

SEPT 93

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA INC**

P.O. Box 453, Richmond 3121, Victoria

# ITINERARY

## SEPT. 93

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 which houses over 3000 items of hardware memorabilia. Free entry. Arthurs Seat & usual good roads taken.
SUNDAY 12th.	HORSE RIDING Marysville. 9.30 KBCP 10.30 Yarra Glen 2 Hour horse ride.	This popular event will once again take place at the Marysville Riding School. Those horse riding are asked to contact Ian Payne so an accurate booking can be made. For those NOT riding, a bike ride around the area will be conducted.
THURSDAY 16th.	SOCIAL SIP 6.30PM Onwards.	Once again at the Anchor & Hope at 481 Church St. Richmond.
SUNDAY 19th.	CARMAN'S TUNNEL Maldon 9.30 KBCP Ian Payne leading.	A guided tour of this nineteenth century mine will give members an idea of the working conditions back then. Interesting ride to & from Maldon will take place.
SUNDAY 26th.	MT BAW BAW Noojee Counter lunch. 9.30 KBCP. 10.30 Yarra Glen. Andrew Kennedy leading.	This seldom visited spot will encompass a variety of roads including the 30kms of dirt up to the summitt. A stop at Noojee for lunch will see those NOT tackling the dirt left to do their own bitumen ride.
<u>OCTOBER</u>		
SUNDAY 3rd.	ECONOMY RIDE. Euroa. 9.30 KBCP 10.30 Whittlesea Ben Warden leading.	Our annual ride where we strive to obtain the best economy from our bikes can only be WON by those travelling at the speed LIMIT and not below.
THURSDAY 7th.	GENERAL MEETING. Club Hall 8.15PM Sharp.	Usual informative and entertaining night amongst members.
SUNDAY 10th.	SNAKE VALLEY Linton. 9.30 KBCP. Peter Philferan leading	Come with Peter as we explore this area west of Ballarat at a leisurely pace that takes in all the interesting sites.

## MINUTES OF GENERAL MEETING

DATE August 5th 1993  
OPENED 8.35pm.  
PRESENT 60 members and guests.  
APOLOGIES Patrick Taya.  
CORRESPONDENCE Bank statement.  
Post card from Michael ???  
TREASURER'S  
REPORT \$1000 in bank.

### CAPTAIN'S REPORT

#### JULY RIDES

Sunday 4/7/93  
Flowerdale, Don Rd. Roll race.  
Leader: Michael C.  
Rear riders: Steve L., Mandy C.  
Weather fine and sunny.  
13 bikes, 14 people. 320km.

Sunday 11/7/93  
Pyalong/MCG.  
Leader: Ian P.  
Rear rider: Tony S.  
Weather fine but cool.  
11 bikes, 11 people. 250km.

Thursday 15/7/93  
Social sip/Anchor n Hope  
35 members and friends.

Sunday 18/7/93  
Brisbane rangers.  
Leader: Ben W.  
Rear riders: Tony S., Mandy C.  
Weather fine and cold in the morning,  
fine and dry for the rest of the day.  
20 bikes, 21 people. 500km.

Sunday 25/7/93  
Lake Mountain "NO" Snow ride.  
Leaders: Ben W./Michael C.  
Rear riders: Michael C./Steve L./Ray T.  
Weather wet for most of the day.  
10 bikes, 10 people. 320km.

Thanks to all leaders and rear riders.

## MINUTES OF GENERAL MEETING

### GENERAL BUSINESS

New Itinerary out now.

Winton race track ride - more info next newsletter.

B.M.W. Ice ride on again ????

Social sip still at Anchor "n" Hope.

Ben shows slides from trip to the top end tonight. Thanks Ben.

Andrew K. up and about again.

Warning on Mini bikes at Dandenong track.

### CLOSED

9.30pm. Slides then shown.

CAIRNS, NTH. QUEENSLAND  
AUSTRALIA

Photo: Brian Cassey.

3/8/93  
Dear Clubmembers,  
after my 2<sup>nd</sup> week  
visit in June I decided  
to quit my job and come  
back here to live. It took  
4 days to drive here, its  
a long way - 3500km I  
think. Fuel cost up to 76c  
on some sections of Newell.  
The lake is coming  
soon in a future  
truck! It will cost about  
\$250 door to door



Printed in Australia

Productions

PCO379

My postal address is P.O. Box  
1880, CAIRNS. QLD 4870. Phone  
BH 018 362 999 AM Not sorry at.  
To, all of you, take care  
on the road, happy travels  
& stay upright,

Regards From

Michael Stanley

© Copyright

SUNDAY AUGUST 8th 1993

TURPIN'S FALLS KYNETON

Leader: Ian Payne & Kerrie Gooding - GSX750FF

Riders:	Peter Philferan - GT750	Mark Dennis - GSXR750
	Ben Warden - ZX10	Michael Chan - GSXR1100
	Martin - TZR250	Alec Brown - GSXR1100
	Martin Bastock - CBR1000	Jack Youdan - BMW K100RS
	Mandy Corrigan - ZZR600	Tom Saville - BMW R100P/D
	John Van Dorp - VF1000F2	Andrea Sirninger - R80 G/S
	Steve Leyland - XL600	Ray Thomas - KLE500
	Andrew Baker - FZR1000	Luke Richardson - VFR750.
	Robert Langer - BMW R100	Ferdie & Kylie Hillier,
		GT550 - Rear Riders -.

Even though it had rained all night, and today's forecast was for more wet and windy conditions, the day dawned quite bright and clear. Ok Kylie let's thaw out the little GT and get mobile before our brains deem it more advisable to get back under the blankets.

Upon arriving at the KBCP there was the usual troops of die-hards to greet; Luke surprised everyone with his 4000 km young VFR. Actually Luke's mount is one of Rob Langer's garage fleet and Rob was astride his BMW. Unfortunately Rob's BMW suffered a rear tyre puncture whilst enroute to the KBCP, necessitating him to leave the bike at the car park and gaining a pillion perch on Andrew's Yamaha. With Kylie and I acting as the rear rider, today's ride got underway by 9.45 am.

Ian took the direct route down Footscray Rd, when adjacent to the Footscray Town Hall, Steve and a few others put in another lap of the large round-about. I suppose we all have a bent for bends, but maybe some of our members have an addiction!

