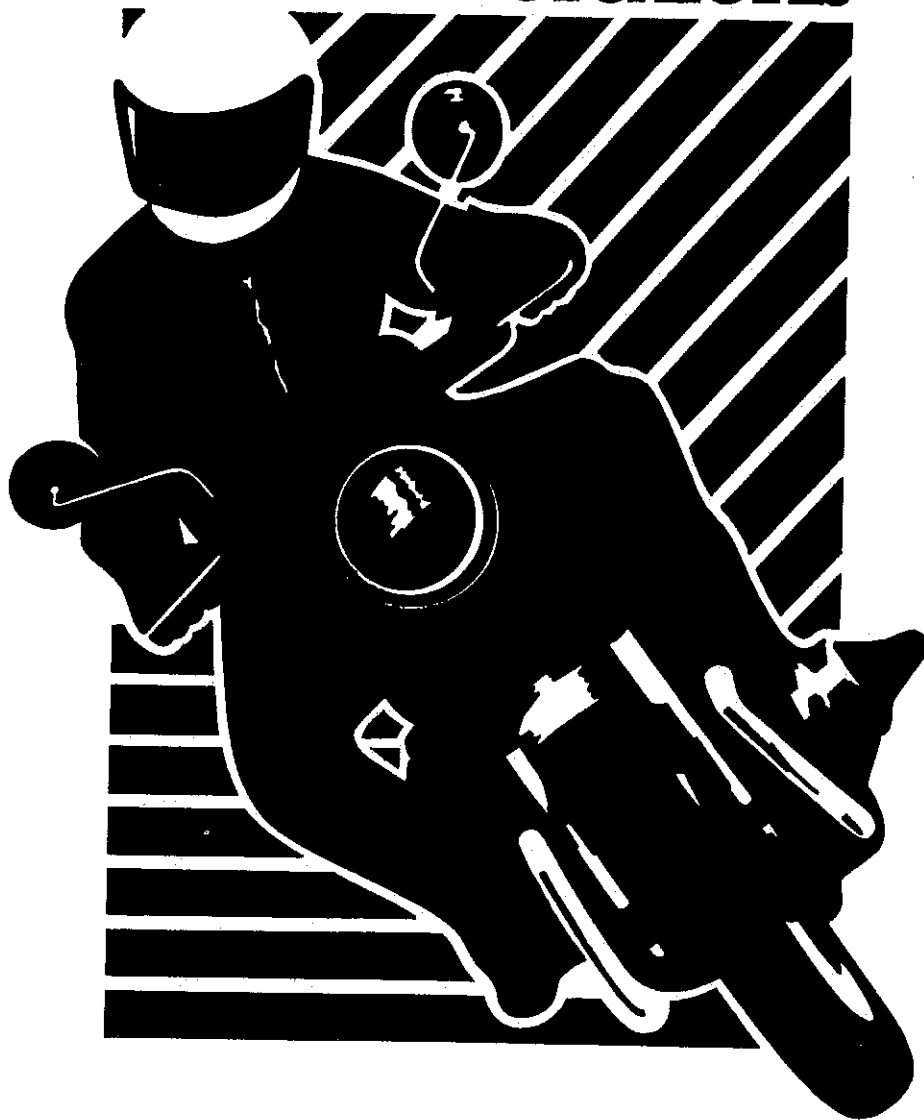


JULY 93

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA INC.
P.O. Box 453, Richmond 3121, Victoria

ITINERARY

JULY 1993

SUNDAY 4th.	FLOWERDALE. Don Road Roll Race. 9.30 KBCP. 10.30 Yarra Glen. Michael Chan leading.	For this novel event we ride down twisty Don Rd with the engine off & the bike in neutral and roll to the bottom. Smooth cornering and minimal use of the brakes are the secret to winning.
SUNDAY 11th.	MELB. CRICKET GROUND. Gallery of Sport. 9.30 KBCP. 10.30 Whittlesea. Ian Payne leading.	This museum houses memento's & trophies of Australia's achievements in the sporting world. It is on display at the MCG and cost \$6.00 to view. A 300km ride to Pyalong, Strath Creek and Hurstbridge occurs prior to our visit.
THURSDAY 15th.	SOCIAL SIP. Anchor & Hope Tavern, Church St. Richmond. 6.30 PM Onwards.	Usual venue for this very popular event. Come for a meal or just come along to socialize in the company of other members.
SUNDAY 18th.	BRISBANE RANGES. 9.30 KBCP. 10.30 Whittlesea. Ben Warden leading.	Today's ride will take around this National Park just west of Melbourne. This will also be Ben's first club ride since the epic Cape York adventure, so come along to welcome him back.
SUNDAY 25th.	LAKE MOUNTAIN, Snow Ride. 9.30 KBCP. 10.30 Yarra Glen.	Our annual visit to these snow fields just out of Marysville are always a lot of fun. So join us as we travel all the good roads up the mountain for a frolic in the snow.
<u>AUGUST</u>		
SUNDAY 1st.	PORT WELSHPOOL. ** 9.00 KBCP ** ** 9.45 Hallam ** Les Davis leading.	This early start ride will take us way down into South Gippsland for a visit to this coastal town just east of Wilsons Prom and home of the Bass Strait ferry "SeaCat".
THURSDAY 5th.	GENERAL MEETING. Club Hall 8.15PM Sharp.	At this meeting we hope to hear a few stories from the members who undertook the Cape York Trip.
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.

