TO BEN, I DISCOVERED THAT I HAD MISSED EVEN
MORE EXCITEMENT. APPARENTLY GORAN DROPPED THE ZZR250 GOING
UP A MOUNTAIN, THEN FERDI ON THE ZZR1100 RAN UP THE BACK
OF RAY ON THE ZX10, DOING A FAIR AMOUNT OF DAMAGE TO BOTH
BIKES. THEN TONY ON HIS WAY HOME HAD TROUBLE WITH THE NEW
CBR! BY THE TIME BEN ARRIVED AT JEFFS, THERE WERE ONLY 5
RIDERS LEFT OUT OF THE 20 THAT STARTED.

NOW IAN, WHAT WAS THAT ABOUT,"IS IT COMPULSORY FOR
SOMEBODY TO COME OFF ON EVERY RIDE?" I THINK THAT A FEW
CREDITS WERE BOOKED UP ON THIS RIDE!

THANKS TO BEN FOR LEADING, ON AN ALMOST CLEAN BIKE, AND TO
TONY, MYSELF AND WHOEVER FOR BEING TAIL.

MANDY CORRIGAN

An Epic Ride, Some Thoughts.

What makes a ride take on epic proportions? Is it its length
or the number of corners, or the type of roads, or maybe the
weather, the particular mix of bikes, the mood of the group, or
the size of the group. It could be all or some of the above or
none of it.

Ben's Brisbane Ranges Ride on 18/7/93 seemed, as the day
passed, to take on an epic feel. The details of people, bikes,
places and incidents will be found in Mandy's [ZZR600] writeup.
I would like to cover the 'epic' aspects.

Although it's the middle of winter the forecast indicated a
mostly fine but cool day. On the road from Kinglake to Yea there
was fog you could chew on and ice or frost on the inside of
corners in the dips over the many creeks that cross this
section. The weather then improved markedly after Pyalong.
Truely a change of epic proportions.

Val, my better half, had offered to provide a post ride cake
and coffee at Melton as west of the city rides often finish
here. Ben had planned to end at Werribee but seemed more than
willing to switch. Very flexible is Ben, apart from one of his
lower limbs reminding him of the far north at every step. So at
lunch I phoned to let her know there could be about 20 people to
cater for and also to allow for the epic appetite of Gary
Clifton. A cake cooking/buying epic then followed at Melton
while back on the road the first signs of strange events began
to show.

The Pres arrived not at all happy about the untill then pristine Suzy which was now missing a left mirror after finding some soft ground while Ian assisted Andrew Baker to fit a new CDI box to the Fizzer. Sparks were still not right so A.B. Rob and Ian headed for home. The rest of us headed west to what I imagined would be a mountain of cake and an angry wife who would give me heaps about my inability to count. All went well untill a little spot on the map called Rowsley.

Honda's Fireblade has received press that may be considered to be of epic proportions what with winning 'Bike of the year' all over the place. But Andrew, one should not feel that if all other options have been considered and the only one left is to run off the road, that you have to do it with such epic results. Man what a crash, and each day as I park the RZ next to the wreck sitting on my trailer I am truly amazed that we still have Andrew with us, and he tells me planning to purchase another CBR

With Andrew tucked up in Bacchus Marsh Hospital and the CBR in tow four bikes head for cake heaven all of us with no idea what had happened to the rest of the group. Out on the road the epic was set to continue. As told to me Goran lost the plot going up the Glen on the way to Anakie. More cake for Gary.

Ferdie then decided to become a bit player in the epic by waking up a bored Ray by inserting the nose of the ZZR into the rear of the ZX10 and then throwing the ZZR down the road on its Gary side. Was it only at lunch where there was discussion about the cost and availability of ZZR gear levers. another mass exodus occurred after this incident leaving four riders to circle the Brisbane Ranges and head for Melton.

Finally after many photos of the CBR the four horsemen left in our epic did justice to the cakes, consumed multiple drinks and even put up with Ben rabbiting on about some trip or other, why even the usually quiet Alex was holding forth with some gusto, I thought we might have to give them tea as well but well after dark they headed for respective homes.

