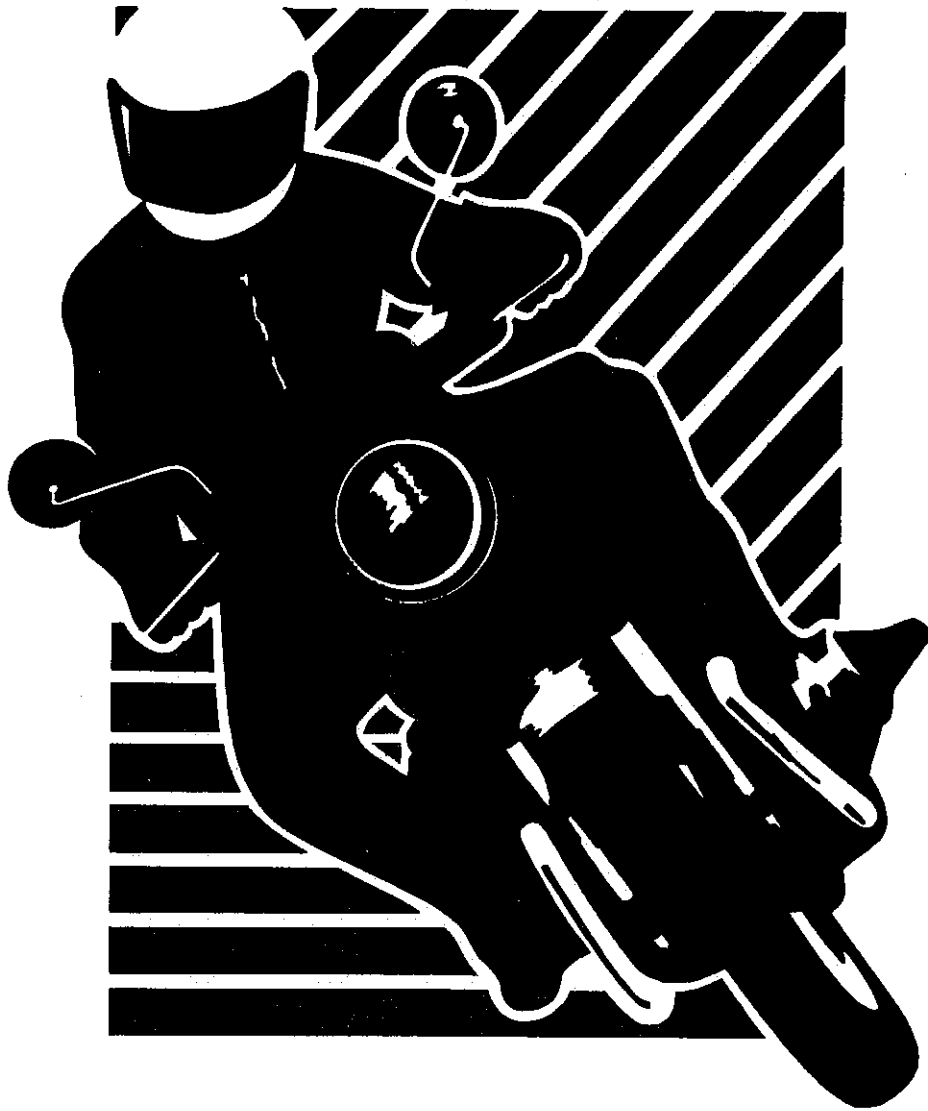


Good Vibrations



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

SUNDAY 10th.	SNAKE VALLEY Linton. 9.30 KBCP. Peter P leading	Come with Peter as we explore this area west of Ballarat and at a leisurely pace that takes in all the interesting places.
SATURDAY 16th.	VIDEO NIGHT. 28 York St, Bonbeach. 5PM Onwards. BYO Meat & Drink.	This night will kick off with a BBQ tea followed by a selection of motor-cycle videos. Those contemplating going are asked to phone Les or Jane (772-0689) to enable preparation of salads etc.
SUNDAY 17th.	LEONGATHA, Counter Lunch 9.30 KBCP 10.30 Yarra Glen Gary Clifton leading.	Across to Noojee then down to Warragul Leongatha and the Ottaga Hotel for lunch. Home via Dumbalk and Ranceby to breakup at Narre Warren.
THURSDAY 21st.	SOCIAL SIP. 6.30PM Onwards.	As usual at the ANCHOR & HOPE TAVERN 481 Church St. Richmond.
SUNDAY 24th.	RUSHWORTH. 9.30 KBCP Craig Morely leading.	Our first time leader, Craig, plans to head up the good roads to Broadford (smoko) then Rushworth for lunch. Home via Heathcote.
SATURDAY 30th	BEECHWORTH - WINTON WEEKEND. 9.30am Whittlesea. "Saturday leave"	This long weekend will firstly see us head to Beechworth for one night then a look around the area before making our way to Benalla for two nights. Refer booking slip elsewhere in mag.
<u>NOVEMBER</u>		
MONDAY 1st.	WINTON SPORTS DAY. "Make own way there"	For today we have the race-track at our disposal, therefore get those entry forms in quickly and refer to info sheet elsewhere in this magazine.
THURSDAY 4th.	GENERAL MEETING. Club Hall 8.15pm Sharp.	Come along and here all the STORIES about our day at Winton.
SUNDAY 7th.	REEFTON & BLACK SPURS. 9.30 KBCP 10.30 Yarra Glen.	Our annual event which gives us a chance to equalize the tyre wear on the bike. Led by Ben Warden.

MINUTES OF GENERAL MEETING.

DATE. SEPTEMBER 2ND /93.

OPENED AT. 8:35pm.

PRESENT. 49 MEMBERS AND GUESTS.

TREASURER'S REPORT BANK BALANCE OF \$1000.00

CAPTAINS REPORT AUGUST 1993.

SUNDAY 01 AUGUST.

PORT WELSHPOOL LEADER. BEN WARDEN.
REAR/RIDER LUKE R/TONY S. WEATHER FINE AND SUNNY.
DIST: 500kms, ten bikes and ten people.