GENERAL MEETING

CALL TO ORDER 8.40 pm.

IN ATTENDANCE 37 members

APOLOGIES Steve Leyland and Daryl Cole

CORRESPONDANCE Nil

TREASURER'S REPORT Bank balance \$499
Membership fees due.

GENERAL BUSINESS Slide night cancelled to a later date.
Ideas for next itinerary asked for.
Winton race track suggested for Melbourne Cup weekend.
Road-do we need a membership drive.
Still no Social Secretary.
Crashes----ride with more awareness.
Door prize won by Peter Philferan. Useful items.

Meeting closed at 9.10pm..

CAPTAINS REPORT

9/5/93 Lavers Hill via GOR.

23 bikes, 24 people. 450Kms. Tom Saville leader.

15/5/93 Maintenance Day & BBQ.

24 people.

16/5/93 Mirboo North.


17 bikes, 18 people. 500Kms. Ben Warden/Michael Chan leading.

20/5/93 Social Sip.



35 people.

23/5/93 Maryborough.

15 bikes, 18 people, 450Kms. Andrew Kennedy leading.



**Frankston
YAMAHA**

David Jewson

78 DANDENONG RD.,
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PH: (03) 783 2244 FAX: (03) 783 3588

Gives 5% DISCOUNT on TYRES
& 10% on PARTS
Show Membership card for discount.

6 JUNE - Mt IDA FIRE TOWER - HEATHCOTE.

John van Dorp-VF1000	Mark Dennis-GSXR750	Michael Chan-GSXR1100 (Leader)
Andrew Kennedy-XBR500	Geoff Jones-RZ350	Steve Leyland-XL600 (chookie)
Martin Bastock-CBR1000	Ian Payne-GSX750	Rob Langer-VFR750 (R/Rider)
Tony Schrader-GPz900	Maciek-GS650	Craig Morley & Lisa-FZR1000
Danny Kozinski & Adam-GPz750		Marty Thompson-TZR250 (the Lawn Mower)

Well folks here's the lowdown, my version of today's ride:-

Lets see who can keep up with Michael, How fast can we go around this corner,etc, etc, that just about sums it up but now for the details.

It was a 9.30am start from KBCP with Michael leading Steve, John & Martin B out to Whittlesea by 10.30am where the rest of us joined in. I was pillioned by Tony from Bundoora to Broadford as it felt better on the back of his bike along the wet roads through Kinglake West. After morning smoko at Broadford I pillioned on the "DEATH" machine FZR (I want the CBR back!) As the roads were now dry the pace picked up a little . About 10klms out of Broadford Craig opened the FRZ up, I peered over his shoulder to look at the speedo, "SHIT" some one"HELP!" After he'd passed Andrew K he slowed down, especially as there was a sheep on the side of the road. (It would have made a great roast!). Other towns we passed through were Glenaroua, Pyalong, Emu Flats (didn't see any!) and then along the Eppalock road to the Highway and Mt. Ida Firetower. As Danny & Adam pulled in his bike was smoking quite badly, but after investigation no cause could be found and it still performed OK.

Michael told everyone to be careful as the gravel road up to the tower was quite bad so I stayed at the bottom with Danny, Adam, Michael, Rob, Ian & Martin B. We finally got to Heathcote at 1.55pm for lunch with Michael practically dribbling in due to lack of petrol - Why is it always the guys who always run out of petrol? We Left around 2.30pm with Maciek heading directly home while we continued to Mia Mia, Lancefield, Newham & Woodend for afternoon smoko at 3.20pm. It was becoming chilly and starting to drizzle. Ian left us here with the excuse "I've got to go back to the club hall and put a lock on our food cupboard!" Sure Ian, we know your under the thumb but you just don't want to admit it - Only Joking!