So the epic ends and maybe it was just a normal day but it sure was a full one.

Geoff RZ350

Gee, they made us smile

We have been camper-vanning 'round Australia and met some unusual travellers in the Outback. May we introduce:

Yui Chiro, a Japanese adventurer whom we saw north of Port Augusta (SA) on the Stuart Highway. He was pulling a rickshaw from Darwin to Melbourne! "Just a personal challenge," he explained.

Roland Tbmaretz, an amiable young Frenchman, had a different reason to cross our continent -

and a different mode of travel. Roller skates. "Roland the Roller" was on a 3000km mission to Darwin: to raise funds for muscular dystrophy research.

And *Jim Mackay*, whom we fell into conversation with just out of Darwin. In his 60s, he was spending 15 months pedalling from Gosford (NSW). Wiry framed, tanned face, wry grin and enjoying every minute of it, he termed his journey: "The Pensioner's Push-bike Pub Crawl of Australia!"

- GORDON and PAMELA MAY

WHO's NEWS

Michael Chan's efforts to restore some "Oomph" to his 73500Klm old GSXR1100 took the form of an electric drill! First he drilled out the carb jets and then the mufflers.

All members are invited to Celebrate St.Pauls Church Anniversary (our club hall) on Sunday 15th August at 3pm. Attendance is FREE and afternoon tea will be provided, also the newly restored church organ will be pressed into service.

The BMW motorcycle club is holding its annual ICICLE RIDE on Saturday August 7th. Start is at BP 24hr Servo, Diamond Creek Rd, Greensborough at 12 midnight. Cost is \$10 and ride will be about 330klm and finish at dawn.

Andrew Baker has finally solved the UNRELIABILITY of his FZR1000, seems he, Rob Langer and Tom Saville virtually pulled the bike apart and changed everything possible before finding fine dirt in the fuel as the culprit.

A recent "Around-the-World" record of 78 days was established on a two wheeled vehicle. It seems the record holder covered an average of 300 kilometres per day on a BICYCLE.

Bens "Demolition Derby" Brisbane Ranges ride saw incidents aplenty with:-

- # Andrew Baker's FZR calling it quits and having to be left at Strath Creek overnight.
- # The Pres's Suzuki slipping of its side stand.
- # Andrew Kennedy "bushbashing" on the Fireblade into a tree.
- # Goran's ZZR250, failing to take a bend.
- # Ferdi & Ray Thomas having a "coming together of Kawasakis".
- # Tony Schrader's new CBR1000 boiling its battery.

Fortunately no one was seriously injured, but why did they happen? We could probably debate the issue for ever, but from the TAC ads "Concentrate or Kill" pretty well sums it up.

But these and other recent crashes involving other vehicles has highlighted the need for some form of insurance, even if only the Third Party Property Damage type where for around \$100pa you are covered for damages to other vehicles.

The benefit of this type of policy was demonstrated several years ago when Andi and a car collided on the Black Spur resulting in a damages bill of around \$18,000, which was all covered by this type of insurance. Also by being insured the other party's damages are repaired quickly and your insurance company will make sure you are not intimidated or disadvantaged unfairly.

Member Ken Wurster has got a playmate for his K100RS in the form of a 1954 Norton.

Tasmania is offering an off-peak Touring Trophy (TT) Package to motorcyclist that coincides with the Roaring Sporties Races. Call 008 03 0344 for details.

IF YOU HAVEN'T PAID YOUR ANNUAL MEMBERSHIP FEES, THIS IS YOUR LAST NEWSLETTER.

The new itinerary is now available and as well as the usual good mix of rides and social events, we have the following "specials";

- # A dyno day in August.
- # Horse Riding and a trip up Mt.Baw Baw in September.
- # An Economy ride in October.
- # A Ladies Ride, Reefton/Black Spur and Ocean Road rides in November.
- # Restaurant and Countermeal events in August, September & October.