With only having been on the road for not more than  $\frac{1}{2}$  hour, the first incident of the day was to occur. Extreme bad luck befell Martin Bastock at the traffic lights outside the Westend Market on McIntyre Rd Sunshine, when a car failed to stop when the lights turned red; colliding into the rear of Martin's CBR. During the process of removing the Honda off the road, the offending car driver fled the scene; however Jack was in full pursuit. Jack detained the driver, "who was very shaken" and obtained the poor soul's details!

Martin had a sore back from his get-off but was mainly fine. However his bike was unrideable because his rear tyre had a nice bite taken out of it, and the sub-frame had been bent. Fortunately he was able to have the bike securely locked away at the market, for it to be picked up during the week. Jack stayed with Martin for assistance, but did not continue with the club ride.

Following the delay, we proceeded past the "Thunder Dome" and into the surrounding hills. We all enjoyed the challenging corners and many hair-pins along the dry smooth roads through the hills to Riddells Creek, where we stopped for morning tea.

Once having had re-fueled man and machine, we were in search of new mountain roads to conquer. Mt Macedon was looming upwards our need for good corners. However, once in to the mountain, we had to combat heavy mist, drizzle, and very slippery conditions. Little did we know that this was nothing compared to the road we would have to traverse in order to reach the falls.

The road that winds towards the falls would probably be fine compacted dirt road in summer. Alas with us visiting at this time of year, it was a beautiful stretch of firm but slippery mud. No wonder when I reached the roads commencement Michael and Martin weren't immediately eager to tackle it ; but instead stop for a smoko. The GT with its narrow tyres and 19 inch front wheel was very confidence inspiring over this slush. The sports bike riders with their fat short wheels had to be ultra cautious, but everyone arrived at the falls unscathed - but muddy.

The falls were very picturesque, with two waterfalls cascading down a 15m rock face into relatively still pool below. It seemed obvious that there are no "Ice-bergers" in the club, for no one seemed keen to have a dip.

As fate would have it Luke, with Rob as pillion, inadvertently dipped the VFR into the mud during our departure from the falls. According to the club captains eye witness account "the VFR went left - right - left - right, did a complete 360 degrees on its wheels and then fell over". The bike escaped with minor scratches, but Luke's pride was hugely dented.

Lunch was at Malmsbury, where we once again overwhelmed the local take away food shops. I wonder how much the club supports the local economies of the rural towns we stop at. After a good hosing down, Luke and Rob elected to leave our company at Malmsbury. Martin, upon inspecting his TZR and noticing a oil breather problems departed homeward.

Our return leg took us through Trentham, Newbury and the scenic Wombat State Forest. Travelling through the forest section we experienced more wet conditions and there was a fair amount of spilt diesel fuel on many of the corners. We continued on into sunshine once we reached the Pentland Hills; even though it was very windy.

The ride concluded after 350 odd KMs at Diggers Rest. Unfortunately we had no gold in our gearsacks but I'm sure we were looking to get home, shower and rest after a good ride. Many thanks to Ian for leading the throngs and since I was the rear rider, thank you to all the corner markers for waiting for me.

FERDIE BUDDINGH

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PS. After helping Martin over his rear end shunt on the August 8 run, contrary to the vicious rumors, I did not do-a- runner (like the shunter) and go home,

No, I went to Kyneton, Dalesford and back to Woodend ( even Mt. Macedon ) trying to "catch up", but unsuccessfully.

I know you were at these places as you left wheelspin marks coming out of the bends !

Jacky Blacktracker Youdan.

Gembrook-Sunday 15 August 1993.

**Who went:**

Alec Brown	L	GSXR 1100	Tom Saville	FZR 1000
Michael Chan	K	GSXR 1100	Andrea Sirninger	YZF 750
Ben Warden	K	ZX 10	Andrew Kennedy	XBR 500
Ian Payne		GSX 750	Tony Schrader	CBR 1000
John Riddett	R2	K100 RS	Martin Thompson	R1N GSX 750
Andrew Baker		FZR 1000	Steve Leyland	K XL 600
Rob Langer		FZR 1000	Jed ?	K ZZR 600

**Legend:** K denotes met at KBCP Approx. 200 kms.  
L denotes leader Weather: Dry morning, torrential afternoon.  
R denotes rear rider Fun rating: 85 %  
N denotes new bike Avrg. cc =  $10650/14 = 760.71$  cc

**Route:** KBCP, Hallam, Berwick, Upper Beaconsfield, Pakenham, Gembrook (morning tea), Cockatoo, Launching Place, Wooriyallock, Yarra Junction, Noojee (lunch and break-up).

**What happened.**

From KBCP Ben led the group to Hallam. I was rear rider. Along the South Eastern a few stragglers managed to catch us up. The forecast given that morning was for 14 degrees and rain.

At Hallam, with a quick chat and smoke over, we assembled before the ride's leader (Alec) and duly listened to his spiel. Not much was mentioned as we were all regular members. We departed. This time Alec leading and Martin at the rear on his new Suzuki 750.

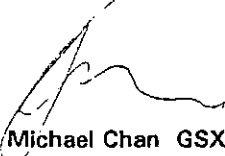
Alec chose an interesting route for the morning. We zig-zagged in and around almost all of the roads from Berwick to Pakenham (twice-it seems). The ride saw a great, flowing pace with the hoons doing their thing and the others theirs. All the while the darkening heavens threatened any chance of a dry day.

By morning tea at Gembrook the clouds had well and truly rolled in and spots of rain were upon us. The local bakery appeared to be the place for most. Coffee and pies were had to sustain warmth (and keep me awake after my 3:00 am bedtime that morning-don't ask). It was at this point that I pondered who had volunteered to do the write-up. Having asked the question it seems Alec by-passed the usual problem of not having anyone wanting to do it, so he simply didn't ask anyone to do it at all. I will forgive him this once, it being his first time leading a ride and all or better yet, perhaps Alec might like to 'volunteer' to do the write-up for my next ride which just happens to be in a couple of weeks.

Again, we headed off toward Cockatoo and its good roads, Launching Place where the rain came down, slippery Wooriyallock then Yarra Junction and finally to Noojee for lunch. Lunch was a slow affair. Every time, that I can remember, the Club visits Noojee the wait for food at the little shop is always slow and sees a queue out the door. It was no different this time around.

Once fed we met a few other bikers who had spent the weekend at a nearby rally and were on their way home. In this weather it seemed a good idea. In fact, before too much longer the majority decided that break-up would be then and there and each made their own way home.