We left Woodend at 3.45pm and went across to Trentham, Newbury, Myrniong and Melton at 4.55pm. Steve's chookie had run out of petrol at the Pentland Hills, shouldn't have been thrashing it Steve! Another person thrashing their bike was Marty, and just after a rebuild, but at least the TZR didn't run out of petrol. Overall it was a good ride with us all having some fun despite the weather,

thanks Michael for the "LEISURELY" ride & Rob for being rear rider.

Lisa TT250

(Chookie)

PS.

I noted Andrew & Ian riding their new bikes like a jockey would riding a horse, sort of low and crouched. The only explanation I can think of is they like the "feel" of the petrol tank!!!

Day One

K.B.C.P 9.30 Start . No maybe 9.45
Ian Payne GSX 750FP, leader.
Michael Chan GSXR 1100K
Tony Shradler GPZ 900
Craig Morley FZR 1000 & Lisa Johnstone --- pillion
John Van Dorp VF 1000FII
Peter Philferan Holden HD
Alec Brown GSXR 1100N
Les Davis GPZ 500S
Danny Kozinski GPZ 750
Andrew Kennedy Ford TX-3 & Kim (rear driver)

We leave the city, cold and windy, not yet wet. Go over Westgate Bridge and out to Laverton. Starting to become wet. Road closed must detour. O.K., right turn then left turn. What's this? A slightly wet pot holed dirt road. Bikes did look nice and clean, now a slightly brown colour. Now after about 3km of suspension testing its back on to smooth tarred road, heading up to the Brisbane Ranges.

It's starting to get colder now. Look up on top of the hills and it doesn't look good, They're covered in a white substance called snow. That's right its bloody snowing.

Stop at Mount Egerton for morning tea. Hot coffee and pies help us to thaw out. Outside for group photos and a smoke. Still snowing quite heavily at this stage. Lisa whimps out for Andrew's nice dry warm car.

Leave Mount Egerton and head for Avoca. Road covered in snow and slush. Wipe visor but still can't see a bloody thing. So wipe inside of visor, ah thats better, now I can see the snow. The roads under there somewhere. As Michael said, " When it gets bumpy your not on the road anymore."

The bikes don't like the cold and keep stalling. Danny on his GPZ had the most trouble. Michael fixed his his problem with a good rev out to 10 thou. while sitting beside the road. We get to Creswick, re-group, fuel up and head for Avoca. No more snow, rain or incidents. Arrive Avoca cold but in one piece and I think we all had a very memorable day.

Thak you Ian for a well led ride.

Les Davis.

End of day one.

Others at Pub:-

Kerrie, Sally & Graham, Jon Riddett & Helen, Jane Davis & Jennifer

AVOCA TRIP - Day 2

Sunday morning I went downstairs to breakfast of bacon and eggs and went through numerous cups of coffee with Les, Jane and Jennifer before everyone else came down.

Checked the weather which was cool and overcast. Went out to oil the chain and joined the queue for petrol.

All the bikes were fueled apart from John V.D who asked to fill the oil and check the petrol.

When we were ready to roll the group consisted of : Lead Rider Ian, Tony and Lisa, Michael, Craig, John V.D and Kim and myself. The Rear Driver Andrew and navigator Jennifer in the TX3 Turbo.

The first stop was a short run to Moonambel pub to see about some port, but it was closed. From there we went through Frenchmans, Landsbrough, Joel and Stawell then into Halls Gap for lunch, where a whippet on the road caused a distraction and tested a few brakes.

Set off next for Zumsteins where I found not only was the road wet but WHOOPS! oily as well. Also a skippy to contend with on this section.

At this point Ian had to return to Avoca to join the afternoon wine tasting group and Michael took over the lead. The rest of us did some sightseeing at Boroka Lookout, The Balconies and a slow ride down to Silverband Falls. On to Mt. William where there was snow from just past the turnoff to the top car park. Visibility was very bad for the last couple of Kilometers. It didn't take very much priming to start a snow fight.

Off we went back down the mountain and around the big sweepers into Halls Gap for more coffee and petrol.

The return trip followed the same route including another stop at Moonambel pub where we met up with Ian and friends.

The ride was approximately 300 Kms and enjoyable, thanks to Lead Riders Ian and Michael and Andrew as Rear Rider - Sorry - driver.



ALEC - GSXR 1100.

Tony CHATTING up a local at the Grampians

8.45am I decided it was time to get up and see what the weather was like and who had regretted the night before's partying. By the large number of empty port bottles in the Lodgers Lounge it should have been QUITE A FEW. Craig claimed first spot followed closely by John VD (who had spent the night on the couch in front of the fire!).