And in November a chance to blast around Winton Raceway on your bike. This will be during the Melb. Cup Weekend on Monday the 1st.

The September newsletter will contain full details of the weekend as well as a booking slip and Indemnity form.

So if you haven't already got the Monday off work, put in for it without delay.

ON A WING AND A PRAYER.

I've always loved flying, especially since I went solo in a sailplane in 1975. No engine noise, just the air around you and the sound of the wind. But since I bought my house in 1976 I hadn't done any gliding until recently - well it was more like an uncontrolled CRASH. It was as close to bird like as you can get as I had no aircraft just my body and the view, well I had my eyes closed firm & tight until the landing was over with and then opened them cautiously to discover which world I inhabited.

So what's all this and how did it happen? Sunday 18th July, had dawned fine and clear but foggy and cold earlier. Ben had organized a good long ride to be enjoyed. On Saturday I had serviced all 3 bikes, oil filter & oil for the 900RR, oil for the XBR and air filter for the NX650. Then with Martin Thompson's help I had a good warm-up for Sunday up through Reefton 2 up on the NX. "Pity about the TZR's lack of ground clearance!" After that workout I was ready for Sunday, even down to the Thermal Underwear!

The CBR900RR has me amazed and since the revision of the front end and the addition of the exhaust/carb kit it's potential performance is incredible, but addictive! Willpower is definately needed. It's a bit like the analogy of the young virgin who you promise to just rub it between her legs and not put it inside, "who's kidding who".

The ride had been going well except for the demise of a certain FZR and the hot chips at Pyalong were just as nice as the week before. On heading for Bacchus Marsh I satisfied my curiosity about the grunt of ZZR1100 Kawasaki's, Ferdies superceded model. It seemed a fair comparison as Ferie is quite light. Well I almost fell off my bike with shock as I know those FZR1000's are slack but ZZR11's are supposed to go, aren't they? Well at least the latest model at Phillip Island earlier this year showed it could just edge me out down the main straight, much to my disgust! Mmmm, maybe this new system is as strong as it feels? Ferdie is certainly getting stuck into it, must be the hardest I've seen him push the bike. Glad I'm on the CBR as those ZZR's look soft in the suspension.

Out of Bacchus Marsh and Gary want's to do a roll-on with his new ZZR except we are now on this twisty road which is not suitable so we'll wait for the next straight section, I say to myself. But what's this between the bends, all right Gary, lets go. Bloody hell, either Ferdies bike is faster or maybe Gary just ate an extra large breakfast! The 900 is like the Enterprise in "StarTrek". Warp 7, Mr Sulu and the stars leap at you. Well I did see stars later. I eased off as a rise is coming up, then LOUD crow call, the road goes left sharply and I won't get around, THINK, crank it over and slide off the edge or brake hard and straight on? Straight on it is, I Know what's there and it's still not good. Paddock, small tree, pole and cable. I'm at the bitumen edge and about to leave it so from here on I don't want to know, therefore close the eyes and shut everything down until the landing. Thought goes through my head, "this isn't happening, I'll wake up in bed in a minute".

cont.

ON A WING AND A PRAYER cont.

Movement stops, I'm OK, all limbs work, not too much pain just a bit sore around the middle. The guys stop and try to get me up - no good, put me down please we'll wait for the ambulance, talking to the local farmer, it seems they have a few crashes here! I'm lying next to the pole & cable, glad I missed it. The bike I'm not interested in as I know it's wrecked but I'm okay. The ambulance takes me to Bacchus Marsh Hospital, thankfully my leathers and boots are carefully removed & not CUT OFF. Soon after I'm taken to Western General Hospital and doped up with Pethedene - Wonderful Stuff! Xrays show 3 broken ribs, lower left back and a fractured pelvis, not serious thankfully. The scare is internal injuries to spleen, kidneys, bladder, stomach or punctured lungs.