Most travelled the way we had come but straight lined it from Launching Place to Lilydale then Maroondah Highway and home. A shame about the weather but all in all there were smiles all round. Thanks Alec on a good first time lead and we all look forward to the many more that will follow...



Michael Chan GSXR 1100.

ATTENDEES:

Ian Payne GSX750	#Tom Saville FZR1000	@Alec Brown GSXR1100
*Jed ZZR600	#Andi YZF750	#Michael Chan GSXR1100
#Bear GPZ900	#Rob Langer FZR1000	*Martin Thompson GSX750
**Ben Warden ZX10	#Andrew Baker FZR1000	Tony Schrader CBR1000
#Jon Riddett K100RS	+Andrew Kennedy XBR500	*#Steve Leyland XL600

\* At KBCP, @ Leader, # Left at Noojee, + Left at Launching Place.

We met at KBCP with the sky promising a good day, but the forecast not following suit. We headed for Hallam to meet with our "first time leader" Alec. Halfway down the freeway we lost sight of our rear rider Michael, who was doing his usual license preserving speed. Those 11 accumulated points sure do make it very slow going.

We met up with the rest at Hallam with everyone looking forward to an interesting day, but with the weather looking ominous.

We headed for Belgrave with me being stupid enough to volunteer as rear rider. We rode then to Emerald, Berwick, Upper Beaconsfield, Pakenham and Gembrook. The road to Gembrook was a little rough and obviously shook up Jed's bladder as he had to take an unauthorised "piss stop", (that part of the bush looked a little dry any-way Jed)! The only other incident was when Tom did a little gardening, with Ben almost following after a mid-corner braking manoeuvre by Alec. We then stopped at Gembrook for a smoko.

The rain started falling lightly as we headed for Cockatoo, Woori Yallock, Launching Place then Noojee for lunch. The rain seemed to come down more steadily and heavier the closer we got to Noojee.

The road to Noojee was interesting with quite a few reports of slides etc. Water logged accellerators obviously jammed on full, how else could you describe Tom, Ben, Andrew.B and Michaels pace! Lunch at Noojee brought the news of a death, by falling tree, at the nearby rally at Toorango Falls.

After lunch the survivors, Alec, Ian, Jed, Tony and myself continued for home through Jindivic, Longwarry, Pakenham and broke up at Berwick. By this stage the rain had stopped and the 90kph winds had dried out the roads.

Thanks to Alec for a Great Ride.

Martin Thompson GSX750ESD.

= = = = =

▷ *Just on one million of all  
drivers on the roads are  
aged more than 65.*



LAKE CORANGAMITE - 22nd AUGUST 1993  
=====

Tony - CBR1000	Mark - GSXR750WN	Adam/Kerry - CBR1000 (Lead)
Andrew-CBR900RR	Michael-GSXR1100K	Craig/Lisa - FZR1000
Steve - XL600	George-GSX750E	Martin/Georgia-GSX750ESD
Ben - ZX10	Alec-GSXR1100N	Pat-GSXR750K (1st rear)
Ray - KLE500	Ian-GSX750FP	John VD-VF1000 (2nd rear)
Stav-CBX250 (2nd ride)		Daniel-VF500 (1st ride)

17 BIKES, 20 PEOPLE, APPROX. 420 KLM.

ROUTE:-

KBCP - Westgate - Laverton Nth - Exford - Rowsley - Mt.Wallace  
Durdidwarrah - Meredith - Woodburne - Mt.Mercer - Rokewood  
Cressy - Around Lake Corangamite - Red Rock - Alvie - Colac  
Deans Marsh - Moriac - Geelong - Lara - Laverton.

9.30am KBCP, lets get this ride going. Patrick volunteered for rear rider as it the first time out on the GPz replacement. Who would like to do the write up? The silence is deafening. No volunteers, a few names are put forward, stil no takers. Some-one's got to say YES, well it might as well be ME. Almost ready to go, "who needs petrol"? Only the leader! So first stop Shell servo.

Shell Westgate and Adam gets petrol and the ride proper starts. Over the bridge through Nth Laverton and towards Exford. We regroup at the Meredith - Durdidwarrah road and head for Meredith and morning tea.

Martin rides in on a very sick sounding Suzuki, after a look-see, a blown head gasket is suspected! Ben looks up his little red address book to see who is close by - G. Jones in Melton, might need his trailer again.

The bike lacks power but is still rideable so Ben offers to pillion Georgia and escort Marty back home.

Meanwhile the already overloaded Meredith Roadhouse eatery is about to be invaded by more bikers from the Ulysses Club. I decide to skip food and have a look and chat with Andrew and the NEW CBR on its first club ride.

Morning tea over and John VD now rear rider sees the group heading west to our destination of Lake Corangamite, while Ben/Georgia & Marty head for home.

Through Cressy, past Lake Martin, onto Cundare and along the shore-line to Red Rock lookout, where it was cold & windy but the lookout afforded us with panoramic views of the Lake and surrounding countryside.

Hunger pains says it's time for lunch, a stop for petrol then into Colac and lunch.

Lunch over and we make a start for home via Deans Marsh, Moriac, around the west side of Geelong and Lara for a re-group. Also here, Steve invites us back to his place in Laverton for coffee and biscuits!

cont,

Onto the Geelong Freeway. Now what speed detection devices will we have today? Sure enough a Candy Car with Radar Gun hiding in the medium strip, but thankfully no speed camaras today. So its on to Laverton for breakup then to Steve's for late afternoon tea. I depart about 4.45pm.

Thanks to Adam/Kerry, Pat, John and Steve.

Tony  
CBR1000F

Meanwhile.....

Martin's bike decided it didn't want to get back to Melbourne under its own steam. No 2 spark plug thread had stripped in the head and with the plug no longer earthing, the CDI called it a day, all this happening about 15kms from Meredith. A phone call to Geoff and a car and trailer are soon on there way, bike is collected and transported to Ben's place by 4.30pm.

Sunday evening head is removed and no other problems are found. Spark plug thread is repaired, new gaskets and bike is back together and running fine by Wednesday.

Martin would like to thank Geoff and Ben for their help in getting the bike back on the road.

\*\*\*\*\*

## Beating the battery blues with the new smart tester

SHELL Australia is offering a new free service for Australian motorists, which it says has the potential to save millions of dollars each year on unnecessary battery replacements.

Motorists can be quickly advised by Shell Auto Care technicians of the state of their car's battery.

The new device, known as the *Smart Tester Program*, was developed by the CSIRO as a result of new technology which had been developed over the past five years.