Downstairs for breakfast and to find out departure time, breakfast over & time to pack. Why is it when you go to re-pack the same stuff you brought with you there always seems to be MORE which doesn't fit in the Gearsack? Shortly after 10am we refuel and head north with Ian leading and Andrew bringing up the rear in the TX3, not far from Avoca we came across a v-e-r-y l-o-n-g straight section of road where some of the boys "extended" their bikes a little! Onto Maryborough and a look at the Pioneer Lookout and the Railway Station.

South East we go via Cragie, Majorca, Tullaroop and Campbelltown, somewhere on this long stretch of road, Les had hit a large pothole jarring his shoulder and had found his right arm going numb! Thinking better than to risk an accident he entrusted the bike to Lisa to ride while he relaxed in the TX3. From Campbelltown to Yandoit, Hepburn Springs and Daylesford for lunch, during which Kerrie, Sally and Graham arrived after visiting Maldon.

With lunch over we head for Blackwood, with the road surface varying from wet to dry. Onto Myrniong, Bacchus Marsh and the break up point at Melton about 2.30pm.

Many thanks to Ian for organizing the weekend and everybody for making my first trip away with the club such an enjoyable one. I can't wait for the next long weekend.

Tony
GPz900R.



Maryborough Railway Station

AVOCA ANTICS

After travelling through SNOW and COLD to Avoca, most were quite content to sit in the Pub by the fire enjoying a few ales and TALL stories.

After tea in the Bistro it was up to the Guest Lounge with a bottle of port or out to the pool table with a bottle of port!

On Sunday some of the group went Wine tasting and some went to the Grampions. At Zumsteins, smooth talking Alec persuaded a young female to show us her.... .Joey! Back to pub for tea then into Dirty Pool? The girls were attacking certain parts of the male anatomy in an effort to put the boys of their game! Meanwhile up in the lounge it resembled a Massage Parlor with everybody giving each other a massage! At this stage the BUDGET bulk port was discovered in the bottle shop and things started to hot up, with Craig & Tony's shoe-laces became tied together and then Craig setting off the fire escape ladder. Fortunately his head cushioned the ladder somewhat. At least during the GP telecast some degree of sanity existed. At about 3am most had called it a night.

Andrew Kennedy at the wheel of the Ford TX3 Turbo had no problem keeping up with the bikes in fact on the wet Grampions roads he was more than a match.



SNOW at Mt.Egerton

SOCIAL SIP - 17/6/93.

Michael

Michael Chan,
Mark Dennis,
Jason (1st),
Tony Schrader,
Mike Davis,
Andrew Kennedy,
Birthday Boy Terry & Elaine,

Jennifer Burns,
Margaret Shelley,
Daryl Cole,
Patrick Tayeh,
Alec Brown,
Colin & Amelia,

Lisa & Laurin,
Pam & Andrew,
Ian & Kerrie,
Kylie & Ferdie,
Martin & Georgia,
Rob & Selenia,

Club Person of the Year

MCTV CPOTY tally 1992/93.

Att.	Ld	1Ld	W	W/act.	A	A/act.
1	+1	+2	1-2	0	.5-2	0
22	0	1	0	0	0	0
1	0	0	0	0	0	0
20	1	0	1	1	0	0
19	0	0	1	1	0	0
2	0	0	1	1	0	0
6	0	0	0	0	0	0
2	0	0	0	0	0	0
2	0	0	0	0	0	0
0	0	0	0	0	0	0
1	0	0	0	0	1	1
0	0	0	0	0	0	0
2	0	0	0	0	0	0
0	0	0	0	0	0	0
28	0	0	1	1	0	0
1	0	0	0	0	0	0
4	0	0	1	1	0	0
16	0	1	0	0	0	0
25	0	0	1	1	0	0
0	0	0	0	0	0	0
38	8	0	6	8	1	1
30	4	0	3	3	1	2
7	0	0	0	0	0	0
17	0	0	0	0	2	2
7	0	0	0	0	0	0
0	0	0	0	0	0	0
18	0	0	2	2	0	0
5	0	1	1	1	2	2
2	0	0	0	0	0	0
2	0	0	0	0	0	0
6	0	1	1	1	1	1
31	2	0	2	3	1	1
Att.	Ld	1Ld	W	W/act.	A	A/act.
9	0	0	0	0	0	0
8	0	0	0	0	0	0
2	0	0	1	1	0	0
3	0	0	0	0	0	0
1	0	0	0	0	0	0
6	0	0	0	0	0	0
11	0	0	0	0	0	0
18	0	0	1	1	0	0
5	0	0	0	0	0	0
1	0	0	0	0	0	0
0	0	0	0	0	0	0
15	0	0	0	0	0	0
2	0	0	0	0	0	0
0	0	0	0	0	0	0