The Club tidied up all the loose ends - G.Jones collected the bike and then made a second trip to find my plastic cards etc, many thanks Geoff. Then Gary and Colin came in with some personal items - again thanks. Riding alone I would have been in huge trouble!

The hospital wan't a urine sample to check for blood loss and I can't give it laying down, we'll have to use a catheter they say! When this is explained, "a tube is put down your penis into your bladder", I get vertical real quick and they get their sample. Monday afternoon and I'm shipped over to Maroondah Hospital near home. Those ambulances are so uncomfortable - seems they fix the handling by making the suspension rigid or so close to it!

At Maroondah I'm in a small 4 patient ward with a drip in one arm and no foodor drink until Wednesday. Ben, Bear, Campbell, Rob & Mandy plus Doug & Jerome from Nova visit on Tuesday also my Ex and Daughter. Photos available of wreck, new bike definately needed! Tom & Andi and Robert come on Wednesday, thanks for the magazine and chocolates. Alec visited on Thursday plus many phone calls. By Thursday I had negotiated a good deal on a NEW CBR900RR with the wreck as a trade-in. Saturday morning I'm going home, well via Nova Honda to pay a deposit and say goodbye to the old CBR then Target for some pants then home.

Later that night I drive my daughter Kim home and on the way back call in to see Tom & Andi. I'm sore and stiff but overall not too bad. Monday the 26th sees me back at work on crutches - sure beats staying home.

Thanks to the club for all the help. The CRASH, basically I was careless and broke a long standing rule; If the road goes out of sight, SLOW DOWN. I am very lucky to have escaped so lightly.

Andrew Kennedy.

* * * * *

▷ ***Drivers aged 45 years old
and over now number 35% of
Australia's 12 million motorists.***

Sunday 01 August 1993, Port Welshpool.

Riders:	Tony Schrader	R	CBR 1000	Michael Chan	K	GSXR 1100K
	Sam Sirianni		FZR 1000	Alec Brown		GSXR 1100N
	Luke Richardson	RD	GPz 500s	Martin Thompson		TZR 250
	Ian Payne	D	GSX 750	Rob Langer		VFR 750
	Mark Dennis		GSXR 750WN	Ben Warden	LK	ZX 10

Legend: L denotes leader 10 Bikes/10 People
R denotes rear rider Average of 500 kms.
D denotes left early Weather—Sunny, warm, 16 degrees
K denotes met at KBCP Averaged cc : 8200/10 = 820 cc

Route: KBCP, Hallam, Pakenham, Nar Nar Goon, Tynong, Bunyip, Longwarry, Drouin (morning tea), Ranceby, Arawata, Leongatha, Dumbalk, Meeniyan (lunch), Buffalo, Fish Creek, Foster, Toora, Welshpool, Port Welshpool, Welshpool (petrol), Toora, Foster, Fish Creek, Tarwin Lower, Inverloch, Wonthaggi—afternoon tea, Loch, Poowong, Modella, Bayles, Clyde, Berwick (break—up).

Company time is a great thing. One can ring friends from the office, do the crossword, perhaps work, or even put together yesterday's write—up. Today, I do the latter(est) as I cast my mind back to the events of what is now last week, in an attempt to remember all of the finest of details and happenings of the on—ride experience which was the Port Welshpool 6 hour enduro. 'A little drama and over—emphasis never goes astray to liven up a seemingly dull write—up'—tip number 27 from 'Everything you wanted to know about writing the perfect ride—report but were too afraid to ask' from the same author of the best seller 'Everything you wanted to know about throwing a chain but were too afraid to ask'.

Last Thursday afternoon I received a call from the intended leader of this ride, one Les Davis, advising of his inability of leading Sunday's ride due to illness. As Club Captain, I took the matter in hand, accepting the responsibility of this most demanding role of leader and duely nominated (begged) Ben to do same. Thankfully, he agreed. At this time, I believed that I would be pillioning Patrick, who had unfortunately crashed the week before on the Black Spur, but this was not to be due to the lingering soreness of his fall. Okay, enough waffle.