By JIM MURCOTT

The developer of the technology at the CSIRO, Mr Tony Schubert, said: "Smart Tester is the most advanced battery testing unit in Australia, and the greatest technological progression in testing batteries since the early 1900s.

"Before this, no car servicing workshop could accurately test batteries less than 80 per cent *state of charge*.

"As a result, millions of dollars were wast-

ed each year on unnecessary battery replacements," Schubert said.

With Smart Tester, a battery need only be connected, battery size selected and the test button pressed. In seconds, a *Good or Replace* message is displayed, and the test results are shown on an illuminated panel. The computer then prints the results and gives an easily-understood written report to the customer.

"All motorists are encouraged to call in to one of the 290 Shell Auto Care workshops, located Australia-wide, for a free Smart Tester test.

## Sliding through wet weather

TYRE manufacturer Goodyear has issued a timely warning to Australian motorists.

It claims that they may be unaware of the danger of winter driving hazards such as slippery surfaces,

flooding and poor visibility.

Kym Lewis, General Manager, Marketing, Goodyear, claims that one of the greatest dan-

gers in wet weather driving is aquaplaning. This is the name given to the sensation when water builds up underneath a tyre causing it to lift, and lose contact with the surface of the road.

Once this occurs, drivers lose control of their vehicle. "Many people don't realise that tyre tread depth is one of the main causes of aquaplaning"

According to Lewis: "The tyres on an average family passenger car travelling at 100 km/h should be capable of pumping out 24 litres of water per second. If the tread is worn, a car's tyres may not flush out this amount of water, and the car could begin to aquaplane.

"Motorists can lessen the likelihood of aquaplaning by ensuring

that their tyres have adequate tread depth. To make driving safer in wet conditions, it is also advisable that drivers double the recommended distance of two seconds to four seconds when travelling behind another vehicle and adjust their speed accordingly."

Anybody with queries on the safety of their car should contact their local Goodyear outlet.

DYNO DAY AT DYNABIKE - 28th AUGUST.  
=====

Members present:

Tom & Andi, Michael Chan, Ian Payne, Mark Dennis,  
Ben & Vicki, Daryl Cole, Jon Riddett, Tony Schrader,  
Stuart Forsaith, Les & Lea Davis, Alec Brown,  
Chris Lea, Patrick Tayeh, Martin Bastock, Andrew Kennedy.

DYNO RESULTS

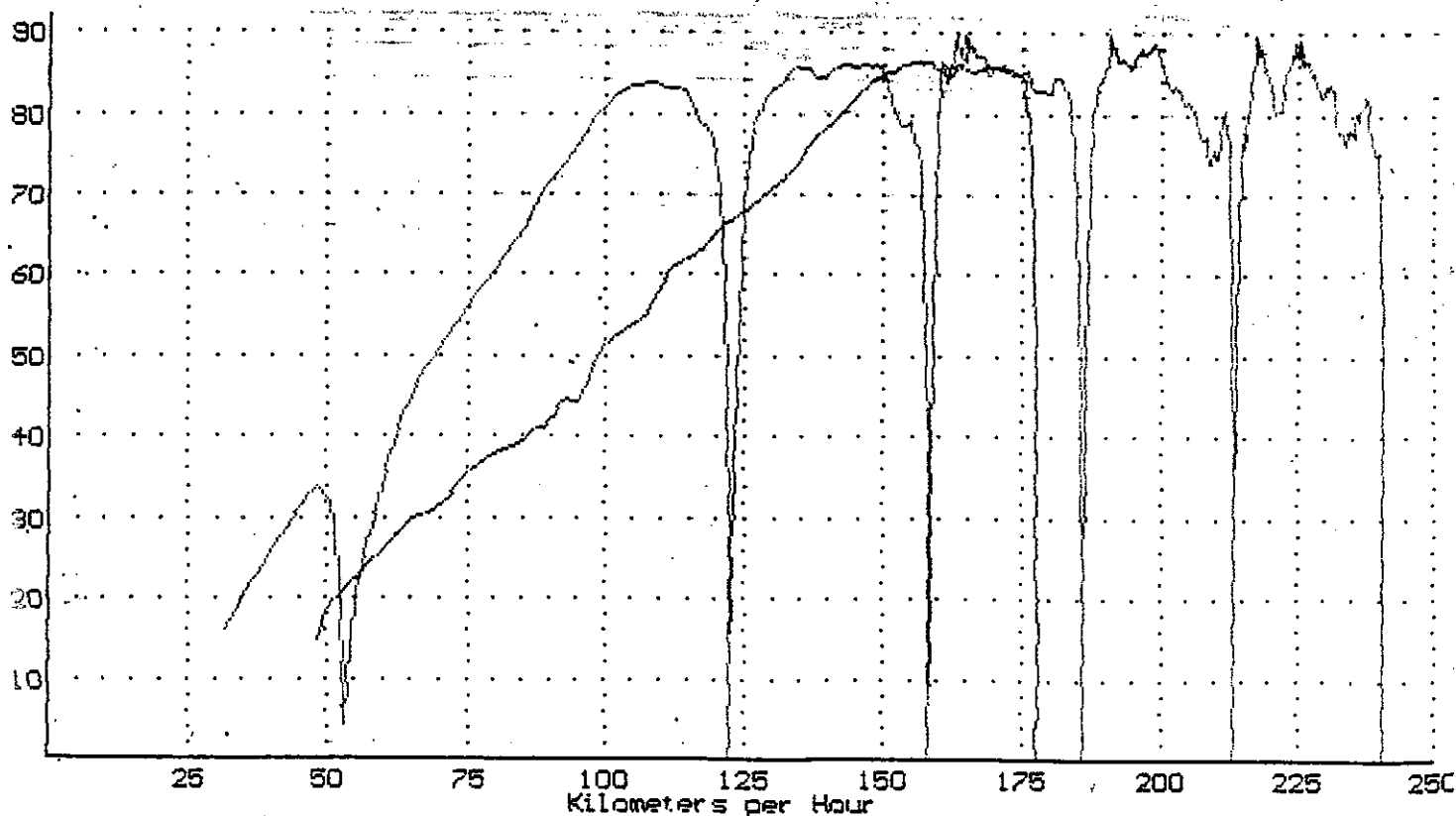
<u>Owner</u>	<u>Bike</u>	<u>Mileage in Klm</u>	<u>Peak HP at Rear Wheel</u>
Stuart	ZZR1100	9,100	125
Tom	FZR1000	20,000	125
Michael	GSXR1100	76,000	120
Ben	ZX10	50,000	114
Martin	CBR1000	16,600	114
Andi	YZF750	5,300	102
Mark	GSXR750W	25,900	96
Ian	GSX750F	7,500	90
Chris	FZ750	31,400	82
Les	GPz500S	31,400	50
Tom	R100G/S	42,000	48
Andi	TDR250	25,500	43

# A printout of the test was issued to all participants with Steve or Dave interpreting the graph and pointing out any problem areas.