Total pts.
24
1
23
22
4
6
2
2
0
2
0
2
0
2
0
30
1
6
18
27
0
58
40.5
7
19
7
0
22
10
2
2
11
38
9
8
4
3
1
6
11
19
5
1
0
15
2
0

Name
Baker, Andrew
Barnes, Mick
Barta, John
Bastock, Martin
Bates, Stuart
Bear GPz900
Belinda XJ600
Black, Ian
Bloxham, Frank
Bowra, Robin
Bradshaw, Ross
Breare, Gary
Brew, Max
Brown, Alec
Brown, Ken
Brown, Noel
Buddingh, Ferdie
Burns, Jennifer
Carron, Fred
Chan, Michael
Clifton, Gary
Clowes, John
Cole, Daryl
Corrigan, Mandy
Crussel, Ron
Davies, Colin
Davis, Les
Davis, Mike
Delahoy, David
Demosthenous, Tom
Dennis, Mark
Dunn, Andrew
Dunn, Pam
Dwyer, Peter
East, Rod
Felsbourg, Paul
Forsaith, Doug
Forsaith, Stuart
Gooding, Kerrie
Goran
Gustus, Tony
Harvey, Graeme
Hillier, Kylie
Hosking, Ian
Ivory, Michael

Report calls for lower TAC rates for motorbikes

By DAMIEN KINGSBURY

THE SECOND and last volume of the Inquiry into Motorcycle Safety in Victoria has come out in favor of motorcyclists. The second volume report, which was delayed by the state elections last year, recommends a range of changes to motorcycling in Victoria.

Most of the recommended changes have been favorably received by motorcycle lobbyists such as the Motorcycle Riders' Association of Australia. The MRAA was the central player in having the inquiry established and a key factor in the outcome. The association's president, Mr Damien Cogognotto, described the two volumes of the report as a great win for motorcyclists, and hopes it will attract new members to the MRAA.

Combined with the first report, which effectively stopped the introduction of compulsory "lights-on" legislation in Victoria, the inquiry is both the most favorable and the most comprehensive investigation into motorcycling so far undertaken in this state.

Among the main features of the report, it recommends that Traffic Accident Commission charges for motorcycles be reduced to between 50 and 70 per cent of that charged for cars to more accurately reflect responsibility in accidents. Non-sports sub-260 cc machines should attract the lowest TAC costs, according to the report.

It also recommends that a 150-kilowatt-per-tonne power-to-weight ratio limit be imposed on sub-260 cc machines for learner motorcyclists. This will effectively ban novice riders from riding production racing 250s.

Light motorcycle (moped) riders should also be excluded from needing to hold a motorcycle rider's licence, according to the report. This is intended to reflect the simple control of mopeds, and would bring Victoria into line with most European countries where mopeds are popular.

The effect of this measure could be expected to increase moped popularity, reducing both traffic and pollution problems in the city area, although mopeds would be banned in places where bicycles are banned, such as some freeways.

A public education campaign is also recommended, both to help educate younger riders and the general public. The TAC's current and controversial "Hard to see, easy to kill" campaign already goes some way in that direction. Many motorcycle lobbyists believe that the advertisement perpetuates the excuse of "Sorry, officer. I didn't see the motorcyclist" after an accident.

Enhanced rider training programs and education in schools are also recommended, acknowledging the role of education and awareness in road safety. Learner permits are recommended to be scrapped for riders who undergo appropriate training and pass the full motorcycle rider's test.

It is also recommended that there be no difference between blood-alcohol requirements for motorcyclists and other road users.

Perhaps at least as importantly, the report recommends that motorcyclists be represented on all relevant bodies that deal with road user behavior. This last point recognises that both motorcyclists have been under-represented in decision-making that concerns them, and that they are legitimate road users whose interests need to be considered.



LEFT TURN RULE WORKING

The new left turn rule, introduced at the end of February, appears to be causing few problems for Victorian motorists, according to a senior RACV Traffic Engineer, Ian Greenwood.

The new rule means that left turners do not give way at intersections to right turners, who must allow left turners right of way.

Evidence from VicRoads and RACV Insurance suggests that there have been few crashes as a result of the rule change and almost all road users are aware of the change, mainly from the media program.

Mr Greenwood praised motorists for acting sensibly and for being patient in adapting to the new rule.

"We have received a number of enquiries from members about slip lanes," he said.