On Friday the weatherman forecasted showers and cool weather for Sunday. He was wrong in a big way. Look, the sun. Only Ben and I met at the carpark, so we proceeded to Hallam hoping others would be there. En route we met Luke and Rob and by Hallam numbers grew to nine as Tony arrived. He told of Martin's pending arrival which was hindered by a stripped gear change lever spline. We left, close enough to time, with Luke tail—end and leaving Tony and Martin to join later. Luckily he carried a spare lever which cured the problem.

We droned to Drouin for a quick bite and coffee. Meanwhile Rob, suspecting a rear puncture, visited the service station for air. No puncture, just a new, second hand tyre. A while later Tony and Martin caught up and Alec avidly queried why I was riding so slowly. 'I was doing the speed limit' I replied. Mental note—'Must whip the pants off Alec later today'.

From here we travelled South as indicated towards Ranceby and Arawata, each of us I'm sure, thoroughly enjoying the tight to medium curves and sweepers which just didn't stop. 'It doesn't get any better than this' I was thinking. Some of you will recall the recent problems the GSXR endured, however thanks to Ray's suggestion to replace the air cleaner, I'm pleased to report She goes again with a renewed zest for shredding tyres (more so) and lifting the front like never before. Drilled slides might have something to do with this too.

Leongatha had come and gone and the presence of other two—wheeled vehicles increased. The reason wasn't clear until reaching a stretch of road, alongside which parked bikes and cars were a plenty. On the steep mountain nearby a hillclimb was in progress which we stopped to watch for a time. I was amazed how the knobby—clad CB 900(?) tackled the shear face and even make it as far as the 3/4 mark. We continued to Dumbalk then Meeniyan for lunch. By now, we all wore grins ear to ear (not from the night before) and thrilled over the morning events. I made a special point to quiz Alec on why he now was going so slowly. Here, I heard of everyone's near misses, slides and claimed speeds. Lunch over, Ian and Luke departed as we moved on desperate for more twisties to devour.

Roads were a little straight until after Buffalo but everyone must have loved them thereafter, they led us to Fish Creek Toora, Welshpool and finally Port Welshpool 6 kms. down the track. Without a 'boo' we almost left the day's aim but it was suggested that we ride over the 300-400 mt. pier to take a photo. So we did. The local fisherpersons weren't too happy to see the 8200 cc strength of the MCTV idle by scaring away their prey. Their glares said it all. Sam expressed his valid concern regarding the unknown maximum tonnage that the old sea-weathered boards could possibly handle. They creaked and growled under tyre. For me, I cared more for my suspension and the pounding caused by the raised metal strips running the full length of the pier. Martin's helmet almost went for a swim when it jumped from the bike.

At Welshpool we refueled and commenced our return trip. The weather improved to the point that it was now hot and I regretted wearing the Dri-rider. My sunnies do me no good sitting at home. We proceeded North, nearing Agnes Falls, then South once more to Toora, Foster, Fish Creek then Tarwin Middle. It's a great piece of road between here and Inverloch. From Inverloch we suddenly appeared on the GOR, well, it may as well have been, it looked the same. Speeds picked up 'some' and so did the stones coming from Mark's rear tyre. The helmet and the front of Her suffered a pelting of unmeasurable proportions. I passed Mark and returned fire. 'That'll teach you'.

On reaching Wonthaggi Mark showed me his recently fitted but now not-so-new headlight protector which matches the old one from the same type of abuse—a severe stoning. Wonthaggi gave us a chance to once again stop, have an ice-cream and marvel at how Whoosy had a near one and how Thingy had it cranked over that far. This was fun stuff. In fact, I had only one slide throughout the day though Alec complained that he couldn't keep the rear on the ground. Rob swelled my head by saying 'If you go any faster we'll have to find you a sponsor'. 'Shucks'.