# The noise and "rubbish" emitting from the exhaust pipes at redline had to be seen and heard to be believed.

# At days end, Dave showed his appreciation by 'shouting' a few ales to those still in attendance.

IANPAYNE.001 - GSX750F 92MOD 7500KLM  
IANPAYNE.002 - GSX750F 92MOD 7500KLM



## To Tame The Beast

At the beginning  
the start of this game  
It is human nature  
Ah, the beast to tame

The initial attraction  
A confused point of view  
What ever the reason  
You are the privileged few

It is the Masters of this game  
That encourages the meak  
Who disguise the truth  
And make it look such a trick

At this point  
When training begun  
It all seems too easy  
And wow, this is fun

But the competitive sole  
Inside and asleep  
Emerges sometimes  
From the dark and the deep

This is the time  
The beast shows strong will  
What you thought was control  
Was a great lack of skill

As your heart rate increases  
And your palms become wet  
Showing fear of the beast  
Earns you no respect

And as it shakes its head  
And it bucks and it weaves  
You are the poor sole  
Thats been greatly deceived

What first was set out  
To be a simple task  
You learn the rules  
Increasingly hard and fast

But give up you won't  
You will not lose face  
So you learn how to cheat  
To make up the pace

Fooling yourself  
The beast it knows  
Any mistake  
And it surely shows

About this stage  
You've almost lost the plot  
Oh, you look the part  
But earned it not

Telling all  
How your real good  
Praising yourself  
As no-one else could

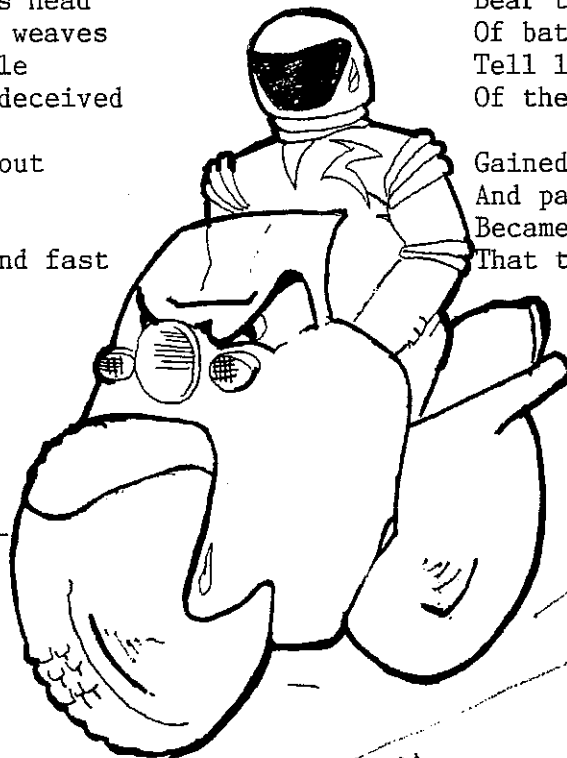
sadly so  
Most stop right here  
Gone so far  
As they will dare

But should you have  
Survived intact  
Not given in  
Or turned your back

Given more time  
And experience gained  
Proven your point  
Maybe found some fame

Bear the scars  
Of battle wounds  
Tell long tales  
Of the privileged few

Gained the skill  
And passed the test  
Became the Master  
That tamed the beast.



## A BAKED BEAN STORY.

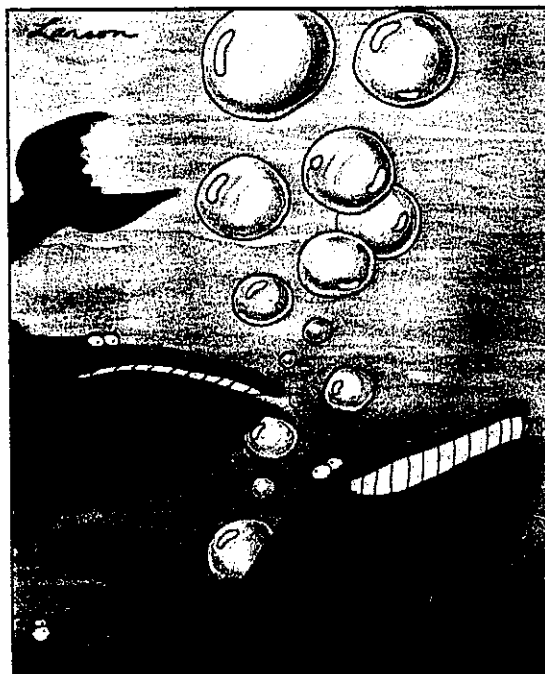
Once upon a time there lived a man who had a maddening passion for baked beans. He loved them, but they always had a very embarrassing and somewhat lively reaction to him.

Then one day he met a lovely girl and fell in love. When it was apparent that they would marry, he thought to himself, "She will never go for this carry on". So he made a supreme sacrifice and gave up the beans. They married shortly afterwards.

Some months after, his car broke down on the way home from work and since they lived in the country he called his wife and told her he would be late home. On the way he passed a small cafe. The aroma of freshly baked beans was overwhelming and since he had several miles to walk he figured he could walk off any ill effects of the baked beans.

All the way home he farted, and after arriving he felt reasonably safe that he had farted his last. His wife, somewhat agitated and surprised to see him exclaimed, "I have a wonderful surprise for dinner tonight." She then blindfolded him and led him to his chair at the dinner table. He was seated and just as she was about to remove the blindfold, the phone rang. She made him promise not to remove the blindfold until she returned, she went and answered the phone. Seizing the opportunity he shifted his weight onto one cheek and let go. It was not only loud, but as ripe as rotten eggs. He took the napkin from his lap and fanned the air vigorously. He had just returned to normal when he felt another one coming on. He shifted weight again and let go. This was a prize winner! While keeping his ear to the conversation in the hall, he went on like this for ten minutes until he heard the farewells on the phone, which indicated the end of his freedom. He placed the napkin on his lap and folded his hands on top of it, smiling contentedly to himself. He appeared the very picture of innocence when his wife returned, apologizing for taking so long. She asked him if he had peeked, and he of course assured her he had not.