"If you are turning left, and using a slip lane, you have to give way to all traffic, including right turners. Most slip lanes now have Give Way signs to remind drivers of their obligations."

"One further reminder: there is no change to rules at roundabouts."

This was to be a "light and bright" report but due to a potentially serious (potentially in terms of injuries) incident (read crash) it is subdued.

That means it will not have the unfortunate tone that seems to be creeping into some Club run reports.... the tone that indicates the runs are some sort of road race event with references to "pit stops" passing under brakes, "hanging onto" the leaders etc,etc.

Oh yes, and then complaining that someone is riding erratically and is dangerous- this really means the Club "racers" are encouraging others to ride beyond their capabilities !

No, this will be a straight report of events and a plea to shed some of the "boy-racer" aspects of the Club.

The accident was a very common one, vehicle turning right into property on country road takes out passing vehicle. Common, and only heavy-in-fault if you take a technical view.

But it highlights again that motorcycling can be dangerous to your health; the truck wheel that crushed the GPX fairing, radiator and other bits could have crushed a rib cage, pelvis and other bits.

Come on, let's all use this near-miss example to make one concentrate harder, practice some restraint on "must pass" and reflect on how it could be you next time.

Any space left for the run report?

- * City To Hallam - camera on SE freeway road works, any pics taken?
- * Hallam To Korumburra- via Bena with strong winds 11.45 Coffee stop.
- * Then To Inverloch - via Kongwak with two ex (or non financial?) members joining in. Extra strong winds.
- * To Wonthaggi- extra, extra strong winds which spoilt the coast road run through Cape Paterson. . 1 pm For lunch.
- * Wonthaggi To Bena - This is an excellent secondary road, we won't speak of the wind force !
- * To Lang Lang- via Poowong where Steve /GPX -truck in accident (on Nyora Rd)

Your reporter took Steve home direct from there (think it was run dispersal point also)

Thanks to the Ferdie-Kylie team for arranging and leading, it was good, and Mandy for rear riding that oh-so- new Kwaka.

Jack Youdan.

Riders;

Ray ZX10	Andrew FZR1000	Mark GSXR750	Jack K100RS
Pat GPz600	Colin FZR1000	Alec GSXR1100	Rob VFR750
Steve GPX750	Craig FZR1000	Ian GSX750	Andrew CBR600 (2nd)
Mandy ZZR600	Martin TZR250	Gil K100RS#	Alex VFR750#
Jeb ZZR600 (2nd)		# Joined at Korumburra.	
Ferdie & Kylie ZZR1100 (leader)			

NEW BIKES

Mandy Corrigan has traded her CBX750 in on a new ZZR600.

Rob Langer has purchased a new Honda VFR750.

Tony Schrader has upgraded his old GPz900 for a new CBR1000.

SOCIAL SECRETARY

Just to prove we are not sexist our new social sec is a male!
So a BIG thank you to Ferdi Buddingh for volunteering for this important position.

MINI BIKES

Our planned visit to this indoor venue in July has been postponed due to a big promotional event at the Dandenong Circuit. The Committee will investigate another suitable date and notify members via the newsletter.

Andrew Kennedy has decided his CBR900RR could use a few SUBTLE improvements;

- # the front end fluid levels were altered to improve compliance,
- # a new "Two Brothers Racing" exhaust system and DynaJet carb kit were added to aid performance!

- # a bargain priced near-new set of colour matched leathers were bought via the Trading Post.

Steve Leyland had a lucky escape when he tangled with a farmer's 4WD on the Wonthaggi trip. Although his GPX suffered extensive damage, Steve managed to walk away with only bruising.

Coming home from Violet Town the long deserted straight roads around Mangalore allowed the boys to blow the cobwebs out. But Andrew Baker went one better and blew out his Mr Sheen, cleaning cloth and Sprayjacket from under the seat of his FZR!

Terry Mountney's 40th birthday bash was a great night especially when Dennis, "the-one-man-band" got the place rocking, the birthday cake was also impressive with a reproduction of Terry's GPz900 done in coloured icing. The small but VOCAL contingent from the MTCV included; Jon, Ian, Kerrie, Meggs, Daryl, Jennifer, Marty, Georgia, Craig, Lisa, Alec, Andrew.K, Tony, Pam & Andrew.

Many thanks to Terry and Elaine for a great time.

Our new August/November itinerary is nearly completed and one of the exciting events will be our hiring of Winton Motor Raceway. We plan to have the track for Monday November the 1st. This is the day before Melb Cup Day and will allow us to stage a two day ride up to Winton, one day at the track and the Tuesday to travel home. Watch for further details and entry forms in the next newsletter.