SUNDAY 08 AUGUST.

TURPIN'S FALLS. LEADER IAN PAYNE.
REAR RIDER FERDIE/KYLIE. WEATHER WET IN MORNING FINE AFTER.
16 BIKE'S 19 PEOPLE DIST: ???.

SUNDAY 15 AUGUST

GEMBROOK LEADER ALEC B.
REAR RIDER ??????? WEATHER OVER CAST AND WET.
DIST: ??? 15 BIKE'S 15 PEOPLE.

THURSDAY 19 AUGUST.

SOCIAL SIP AT ANCHOR N HOPE.
33 PEOPLE.

SUNDAY 22 AUGUST.

LAKE CORANGAMITE. LEADER ADAM L.
REAR RIDER : ??? WEATHER OVER CAST.
17 BIKE'S 20 PEOPLE. DIST: 450kms.

SATURDAY 28 AUGUST.

DYNO DAY AT DYNABIKE HUNTINGDALE.
WEATHER OVERCAST BUT DRY.
17 BIKE'S 15 PEOPLE.

SUNDAY 29 AUGUST.

KINGLAKE/11 GAMBERO.
LEADER BEN W/REAR RIDER'S TONY S/BEAR+JANE.
WEATHER PERFECT DIST:250kms
13BIKE'S 14people. LUNCH 20 PEOPLE TOTAL.

GENERAL BUSINESS.

AUCTION NIGHT TONIGHT.

POINT SYSTEM FOR CLUB PERSON OF THE YEAR
TO STAY THE SAME AS LAST YEAR.

16/10/93 video night at Les's place.

WINTON NOT TO BE A RACE DAY BUT A FUN DAY.

MEMBERS LIST TO BE UPDATED.

DOOR PRIZE WON BY JENNIFER BURN.

FOR SALE VF 500 OR SWAP FOR CHOOKY,

RING TOM FOR MORE INFO.

CLOSED AT: 9;10pm.

auction finished at 11.00pm.

WHO's NEWS

Last months Auction netted the Club about \$45, thanks to all who attended. Also thanks to our very talented auctioneer Andrew Baker. Those members still owed money for items sold are requested to contact the treasurer, Kylie Hillier for reimbursement.

Congrats to Marty Thompson & Georgia on their recent engagement.

NUTRI-METRICS PARTY, Saturday 9th October in Springvale, hosted by member Dot Schwarze. All members and friends are welcome to come along and try the range of cosmetics on offer. For details contact Dot, 306-2576 or Kerrie, 558-4740.

NEW BIKES:

Michael Chan has replaced his "written off" Suzuki with another but of the GSXR1100M vintage.

Martin Thompson has traded his GSX750 for a GPX750 - Marty, if it gets the shakes too bad, they say a set of GPz900 triple clamps make them well behaved!

CRASHES:

Rob Langer had a bit of a lose in the wet on his VFR recently but what was really unfortunate was that the damage occurred to the SAME SIDE as what had just been repaired a few days earlier.

John vD's mild crash on the VF1000 turned MAJOR when his injured knee (gravel rash) became infected and required a few days in hospital to fix.

Ian Payne suffered the "New Bike Blues" when he crashed his new Suzuki after coming to grief on a heavily gravelled corner out Warragul way. Fortunately only a slow speed fall so cosmetic damage only.

POST CRASH BIKES:

After 2 months, Ferdies ZZR1100 is now back on the road and Andrew Baker is just waiting for a \$300 side cover sticker before his FZR1000 is mobile.

After a recent ride where one of the bikes (non member) had a rear tyre with the canvas showing through, members are reminded that a registered roadworthy bike is required when attending club rides. So be warned from now on any suspect bike will be checked and if found not up to standard it will not be allowed to travel with the group.

D.A.R.T. (Driver And Rider Training) This company has set up a training course at the old Nissan complex at Westal (Cnr Centre & Westal roads) and has offered the facilities to our club for a days useage. Whether we take up their offer depends on member support but individuals can still try the complex by contacting Rowan Harman, Ph: 802 5588 or Ian Payne.

CLUBPERSON OF THE YEAR. (Quarter Year Results)

Ben Warden.....22	Ian Payne.....19	Michael Chan.....18
Tony Schrader.....17	Martin Thompson....16	Andrew Kennedy.....16
Alec Brown.....16	Mark Dennis.....15	Steve Leyland.....11
Mandy Corrigan.....11	Rob Langer.....10	

Now counting attendances at Club meetings.

No points for rear riders, a commonly held misconception.

WANTED:

More members for Winton Sports Day!

24 People, 21 Bikes

ZX10	Ben & Vicki	R80	Tom Saville
GSXR750	Mark Dennis	ZZR600	Mandy Corrigan
TT250	Lisa Johnstone	FZR1000	Sam Sirianni
GT550	Ferdi Buddingh	ZZR1100	Gary & Kylie
CBX1000	Jack Youdan	GPz500s	Les Leahy
TDR250	Andi Simringer	GSXR1100	Alec Brown
GSX750F	Ian & Kerrie	GSX750	George Lardas
R100RS	Rob Langer		

Visitors

CX500	John	CBR600	Andrew
XV1000	John Morley	CBX250	Stav
DT175	Damien	GS650	Maciek

Where is everyone I thought? A magnificent day with a top temperature of 20 degrees forecast, and not a cloud in the sky. Then Lisa let the cat out of the bag: the racers (Andrew K, Marty, Craig, Tony and Patrick) had headed for the Great Ocean Road.

Ferdi briefed us on the intended route and stops, and Vicki and I volunteered for the rear riding and write-up duties. There was a sudden change of plan when it was pointed out that Hallam was on the itinerary as the designated secondary pick-up point. Ooops.