At this point she removed the blindfold, and there was his surprise - twelve dinner guests seated around the table for his birthday.



"Kevin! ... Was that you?"

THAT NEW BIKE DECISION.

Buying a new motorcycle involves a very emotional decision, right?

Yeah right, but on top of all the new models in 1993, there are all the moto journos expounding on all them in several magazines ..... how the hell can you decide?

Of course you can arrange test rides, but they are limited in time/distance & by the time you ride the fourth bike, you have forgotten how the first and second felt!

So your smart reporter read all the specs & all the tests and became an armchair statistician in compiling the following list.

The bikes ( what no Harleys?) are the only ones considered-- a preemptive decision in itself!-- and the rating ( out of 10 ) listing covers the ones important to me, not necessarily others.

Some points are interconnected, like mid-range power & braking rate higher if weight is low (high rating)

Hey, what's this "attraction " item ?, have to admit that is the emotional bit, influenced by reading between the lines of what the "experts" think as well as the coloured sales brochures..... wow, look at this one oh boy !stuff.

I have definitely made the right decision ( I think),  
but when you see me on the "Position1 " model, tell me I have ...  
please, please tell me.

Jack Daytona Youdan.

	Price-Value	All Round	Weight	Hand-ling	Mid-Range	Design Age	Brakes-ling	Body-Comfort	Attract-ion	Total	Position
K1100RS	1	9	2	6	9	1	6	9	4	47	7
R1100RS-FF	1	9	6	7	7	9	8	7	3	57	3
888 Strada	1	3	8	8	8	8	7	2	2	47	7
VFR750FP	9	6	4	7	6	2	3	7	2	46	8
ZZR1100	7	8	4	6	6	3	6	8	3	51	6
GSXR1100WP	6	4	4	5	7	1	7	3	2	39	9
GTS1000	2	8	1	6	8	9	8	8	5	55	4
Trophy 900	8	8	6	7	9	5	6	7	7	63	2
Trophy 1200	5	8	4	6	7	5	6	7	5	53	5
Daytona 900	6	7	6	7	9	7	7	7*	8	64	1
Daytona 1200	4	6	4	6	6	7	6	7*	5	51	6

\* With lowered pegs and adjustable bars

# THE VOLVO FACTOR

ages Save Lives'. So runs the copy line to a recent series of Volvo adverts who, until very recently, have sold their cars solely on the premise that they are safer than anything else on the roads.

Remember the scuba divers being dangled off the side of a boat in a big steel cage in shark infested waters? The killer fishes' attempts to to make a smørgasbord of the swimmers frustrated by the metal bars keeping them apart? The implication of course being that caged up inside a Swedish tank all the perils of the outside world will simply bounce off the slab sided flanks of your mobile, metal womb.

But there's a chink in the advertiser's armour, if not the cars'. What do you think those divers would do if they didn't have the cage? Be ripped apart by the Great Whites, almost naked and defenceless against the twenty foot monsters? Of course not - they wouldn't go into the water in the first place. Like anybody else, they would only expose themselves to a risk that they find acceptable, and single handedly wrestling with the world's oldest and most efficient killing machine (apart from Dan) doesn't leave you much hope of drawing a pension. Even sitting on a small boat in the same waters feels dodgy enough, but plenty of people find that level of risk acceptable.

Here's another thought. How many rear end shunts and low speed collisions do you think there would be if seat belts in cars

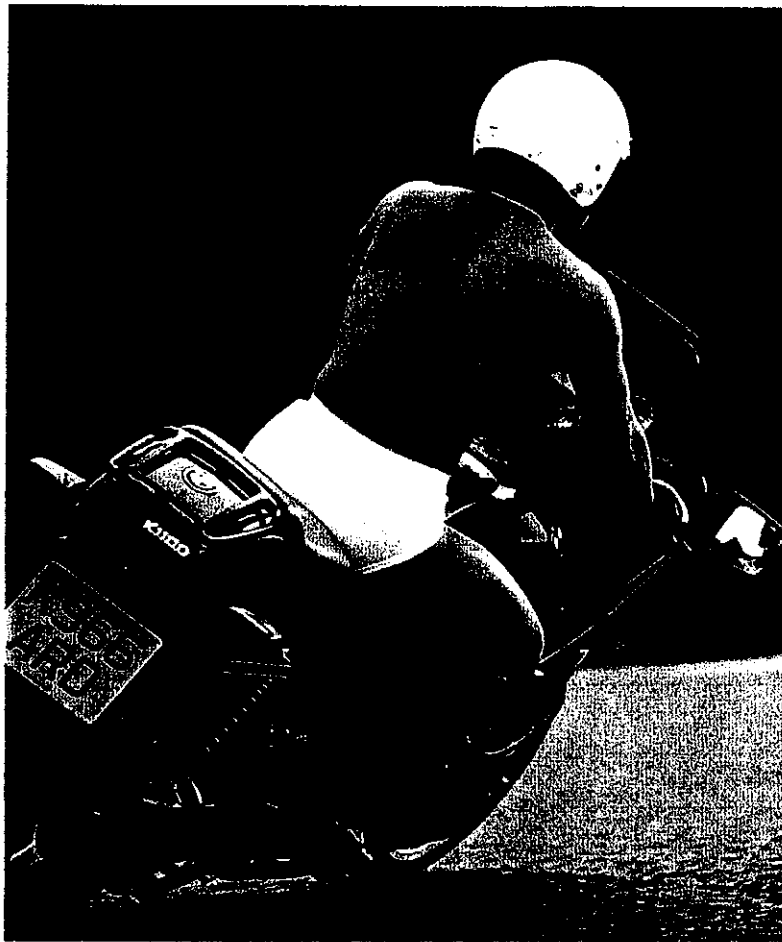
were banned, and instead by law you had to have a twelve inch steel spike fitted in the centre of your steering wheel? Even changing gear would have most people breaking out into a cold sweat, and you certainly wouldn't need to run an ad campaign to try and persuade people to keep a

1983, the numbers who belted up rose from 30% before '82, 40% during '82 in anticipation of the law, and 95% after the regulation, and this was matched by a concomitant fall in the numbers of deaths and injuries to car occupants. Simple cause and

effect, really. Except that also over the same period, the numbers of pedestrians and cyclists hurt (injuries to motorcyclists are difficult to interpret over the same period because the 125 cc learner law was introduced, which had its own effects) increased hugely, to such an extent that overall road accident fatalities weren't significantly altered. If this wasn't enough, the peds' and peddlers' fatality rises were entirely attributable to cars and vans. All that happened was that the burden of risk shifted from one group of road user to another. It'd be fair to assume powered two wheelers will have suffered a similar rise in risk since the seat belt law, but because of our increase in accident rates at the time, it was us who were legislated against. As far as the politicians were concerned, the seat belt law had worked, but those pesky bikers

still needed to be protected from themselves.