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

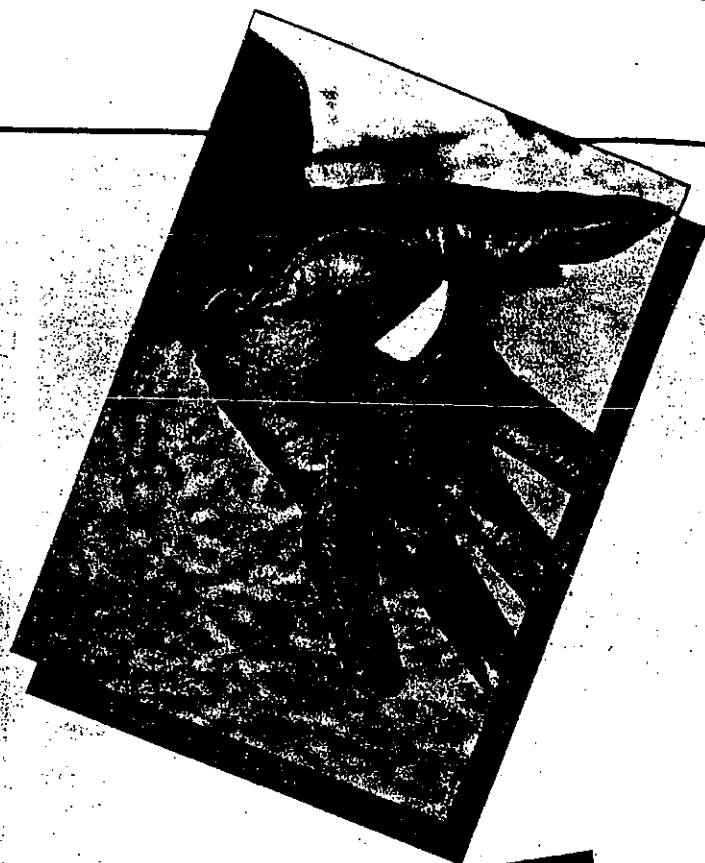
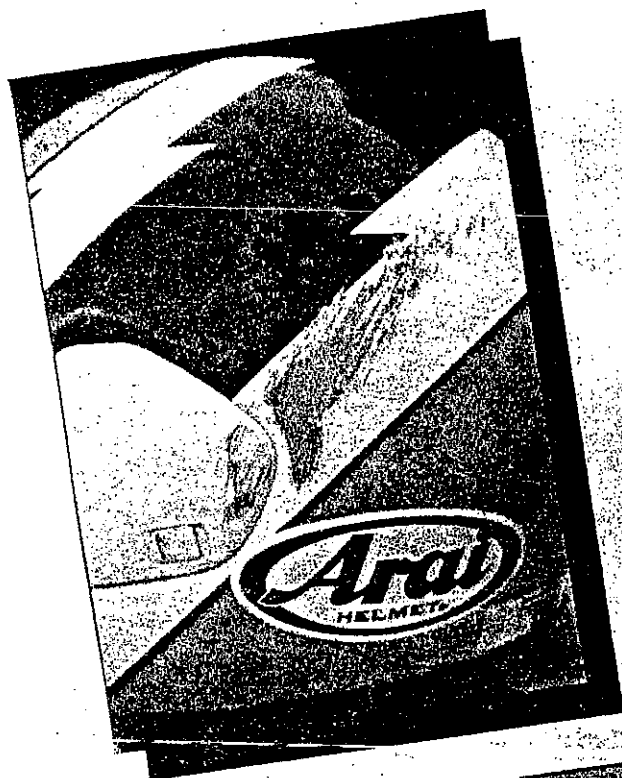
- and wear brightly coloured clothing, reflective clothing is even better, to maximise your visibility

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	508	396	107	21		

so what's new



Protect Thyself

THAT should be one of the first commandments motorcyclists swear to uphold in their quest for pleasure and excitement.

As everybody except Peter Cox* knows, motorcycles have two wheels, ergo they fall over. That is a simple law of physics. You can try and stop them from falling over, but often it doesn't work - as I found out at the launch of the new Yamaha Superbike entrant the YZF750.

The new machine is very nice. Falling off it wasn't. After I had done the obligatory double-barrel role with reverse pike, I took a little time out to check for damage control.