Nine bikes departed from KBCP and headed up Flinders Street and around the MCG. Debris from previous night's Carlton-Essendon game was still littering the pavement. Gary pillioned Kylie for the day as the GT was making strange noises under load. I had a chuckle when I realised that Kylie only had a small grab rail to hold onto; a big handful of throttle from Gary and there would be arms and legs going everywhere!

We made good time to Hallam via the freeway. I noted with concerned bemusement the difficulty some of the faster cars had in passing the bikes, the bulk of which were clogging up the right lane. Ferdi later reminded the group to keep left unless otherwise overtaking.

We headed south from Hallam eventually picking up the Coolart Road before skirting around Devilbend Reservoir on a few kilometres of dirt road. Ferdi had warned us of this "easy dirt", despite the ride being classified as "No Dirt". It was very scenic. Vicki and I dawdled along at the rear, occasionally getting up to 100 km/h. Traffic was heavy - it was Fathers' Day and lots of families were heading off to lunch with the relatives.

Ferdi mistakenly lead us down Pt Leo Road before doing a "U" turn. Not everyone realised that the approaching bike was the leader, and with Gary and Ian heading for the surf, the other lemmings followed. Kerrie is excused - her protestations went unheeded. It was only after arriving at Shoreham that the extent of the loss became apparent: eight bikes missing. Sam went back to the previous corner and it wasn't long before the rest of the group rumbled in. Note: both the rear rider and leader were wearing the yellow arm bands, a practise well worth re-establishing.

While we stood around chatting happily Jack explained why he was parked in the servo "holding up the ride". It wasn't for petrol, he was quick to point out. Something about letting the leader get ahead a bit so that he could blast past those pansies riding multi-coloured splash paint jobs and show them who was the real King of the Road: Jack on the mighty CBX Six! Or was it just his puncture repair apparatus having slipped through his fishnet stocking arrangement, and then wedged itself between the

chain-guard and shock?

Around the scenic coast a bit, then inland and up Red Hill and down Arthur's Seat followed by a carefully planned U-turn (Ferdie pushing his luck to the limit) almost at the freeway and back up Arthur's Seat again. It was busier than Bourke St. Half way up we came upon Stav who had stalled, which is easier than you might think on a single cylinder; engine braking at low speeds is strong enough to stall the motor.

Lunch and who should we spot but Tony Gustus on his venerable XJ, having clocked up 216,000 km, out for a morning cruise. The view across Port Phillip Bay to the city skyline was very clear, now that a gentle north wind was blowing away the air pollution.

Cruising down Red Hill again I had ample opportunity to observe Maciek's bald rear tyre (canvas showing through) and his unusual cornering lines. Possibly a captain or vice captain (in a by-gone era?) would have suggested a completely different route be taken for such an unroadworthy vehicle. He had informed me he was only going to go 90 km/h max due to the condition of the tyre and had let some air out to change the profile of the tyre and "even up the wear". Ah, the joys of being rear rider! At least this profound statement had given me something to contemplate. (Maciek is not a member of the MTCV.)

Sorrento via Brown's road was our next stop for the Hardware Museum. It was a sleepy, lazy afternoon and only a few people visited the museum. It was fairly ordinary by most accounts. I amused myself by taking photos of Gary's immaculate ZZR, now endowed with Staintune mufflers and braided brake lines. It looked superb in the sparkling sunshine. The conversation turned to suspension, and more particularly the mushy front end of Rob's VFR. A bit of experimentation is planned. Food was consumed by those who missed lunch at the top of Arthur's seat, and a few people headed for home.

Tom noticed the lack of stone chips on my front forks. Yes, I had fitted the ones from the wreck after first checking that they were true at the local bike shop. The original set had blown the fork seals (again) and after 170,000 km most of the internal bushes and orifices were undoubtedly worn, not to mention the stone chipped sliders, so I swapped the springs and put clean fork oil in the "new" set and did a complete changeover. The only gamble was the original fork seals were five years old and possibly perished. Suck 'em and see. The handling difference was dramatic, stability much enhanced. I may have overdone it in the fork oil level department though - they are a bit stiff. I'll remove oil with a syringe next weekend.

The ride proceeded up the Nepean Highway at a leisurely rate as we caught every traffic light. Near McCrae I noticed someone looking like Stav going the other way! I waved, she waved. Who knows. At Mount Eliza the ride was joined by a "double-bubble". It now became a very leisurely ride. I was starting to panic because at these speeds the tank starts to fill up with fuel and I would soon be looking for a bowser to empty it out.

On the outskirts of Frankston the ride officially disbanded with an open invitation to afternoon tea at Kylie and Ferdie's new residence in Carrum Downs. A few die-hards gratefully accepted. It had been hot work.

The day was most noticeable for what didn't happen - no bookings or accidents, though I hear someone down the GOR may have been less fortunate. Thanks Ferdie (and Kylie) for the ride. It catered for a large variety of machines and riders, from a DT175 to a FZR1000.

Ben (ZX10)

925 at KBCP, Ben arrives and is leader for the day as Michael Chan and Andrew Baker had a not-at-all-needed incident with an old F**T not giving way. The thought of this incident tended to slow me for the first half of the day, not much yaking!!

930 and off through the Boulevard, watching for white Commodores (driven by elderly men) not giving way to their right! Jon was also here waiting to pick up the ride (how'd he know?) and then Danni stopped looking for some parts that fell off his GPz750.

Onto the Eastern Freeway, Warrendyte, Yarra Glen and after 90kms Mount Slide, at which point Jed, has a pit stop just as Tony (rear-rider) overtakes about 10 cars. What a wasted effort! Onto Kinglake and morning tea.

After our FREE tea, coffee and hot chocolate!! we were off, by now I was used to riding my new bike and when the first time rider complained to me about sore wrists, I told him "You'll get used to it!" Back to more GOOD ROADS on the way to Flowerdale, where just before Jon Riddett, Steve Leyland and John van Dorp leave to do their own thing. MORE GOOD ROADS and with Ben in front, Tony just behind and Bear & Jane following, Lets go. I should have bought this bike long ago, handles well, power as needed and able to accommodate most situations.