Another statistic: deaths by accident in all walks of life, whether at work, play, during travel or anything else that isn't attributable to 'natural causes', such as dis-



**Believe it or not, rent-boy in Calvin Klein gilet pouch is perfectly legal (well, until he rides slowly alongside the kerb, anyway)....**

safe distance from the vehicle in front. Yet to question the efficacy or the integrity of the seat belt law is not considered so much heresy so much as plain certifiable madness. After all, when the compulsory front seat belt law was introduced in February

# THE VOLVO FACTOR

ease, have been recorded in thirty one European, American and Australasian countries since 1900. A major collation of the figures since then until 1975 demonstrated unequivocally that the numbers as a percentage of the total populations were unchanged. You were just as likely to die through some sort of 'mistake' at the beginning of the century as seventy five years later (and probably now) despite for example the enormous sums of money and research time spent on health and safety at work. The machinery used to fire Britain's industrial revolution was breathtakingly dangerous - safety guards were unheard of, lathes spun unprotected, presses crashed down inches from unprotected fingers. Nothing

remotely like that exists today, whatever some unions might claim, yet still people kill themselves at exactly the same rate they've always done.

Something odd is going on, and it's not being taken into account by society generally today. That factor is perceived risk. A natural characteristic of human beings is to expose ourselves to risk, a risk which we as individuals assess then accept or reject. Some people are willing and even happy to accept more risk than others.

Motorcycling, for example, is perceived as being more dangerous than driving cars, so it would be reasonable to assume that motorcyclists are, on average, greater risk takers than car drivers. This is why banning motorcycling (which seems to be the ultimate aim of EC Commissioner Martin Bangemann) would have little or even a



...whereas fully-protected yuppie in at least two thousand pounds worth of protective gear is breaking the law...

primarily into a leisure pursuit can be included in the same breath. We enjoy risk, and pay a lot of money for it. At the same time, society is spending billions and billions of pounds on reducing risk, the motivation being that while we are content to expose ourselves to danger, we get very unhappy about other people doing it on our behalf. A coal mine which skimps on safety would be closed the instant it was discovered, even though some of the miners might go pot holing in enormous comparative danger at weekends. An airline pilot who ignores a low fuel warning would be sacked immediately - private pilots do it all the time. The reason again is largely that we can no longer perceive or have any semblance of control over the risk when someone else is doing

**the safety feature has become a performance aid because of our need to retain the same level of risk**

detrimental effect on road safety. Those same motorcyclists would still need to travel, but would instead do so by car. Yet they would still be the same risk-taking individuals, only now they would be cornering hard, braking late and all the rest in much bigger tin boxes, which are nine times as likely to injure a third party in an accident than a bike. Motorcycle injuries would be abolished, but road accidents would be unaffected.

Risk is not something we even necessarily avoid; quite the opposite is often the case. An extreme example is the British mercenaries killed recently in Bosnia. They weren't even being paid very much; on balance it must be deduced that they were just in it for the thrill of the fight. That's hard for most of us to relate to, but many, many more can understand the attraction of mountaineering, hang gliding, or of course motorcycling, which now that it's turned

it.

The flipside is that when we do have control over our risk, we *increase* it to the level we feel is acceptable, so that the overall balance of risk in our lives is more or less constant - academics call it 'risk homeostasis' or risk compensation. If your life becomes safer in one area, you spice it up a bit somewhere else, or just by compensating in the same circumstances. Thus we might feel a certain level of danger in following closely behind a car, or braking late for a corner. If we do the same on a bike with ABS, we'll feel safer at the same distance, but this doesn't mean we travel more safely. Instead, we follow the car even closer, and brake later for the corner - the safety feature has become a performance aid because of our need to retain the same level of risk. The problem is that safety features are always tested in isolation. There's no question that a Volvo is the safest car to have a crash in, or that if you land on your head you'll be much better off wearing a crash helmet than nothing at all; that if you're sliding down the road behind your bike at fifty miles an hour, it's a far better idea to be wearing a set of leathers than a T-



# THE VOLVO FACTOR

shirt. But the idea of perceived risk means that it's because we know this that ultimately they have no effect. The cocooned Volvo driver is bound to be less concerned about pulling out in front of you, because he probably wouldn't even feel it; If you've ever tried riding without a helmet, you'll know how vulnerable and naked you feel; the perceived risk theory dictates that for that reason you'll ride more carefully, and be less likely to be involved in an accident in the first place. The same applies to people who wear T-shirts on bikes on the summer, which has half of the biking monthlies' editors devoting pages of indignant copy about the crass stupidity of the habit, and how it gives bikers a bad name, how *they* always wear leather regardless of the heat etc, etc. For sure, given that you're about to fall off, leathers are a much better bet, but there's a very good chance that you're less likely to bin it in the first place, because the consequences are so appalling.

It's easy enough to claim this, but to be convincing more statistics are needed. The helmet law's effects have been studied by a lot of parties, though the interpretations of the figures are very often doubtful. If accident figures go down, lots of people will jump on the bandwagon claiming their particular piece of legislation has had an effect - if the numbers get worse, naturally everyone keeps quiet, which is why new laws invariably appear to work. You can always find the right figure somewhere, if you look hard enough. It's difficult to find any con-

vincing numbers in support of the helmet law though. In Britain compulsory helmet wearing was introduced in June 1973. Yet in its first full year, 1974, fatality rates per hundred million miles travelled increased by two percent, against a background of an overall road user decrease of three percent. The excuse is that 85% of bikers were already using helmets before the law, which may mitigate it slightly, but then it con-

flicts with the explanation for the failure of seat belt legislation. The claim there is that pre-compulsion, the least accident prone users were the ones who were already

dropped from 100% to 50%, and deaths from bike accidents rose by 38% in states which had repealed, yet remained constant in other states. It seemed like a perfect sci-

entific experiment with control conditions alongside the changed ones for comparison, and was uncontested. But the figures were massaged mercilessly - some of the methods are very complex, and hence opaque and very boring, but if you're interested, refer to 'Risk and Freedom' by Dr John Adams, chapter six. A return to the raw data, rather than other peoples' analyses of it, shows that the blame for the increase in death rates is nothing to do with the helmet law repeals because during most of the period when states were repealing, the increases were greatest in the states that *didn't* repeal. In 1979, the death rate decreased by 2.6% in the 28 repeal states, but 7.8% in the non-repeal states. But look further - throughout this time, the death rate in the repeal states was also on average 19% lower than in the non-repeal states. Make of that what you will, but it hardly justifies the crash helmet law, which many people see as the loss of a basic civil