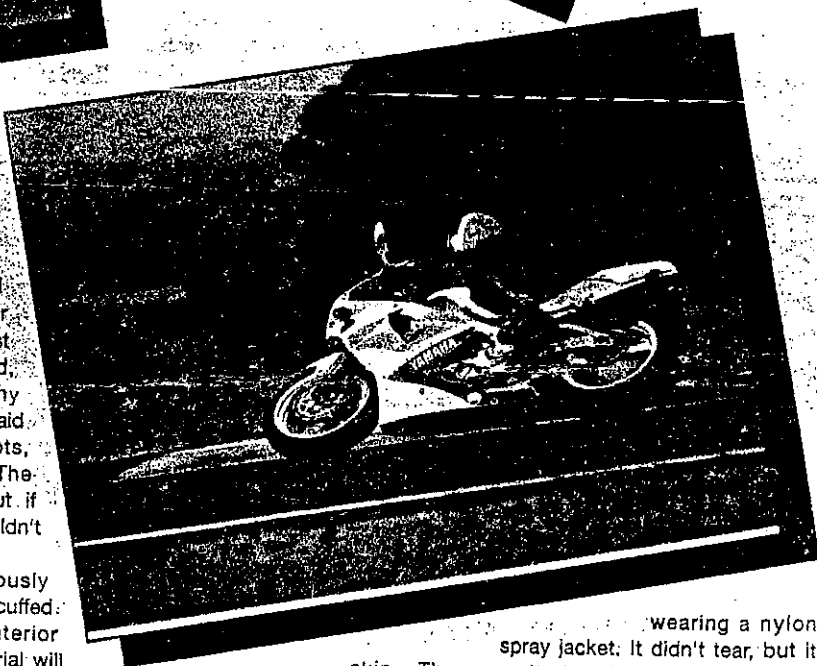
Scuffed leathers and boots. Okay, they are reusable. Torn gloves. In the bin. Scraped helmet. In the bin, too.

The photos show the major damage. I didn't even get a scratch, bruise, burn or scrape. There are some people who say that protective gear doesn't matter because they are not going to fall

off, or that cheap protective gear is okay for the same reason. I am not among their number. I wear the best protection I can afford, and before I go any further I will say that I paid full whack for my boots, leathers and gloves. The helmet was a freebie, but if I hadn't trusted it I wouldn't have worn it.

The helmet is obviously scrap. Even if I hadn't scuffed up the outside, the interior shock absorption material will have been deformed in the crash. That is what it was designed for. I walked away without a headache, so I can ask for no more. If the same thing happens to you, discard your hat and get another. Helmets are good for one crash only.

The gloves bore the brunt of my putting my hands out at a squillion km/h. The tarmac scuffed the heel of the gloves, but the Kevlar beneath the leather protected my



skin. The leather ripped at the seams with the impact but again, not a scratch to me. My boots are scuffed and the leathers have lost some stitching. They can be repaired. I can't - at least not so easily.

My thanks to Arai, Alpine Stars, Dainese and Spidi. Without them, none of this would have been possible etc etc.

There was another crash at the track on that day. The rider was

wearing a nylon spray jacket. It didn't tear, but it melted to his arm. There was blood everywhere. He also separated the muscles in his forearm from the bones and ligaments. He may regain full use of his arm. Eventually.

I am not saying protective gear will stop you getting injured, but it will cut down the chances of it dramatically.

Use your head. ■

* Peter Cox thinks they have three, or should at any rate.

MOTORCYCLE TOURING CLUB OF VICTORIA Inc.

P.O. Box 453, Richmond, Victoria. 3121

MEMBERSHIP RENEWALS

Well members it is time to boost the coffers of the MTCV with your annual membership fee. This fee enables the club to keep producing your itineraries, your monthly magazine, the postage of same, etc. The MTCV is not a profit making organisation and your fees cover the necessary running costs only.

For the sum of \$20 / \$10 you have the opportunity to meet people with a common interest, to ride on nearly every weekend of the year and to participate in all the fun-filled, action-packed social outings.

Please let us have your renewal in the near future, by post if you wish, or at the forthcoming meeting.

Membership will expire on the 30th. of June each year.

We will be publishing a revised membership list soon, so if you have changed any of the details shown on the list, please let us know with your renewal. The list is only for distribution to members, but if for some reason you do not want details published, then please indicate on the form below.

.....
Name

Change of address

..... Postcode

Change of telephone number (Home / Work)

Change of Motorcycle Make Model.....

Membership Renewal

I enclose cash / cheque for \$20.00 (full membership)
\$10.00 (associate membership)
being subscription payment for the forthcoming 12 months.

Please do not publish the following details in the membership list:

.....

.....

Please return this form to the address shown above or to me at the next meeting.

thank you

KYLIE HILLIER

.....

Treasurer.