As we marked the next corner, Bear & I had a bit of a laugh as Marty comes through using his bike also to mark roads! Onwards towards Yea, and yet again I see Jed stopped on the side of the road peering into bushes. Looking for wild berries or just BAD BLADDER boy?

On road from Kinglake 1st time rider gets a speeding ticket. I don't know how that happened as we DON'T SPEED. Cars still flashing so slower and slower till Whittlesea. At the servo and it seems Bear nearly got booked TWICE for doing U-turns over double white lines, also here, Ben details the route we will follow to Lygon Street. "Up here, down there, left & right" all was going well until some-one forgot to corner-mark! Danny goes right, Ben, Marty & Andrew go left..... so I end up leading the rest of the group to Lygon Street and lunch where we meet up with the other woosers who didn't come on the ride.

I would just like to thank Ben for leading & filling in for Michael, it was a very enjoyable half day ride with good weather (about 20° and sunny) and good company.

Pat GSXR750

Riders;

GSXR750 Patrick	NTX650 Andrew	ZX10 Ben (leader)
GSX750 Marty	XL600 Steve	GPz900 Bear & Jane (R/r)
RGV250 Alex (1st ride)	VF1000 John vD	GPz750 Danny
K100RS Jon	CBR1000 Tony (R/r)	ZZR600 Jed
		FZR1000 Colin

Eaters;

Georgia, Vicki, Peter P, Ross King, Andrew Smith, Dot, Craig & Lisa, Ian & Kerrie.

MARYSVILLE HORSE RIDING. SEPT. 12th.

NO WRITE-UP, but from all accounts a good day was had by all!

Riders:-

*Ben-ZX10	Gary-ZZR1100	Tom & Andi-R100GS	Sam-FZR1000
*Rob-VFR750	Alec-GSXR1100	Tony & Kim-CBR1000	Andrew-NTX650
*Danny-GPZ750	Marty-GSX750	Colin & Amelia-FZR	Mandy-ZZR600
Steve-XL600	John vD-VF1000	Craig & Lisa-FZR	Jennifer-CB250RS
*Stuart-ZZR1100		Meggs-Car	David-GPX250 (1st)

* Denotes non horse riders who rode to Eildon and Mt. Pinninger.

#

SOCIAL SIP - Thursday 16th September.

Ian & Kerrie.	Jennifer Burns	Mark Dennis	Steve Leyland	Pat Tayeh
Pam & Andrew	Tony Schrader	Michael Chan	Gary Clifton	Ross King
Tom & Andi	Dot Schwarze	Daryl Cole	Danny Kosinski	John Barta
Marty & Georgia	Alec Brown	Ben Warden	Andrew & Kim Kennedy	
Barbara Bentley	Eileen Evans	June McGrath	Mike & Julia Davis.	

#

MALDON 19/9/93

Having been renovating the kitchen for a few weeks I was looking forward to this ride and even took time off on Saturday to brush up on the riding. Although I knew numbers would be down as Phillip Island Superbikes were on and a large group of members had planned to go, Kerrie and I would still head for Maldon as there was a Craft Shop there we wanted to re-visit. But then Sundays **dismal weather** changed that!

Huddling under the railway viaduct at KBCP, Kerrie and I decided that the trip into town was going to be the extent of our Sunday ride, and even when Rob arrived (only out brushing up on his wet weather riding skills), he too was not keen on heading to Maldon. So now there was three sheltering from the rain trying to decide the next move when Andrew Baker turns up in the Falcon, but he too could not be persuaded into ferrying us to Maldon. He was off to Frankston with Michael Chan to check out a GSXR1100

So by group consensus the ride to Maldon was called off.

At the Carpark;

Ian & Kerrie-GSX750FP
Rob Langer-R100RS
Andrew Baker-Falcon

#

WANTED:

Ideas for location of this years Christmas Camp!

This article contains a few details from the last ten Club economy rides. The details are gleaned from the Club magazines, other notes and my memories. Some of the write ups are a bit light on facts and my memory is a bit hazy. Bearing this in mind, please read on.

November '82

13 bikes

105 km

Broadford

The first economy ride I attended with the Club was on the 7th of November, 1982. It was my third Club ride and I was eligible to become a member, though I did not do so for at least another few months. Here are a few lines from the December '82 magazine:

This year's economy test was run following the same procedures as last year.... a normal type of run in the morning followed by the business end of the outing. At about 9.30 am thirteen machines followed Steve Verdon and Keith Finlay in the outfit towards Kinglake via the Boulevard This resulted in a booking for one chap (cripes, that was me) for no "L" plates, rego sticker or front number plate, real safety hazards!

All the competitors tanks were drained and the engines run until the fuel in the carby bowls was spent. The official two litres of fuel was measured and then the race was on, as it turned out, a very long and slow one.

I was riding my new, whiz bang GPz550. For me the procedure involved removing the tank and draining the fuel into a 4 litre container for later use (carried in the sidecar and trailer), ride approximately 2 km to use the remaining fuel in the float bowls, after running on three cylinders, then 2, then leaning the bike over and using the starter motor to burn the last drop. Then wait for the scrutineers to verify there was absolutely no fuel left by grinding away on the starter button.

I managed 89 km on my allotted two litres (44.5 km/l or 126 m/gal) by coasting down hills, slip streaming, taking off in 6th gear and only using 1600 rpm (just above pinging) on the level, and 2000 rpm up the hills. I came 3rd! The winner achieved 52.5 km/l (ie 105 km from 2 litres) riding a Kawasaki Z200 single cylinder road bike. Second was a GSX250 achieving 49.4 km/l.

It was a hell of a day. The first 70 km took well over two and a half hours to cover. The only other current member on that ride was Jack Youdan riding a CBX1000 who managed 28.5 km/l or 80.4 m/gal finishing 10th! Least economical bike was a Z1100 and chair that managed 26 km/litre.

April '84

19 Bikes

May's Club magazine makes no mention of destination or distance but states:

This year's event was conducted along slightly more sensible lines: fill your tank, ride a few hundred K's, then fill your tank again. Divide number of K's by fuel needed for top up.