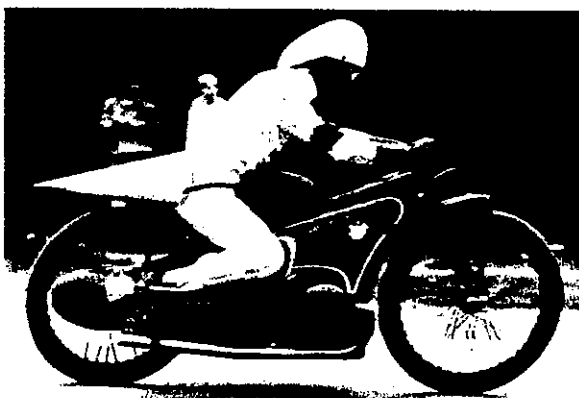
Off again, this time toward Loch but not before some more grouse twisties. Martin and I enjoyed a little bout for quite a few kms. and he certainly showed how to punt the 250 around with the bigger machines. He was on fire, though needed slightly longer legs in the straights and fast sweepers. 'Great riding'. He says he wants something bigger—desperately. Don't we all.

From Loch to Poowong, Poowong to Modella we went. Before long the twisties turned to sweepers and the sweepers to straights as we neared Bayles, Clyde then Berwick. We hit the service station for break-up by about 5:00 pm. After more lies to each other and meeting Alec's hoon nephew in white Toorana, I departed for home wearily but having immensely enjoyed the day. Thanks Ben, Luke, Tony and the weather.

Michael Chan GSXR 1100.

P.S. The ride tired me so that I fell asleep early and missed the GP, so if anyone has it on tape please let me know.

Ernst Henne in 1931 attempting world records and using unconventional methods to make man and motorcycle as streamlined as possible.



Ernst Henne — hero on two wheels

■ 1929. The Ernst Henne era is about to begin. The motorcyclist from Munich sets 76 world records on BMW bikes, the first on September 19th, 1929, in Munich. Speed: 216.75 kph (134.68 mph). This was to have two consequences: Henne became a national hero and BMW had made the breakthrough as a company of world renown.

John - FZR1000 John - VF1000
Eric - FZR600 Steve - XL
Ray - Chooky Mark - GSXR750
Martin - TZR250 Pat - GPZ600
Michael - GSXR1100 (leader)

Sunday morning nice and sunny, NO! overcast and drizzling.

As I approached Yarra Glen the drizzle stopped.....and it began to rain. We stood under the canopy and talked about the previous weeks accidents, then plucked up enough courage to go out into the rain. We headed straight to Healesville, up the Black Spur and the oil on the road. A few slides followed but nothing serious. As we got to Marysville, John & Eric turned round and left. "They mus'nt like getting wet?" The further up Lake Mountain we got, the heavier the rain got, seeing was an added luxury. There was NO SNOW but the tuck shop was open offering some shelter & hot food at A PRICE!

We went back to Marysville where Martin, Ray & Pat left, the remaining 4 of us headed for Yea. Just out of Buxton we passed Tom, Andi, John, Andrew & Rob heading the other way (turns out they were trying to de-bug Andrews FZR). The rain had eased by the time we got to Yea, but the roads were still wet through to Flowerdale and Whittlesea.

Thanks Michael for an enjoyable day, well it would have been if it didn't rain all day.

Mark Dennis

#

The top eight injuries and what they cost

Here are the startling figures of how much is paid out for the eight most common injuries incurred in road accidents.

Six out of 10 injuries are classified as "minor."

Another 7000 are graded as "serious." Here is the list:

Type	Number (annual average)	Percentage (of all serious injuries)	Average Payout (by TAC) \$
Limb fractures	2,163	31.3	11,825
Neck (usually whiplash)	1,548	22.4	4,366
Head	1,287	18.6	16,999
Other fractures	1,002	14.5	6,554
Other sprains & strains	395	5.7	N/A
Internal	329	4.7	15,239
Others	156	2.2	16,930
Spinal cord	44	0.6	58,566
TOTALS	6,924	100.00	\$69.9 mill