I came second riding my GPz550 with 34 km/l, the winner riding a "leaned out" CB650 with 40.7 km/l. Jack (K100RS) was third (28.8) and outright winner in his class - unlimited cc. There was also a category for nominating your consumption won by new rider Hans Wurster on a mint GPz900. Worst economy was awarded to a guy on an XS1100 at 14.9 km/l.

December '85

16 bikes

184 km

Blackwood

Les Leahy (XL600) won with 26.1 km/l, Jack (K100RS) was 2nd with 21.4 km/l and Rod Miskin

(GPz750) 3rd. Hans Wurster lead this ride and there was a category for estimating your fuel consumption.

August '87 17 bikes 217 km Castlemaine

A number of members turned up on small machines and "cleaned up". Sally Gleeson (GS125) won with 36 km/l. Of the members riding their normal mounts, Jack, Ian and Kerrie (GT750), Tony Gustus (GT750?) and myself (GPz900) battled it out down in midfield. Jack ended up third.

August '88 17 bikes Bendigo

Jack finally triumphed on his Honda GB500, leaving the K at home, with 26 km/l. Jon Riddett placed 2nd on his R65 and Steve Leyland (VF750) was third. Martin Bastock (FJ1100) was emphatically last barely managing 11.6 km/litre.

September '89 21 bikes Castlemaine

Terry Spackman (SRX600) won with 106 m/gal. Michael Chan (riding my old GPz550) placed second at his first attempt with 77 m/gal. Les (K100) 72, Dunnes (K100RS) 69, Ian/Kerrie (XJ900) 66, and Ben/Vicki (ZX10) 66. Interesting results were Trevor Harris (XJ900) got worse economy than Ian or I, despite his best efforts (slip streaming, riding very slowly, rolling). Ray Thomas (ZX10) also got significantly worse economy than expected. Jack won six cylinder class on CBX.

October '90 15 bikes 206 km Ballarat

Seve Leyland (XL600) won with 24 km/l and then rode his GPX750 home, a mate having ridden it there for him! An original effort, if unpopular. Vicki and I (ZX10) placed 4th behind Hans (K100RS) 2nd, and Ian Payne (XJ) 3rd.

September '91 20 bikes 150 km Strath Creek

Luke Richardson (riding Anita Gouthro's CBX250) won under a cloud of controversy with 39 km/l, Noel Brown (GPx250) was 2nd with 32 km/l and Ben (ZX10) 3rd with 30 km/litre. The leader/organiser allowed riders to travel at any speed they wished resulting in bikes travelling very slowly on the Melba Highway creating traffic congestion and unsafe overtaking manoeuvres. I remember barely getting over 60 km/h as I competed with Jon Riddett (GPz500) 4th and Les Leahy (XR600) 5th. Twenty bikes averaged 21.1 km/l according to Trevor's computer.

August '92 6 bikes 148 km Mt Macedon

The snow ride. Les Leahy and I set about improving the safety aspect of the economy ride by ensuring that the rear rider travelled at at least the legal limit. Apart from the safety aspect, riding at the legal limit produced a more realistic gauge of fuel economy. To cope with a certain rider's reluctance to lift his speed - he was effectively holding up the ride - the day's instructions were further modified to read: if the rear rider passed you, you were out! It worked well.

The ride was abandoned at Woodend because everyone was physically suffering from the cold: numb hands, feet and face. We brushed caked snow from each others' visors, neck, arms and gloves, and then fell about laughing. It was literally unbelievable. The road up Mt Macedon was blocked by snow. Visibility was dismal, road conditions treacherous: either raining, foggy, hailing or snowing. And we were out riding in it!

Jennifer Burns (GN250) won with 30 km/l, Michael Chan (GSXR1100) 2nd with 28 km/l. My bike (ZX10) was running roughly - too cold, which I later discovered was due to a jammed open thermostat. I had incorrectly installed it when I changed over the motor. Hence fuel economy was dismal, the engine never reaching operating temperature.

October '93 3 bikes 120 km Yea

Weather wet, drizzly, overcast. Forecast: worse! Jenny (CB250RS) arrived at KBCP minus wet weathers - retired on Plenty Road somewhere. Marty Thompson (GPx750) arrived at KBCP, still shaking and blubbing from a near death experience with wet tram tracks. Retired at Whittlesea, discretion being the better part of valour. His rear tyre was a solid plastic Korean copy of a longlife Bridgestone. It had done 10,000 km and was still round in the centre. That left three of us.

Danny K.(GPz750) and I assumed Steve (XL600) had it in the bag. So after waiting for Danny to change into dry socks and plastic bags, we headed off to Yea. I rode as if it was a normal ride, enjoying the conditions, though they were a far sight different from Saturday's pre-ride in bright sunshine and near perfect conditions. Ho-hum.

We stopped at Yea for an extended morning tea. Steve wasn't enjoying himself at all, being there to "keep you honest". Danny's boots had filled with water again. Steve and I were wearing gumboots. Consensus opinion ruled: Head back to Whittlesea, fill up, go home and watch Bathurst, like everyone else was doing. The rain hadn't eased a millimeter.

It dawned upon me that Steve was probably doing at least the legal limit and maybe pulling 6,000 rpm, and not being of an aerodynamic build, was probably getting only fair economy. Maybe I was in with a chance! I had put a new chain on yesterday and new plugs the week before. The tyres were pretty worn, not offering much traction, and conversely not providing much rolling resistance either. Hmm. I resolved to ride more conservatively on the return trip, staying in top gear, not touching the brakes once.

The ZX took 5.96 litres (21.0 km/l), the XL 6.44 litres (18.6 km/l) and the GPz 6.47 litres (18.5 km/l). Steve squawked, but I had the filler cap open and ready for his inspection! Ben wins at 10th attempt!

Home by 1.15 pm, 260 km for day's trip, home to home.

Later that evening Gary Clifton rang to explain why he was not at the Whittlesea pickup: he was at Yarra Glen. He would have given economy contest a good shake on his ZZR11, no doubt.

In future I believe the economy should be worked out not using kilometres per litre but using tonne kilometres per litre. This would be a true efficiency test. For instance: a 300 kg rider and bike riding 200 km and using 10 liters of fuel would have the same economy as a 150 kg bike and rider who used only 5 litres over the same distance. This is how car clubs work out their economy events.

$$(300 \text{ kg} \times 200 \text{ km}) / 10 \text{ litres} = 6000 \text{ kg km/litre} \Rightarrow 6 \text{ tonne km/l}$$

$$(150 \text{ kg} \times 200 \text{ km}) / 5 \text{ litres} = 6000 \text{ kg km/litre} \Rightarrow 6 \text{ tonne km/l}$$

This evens up the competition dramatically. The machine that most efficiently moves its mass over a certain distance wins. If you are twice as heavy but use less than twice as much fuel, then you are more efficient. Obvious really. Now, how do we overcome tradition!?

Ben (ZX10)

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*

end of the "T", side-on to the following riders, the other bike parking before the intersection leaving its blinker on.

Left hand corners are a real problem. If visibility is good, one bike can creep just around the corner. If visibility is poor, for instance there is a building on the corner, then it is no good parking around the corner. The communication link is broken. It is better for two bikes to be stopped one behind the other before the corner, indicating. To get around this, some riders have been parking on the other side of the road, similar to a right hand turn at a "T" junction, but this time facing the other way. This is obviously a highly illegal manoeuvre as at some stage you must ride on the wrong side of the road. Which leads to the next point:

Be discrete! Corner marking is probably illegal in the first place. Parking on the wrong side of the road with your headlight blazing and blinkers flashing isn't discrete. Oncoming car drivers at best will be confused and more likely irate. The police will probably take a dim view.

Depending on the size and style of ride we often have clumps of bikes forming at intersections, usually waiting for the lead rider to get a little ahead. Don't obscure the field of view for the following riders of the corner marker with either your bike or body ie don't block the view of the blinkers!

The onus is on the leader to point out particularly difficult corner marking situations. The Tullamarine Freeway - Mt Alexander Road intersection springs to mind. For safety reasons we often decide not to have any there at all.

Night rides offer the greatest potential for the corner marking system to come apart at the seams. Consider "If I was on a night ride, would this be a suitable place to corner mark?" If yes after considering the safety, visibility and communication aspects, then there is a fair chance it is suitable in the daytime.

Two bikes are left to corner mark for various reasons. If someone takes a wrong turn, one of the corner markers can chase and bring the errant rider back. The remaining bike continues to perform his function of corner-marking, and the ride "flows". The majority of riders are not inconvenienced, and little or no time is lost.

So if there is only one bike on a corner, make a second!

If someone breaks down, gets a puncture or crashes, the two following riders stop to offer assistance. In time the rear-rider will arrive with the "Emergency Kit", which contains a First Aid kit, a tubeless tyre puncture repair kit, a can of Finelec or similar, arm bands, and a tow rope. Most mishaps are catered for.

If leading and carrying a pillion, the pillion should wear the armband on the right arm. This reduces the excuses for riders overtaking the lead rider. Otherwise the leader wears it on the right arm and the rear-rider on the left - for when he/she overtakes (!) the corner-markers. The rear-rider can supplement the arm band by judiciously flashing his/her headlight.

After an incident the leader will eventually run out of corner markers and stop. The leader should be informed of the incident and the estimated time delay by a messenger sent by the rear-rider. A

decision can then be made by the leader where best to regroup. Therefore it is important that corner markers never leave their corner until the rear-rider, or his messenger arrives. After an in-ordinate amount of time has elapsed (usually greater than 10 minutes) since the last bike passed through, one rider may leave the corner and (normally) back-track down the corner-markers to render assistance and determine the cause of the hold-up.

If on arrival at an unmarked intersection there is any doubt as to which way the leader has gone, proceed straight ahead. At "Y" junctions, take the major road; at large round-a-bouts (though often marked), go straight ahead.

Using a corner marking system makes for a smooth ride. Riders can travel at their own pace; if they wish to travel faster, they will end up corner-marking more often; if they ride at a leisurely rate then only occasionally will they be required to corner-mark. Effectively, riders can travel at any speed they wish. Other advantages of this system are that no-one ever gets lost, and there is no need to be constantly looking at a map - in fact you don't even have to know where you are going!

Ben Warden, Committee Member

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October Calendar of Events

Week One

Sept 30-Oct 3 Healthier Living Show,
Royal Exhibition Building Oct 2
Seymour Agricultural Show Oct 7-10
Sorrento's 190th Celebrations

Week Two

Oct 8-10 Shepparton Show Oct 8-18
Golden Gateway Festival, Ararat Oct 10
The Puffing Billy Olde Time Festival,
Belgrave; Old Gipps town Multi Cultural
Festival Oct 11 Benalla Cup Oct 14-16
Geelong Agricultural Show Oct 14 Moe
Cup

Week Three

Oct 15-16 Benalla Agricultural Show
Oct 15-24 Rich River Festival, Echuca &
Moama Oct 16 Avoca Cup; Warrnambool
(Koroit Cup); Kyabram Agricultural
Show Oct 16-17 Yarra Valley Orchid
Festival, Warburton Oct 17 Admella Surf
Boat Regatta, Dimboola Agricultural
Show, Port Phillip Bay Bike Ride Oct 20
Geelong Cup; Numurkah Agricultural
Show Oct 21 Rutherglen Lamb Expo

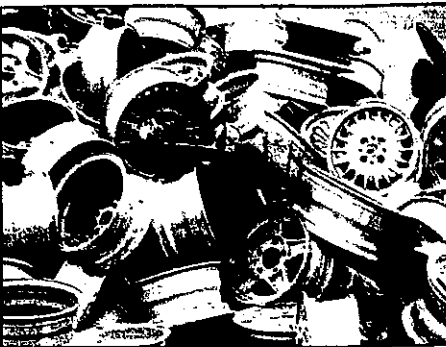
Week Four

Oct 22 Horsham Cup Oct 22-24 Timber
& Working with Wood Show '93, Royal
Exhibition Building,
Oct 23-24 Cobram Agricultural Show;
Outdoor Leisurefest '93, Sandown
Racecourse Oct 27 Werribee Cup
Oct 27-28 Festival of Gardens, Castle-
maine Oct 28 Donald Cup Oct 30
Mortlake Cup Oct 30-31 Churchill
Island Spring Festival; Wangaratta
Festival of Jazz Oct 30-Nov 2 Tea Tree
Festival Mornington Oct 31 Victorian
Kite Flying Championships, Ballarat
Showgrounds

ONE BILLION CARS LATER



Yesterday's cars awaiting fragmentation



Aluminium wheels for recycling at the Simsmetal plant in Brooklyn



Tyres ready for recycling at Encore Rubber, Somerton

When Karl Benz designed and built the world's first internal combustion engine car in 1885, he never gave a thought to what would happen to his engineering masterpiece when its life ended!

Now 108 years and one billion discarded car bodies later, wrecks are still being buried and valuable metals are still being lost despite the fact that nearly all car bodies can be recovered and recycled for further use.

The average Australian car contains 71.6 per cent by weight of steel, 12.6 per cent of cast iron, 2.1 per cent of zinc, 1.9 per cent of aluminium, 1 per cent of copper and 0.7 per cent of lead. The tyres represent 3.5 per cent and plastic components make up the bulk of the remaining 6.6 per cent. In most cases over 80 per cent of a discarded car can be recycled into new products and processes for further use.

Recycling car wrecks can conserve valuable landfill space, save metals which would otherwise have to be mined and save on resources such as electricity and coal.

Recycling one tonne of scrap steel saves around 1.5 tonnes of iron ore, one tonne of coke and half a tonne of limestone which would be lost using mined ore.

60 CARS SHREDDED HOURLY

Simsmetal, our largest metal recycler, collects cars from wrecking yards and local tips and flattens them in a mobile compactor on site for easier

Whatever happened to the family car Mum and Dad used to drive when you were a kid? Today your car might well be your pride and joy – but tomorrow?

MICHAEL HOKIN reports:

transportation. Batteries and tyres are removed and the bodies taken to the company plant in Brooklyn where they are put through a "fragmentiser." It can shred up to 60 cars an hour recovering 35 to 45 tonnes of metal. The company fragmented 60,000 cars in Victoria last year.

On a conveyor belt, the non-ferrous metals are separated into aluminium, copper, lead, stainless steel and zinc. The aluminium, copper and lead are smelted into refined ingots and sent to manufacturers. The zinc is diecast back into door handles and some is used in the manufacture of zinc-based paints.

Some of the steel goes to Ford and General Motors' foundries to be made into engine components.

The aluminium ingots which are also made from cans and other scrap, are sent to the Ford, GM-H, Mitsubishi and Toyota plants to be diecast into manifolds, pistons, alloy wheels and other parts.

BATTERIES, TYRES RECYCLED

In Australia over 95 per cent of lead-acid batteries are recycled. GNB Australia, a wholly owned subsidiary of Pacific Dunlop, is the largest user

of lead, utilising about 40 per cent of recycled lead in making two million car batteries every year.

They purchase unwanted batteries and send them to Australian Refined Alloys' smelter in Laverton where the top of the battery is sawn off and the sulphuric acid drained, neutralised with

lime and landfilled.

The plastic casing is separated from the lead and sent to Improdex, another Pacific Dunlop subsidiary, where it is granulated and some of it used in new battery casings. The lead is smelted into ingots and sent to GNB's Adelaide plant where it is encased in new batteries.

Tyres create disposal problems and 50,000 tonnes of scrap tyres are currently available for recycling in Melbourne, Sydney, Adelaide and Brisbane.

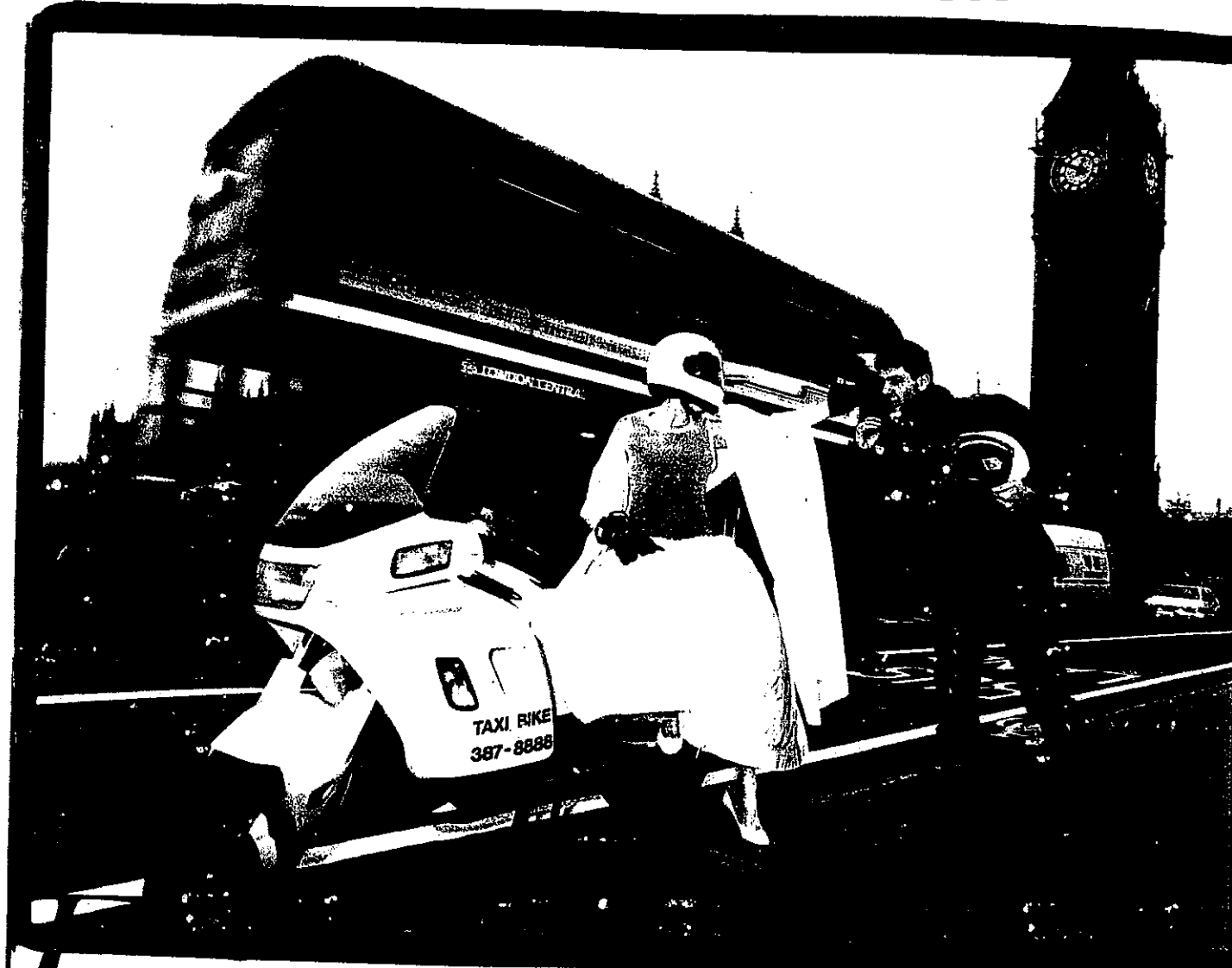
Two Australian companies, Antiskid in Perth and Pacific Dunlop in Melbourne, recycle tyres into new products, such as rubber brick pavers for playground equipment, around pools, on outdoor basketball, netball and tennis courts, athletic tracks and safety paths in retirement villages.

Oilclean, in Tullamarine, will recycle up to 100,000 litres of oil each month.

While we are not yet comparable with some European countries, which virtually recycle all of some makes of car, Australia is moving in the right direction.

Hey. Just a sec... maybe some of Mum's and Dad's old car is in the driveway today!

Sometimes half a cab is better



The lickety-split answer to London gridlock.

THE QUICKEST WAY to get around London isn't by cab or the underground. When Paula Yates is late for her morning TV talk show, she calls for a TaxiBike.

According to government figures, drivers in London creep along at an average of ten miles per hour. During a tube strike, 28-year-old former stockbroker Robert Cave realized there had to be a better way, so he came up with the idea of a taxi-bike and joined forces with businessman Addison Lee.

Lee now has a fleet of five slickly converted Honda PC800s that are piloted by ex-

pert drivers. All bikes are equipped with a driver-to-passenger intercom, a pager, a telephone, a luggage rack, a storage bin, and a trailer (if needed). The heated leather seat provides surprisingly good back support, and the driver takes the brunt of the weather; you're also given a helmet, a raincoat, gloves, and a lap robe to keep you warm and dry.

At half the width of a normal car, the TaxiBike slips through jammed traffic in a jiffy. Imagine, from central London to Heathrow in half an hour or so, regardless of traffic! The fare is about \$10

for the first three miles and approximately \$3 per mile thereafter (44-71-387-8888).

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BEECHWORTH - WINTON WEEKEND

ITINERARY

Saturday 30th.

Leave Whittlesea at 9.30am and head for Beechworth where we book into Tanswells Hotel. Depending on time and weather an afternoon ride around the area will be undertaken.

Sunday 31st.

After breakfast we head for the hills and Mt. Buffalo, Mt. Beauty and Falls Creek then across to Benalla & the Victoria Hotel.

Monday 1st.

After an early breakfast down to Winton and the racetrack by about 8am. As bikes are NOT allowed on the track until 9am, this time will be spent organizing the roster for Marshalls, Gatekeeper, Starter and Events Timetable. Also a quick scrutinize of the bikes. Andrew Kennedy or his deputy will be the CLERK OF COURSE and will wear a YELLOW ARMBAND for identification. Spectators will be most welcome but they may be asked to help with the flag marshalling duties during the day. Entries will be accepted on-the-day as more are still required to make this event a financial success. All paid-up entrants will have an identification sticker attached to their bike to signify its eligibility to run on the track. After a fun filled days riding, back to the Victoria Hotel.

Tuesday 2nd.

This being Melbourne Cup Day, a leisurely ride back to Melb will be undertaken.

To make this day a success we still need more members to participate either as riders or spectators.

The kiosk will be open and St. Johns ambulance will be in attendance, there will also be MTCV MEMBERS ONLY events held during the day.

P.S.

Any members that have flags (for marshalls to use) and stop watches they could loan us for the day, are asked to contact Andrew Kennedy or Ian Payne. Also any member going who is taking a trailer that could be used for recovery work are also asked to contact the above.

IF YOU REQUIRE ACCOMMODATION FOR THE WEEKEND, PLEASE FILL IN THE FORM BELOW:

SATURDAY 30th. (Tanswells Hotel, 30 Ford st, Beechworth)

Double bed @ \$50 for Bed & Breakfast.....\$
Single bed @ \$25 " " " "\$

SUNDAY 31st. (Victoria Hotel, 2 Carrier st, Benalla)

Double bed @ \$45 for Bed & Breakfast.....\$
Single bed @ \$25 " " " "\$

MONDAY 1st. (Victoria Hotel, Benalla)

Double bed @ \$45 for Bed & Breakfast.....\$
Single bed @ \$25 " " " "\$

TOTAL \$
LESS DEPOSIT \$20.00
BALANCE \$

"PLEASE FORWARD TO IAN PAYNE TO SECURE YOUR BOOKING"