**Do not try this stunt on any other motorcycle. The BMW, you see, benefits from a very handy little first aid kit to mop up all those nasty little spillages of blood, collect the odd internal organ and keep limbs etc., warm until they can be sewn back on. Six hours after this photograph was taken, fully protected in helmet, leathers, boots and waterproofs, Andy crashed - so proving what we've been hypothesising all along**

**making cars  
safer to  
crash in will  
simply mean  
people are  
more likely to  
crash them**

wearing belts voluntarily, so the more dangerous drivers were bound to be having accidents more anyway, and the effect on statistics wouldn't happen until very long term figures were available (though they still haven't...).

The United States provides some ideal circumstances for checking out the effects of the helmet law, during the seventies a set of diverse states containing about 47% of the country's motorcycles repealed their helmet laws. The prediction, naturally, was mass slaughter, and people found the evidence in the figures - the British Medical Journal ran an editorial called "A Grim Experiment" on August 9th, 1980. This was based on the work of G. S. Watson, P. L. Zador and A. Wilks, as well as report by the National Highway Traffic Safety Administration, where it was shown that helmet usage

liberty.

Whatever, purely because so much time has passed, the anti-helmet stance is outdated and *au fait*. What it does illustrate though is that making it safer to land on your head doesn't make it safer to ride bikes. The concept of perceived risk means that making cars safer to crash in will simply mean people are more likely to crash them. They might be less likely to injure *themselves*, but the price will be paid by someone else instead (and the figures show that it is). Riding in a T-shirt looks (and feels) horribly dangerous, but that's exactly why it isn't - you're less likely to fall off.

The real solution is not to restrict the power of bikes, or make it legislatively more and more difficult to get on one, or even, as some countries keep hinting (like Sweden) ban them altogether. The answer is to make life feel *more* dangerous, let people perceive untold horrors and gross injuries if they should get it wrong. Ban Volvos, and ride bikes *in* the altogether...

# WHO's NEWS

The dirt road into Turpins Falls saw a few slips & slides with the Presidents GSX750 having a BIG moment but then Luke went one better, in about the same spot, and gently laid Rob's VFR750 down.

Patrick Tayeh's ride back from the NO Snow Ride ended abruptly on the Black Spur when a Wombat? collided with his bike and put him down.

Martin Bastock had a lucky escape when a 70 year old motorist did a "hit & run" while Martin was stopped at some traffic lights. Fortunately driver was insured and bike has been fully repaired.

Going one better, Michael Chan and Andrew Baker were hit by an 86 year old driver while cruising on the Kew Boulevard. Although bikes were badly damaged both riders escaped with minor injuries.

President Payne is now Pop Payne with the arrival of grandson Christopher David on 29th of August.

## New Bikes;

Martin Thompson has traded the TZR for a Suzuki GSX750ESD.

Patrick Tayeh has bought a Suzuki GSXR750K.

Rob Langer seen aboard a new CBR900RR with license plate "BLADE"

Michael Stanley's recent trip to Cairns impressed him so much he's gone there to live. Welcome to NEW MEMBER Dianne Welsford who rides a GPz250.

## Racing;

500cc Grand Prix, Misano 5th September. Televised on GTV 9 at 10.30pm.  
Superbikes at Phillip Island, September 18 & 19.

Member Dot Schwarze has taken up a part time interest in NUTRIMETICS (cosmetics) and will conduct her first party at the home of Kerrie Gooding in Springvale on Saturday October 9th at 2pm. All members are invited and asked to phone Dot or Kerrie to secure their attendance.

Moto Expo, Eastern Creek on September 25 & 26. "Veritable smorgasbord of two and four wheel vehicles".

Don't forget our exciting event on Monday 1st of November when we hire WINTON RACETRACK. An information sheet has been prepared and issued to members. If you wish to participate on the day the indemnity must be returned with the \$30 fee. As stated several events will be "Members Only" but to make it economical, other riders will be invited to join us on the day, therefore if you have any friends who you think will be suitable have them fill out the form also. For full details contact Andrew Kennedy or Ian Payne.

## SOCIAL SIP 19/8/93

Andrew Smith	Martin Bastock	Pam & Andrew
Jennifer Burns	Steve Leyland	Ian & Kerrie
Daryl Cole	Ross King	Ben & Vicki
Alec Brown	Dot Schwarze	Tom & Andi
John Barta	Andrew Kennedy	Jon & Helen
Peter. P	Marty Thompson	Terry & Elaine
Bear	Tony Schrader	June & Irene
Michael Chan	Patrick Tayeh	Mark Dennis (JULY ALSO)

Members	Address	Home	Work	Motorcycle(s)
Baker, Andrew	33 Spruzen Ave East Kew 3102	853-6062		Yamaha FZR1000
Barnes, Mick	5 John St Williamstown 3016	397-1640		Kawasaki KLR650
Barta, John	28 Pine Rd Bayswater 3153	729-1712		BMW R100GS
Bastock, Martin	1/4 Swinton Ave Kew 3107	853-7628	018-175-979	Honda CBR1000
Bear	263 Springvale Rd Nunawading 3131	877-6914		Kawasaki GPz900R
Bradshaw, Ross	10 Wollhara Plc Heathmont 3135	720-5317	603-4664	Kawasaki GTR1000
Brown, Alec	155 Power Rd Doveton 3177	791-1297		Suzuki GSXR1100N
1 Brown, Ken	294 McKinnon Rd, McKinnon, 3204	578-3403		Honda 175CD
Buddingh, Ferdinand	6 Tyas Plc Carrum Downs 3201	782-0119		Kawasaki ZZR1100
Burns, Jennifer	36 Alice St Mt Waverley 3149	807-4766		Honda CB250RS
1 Carron, Fred	38 Valentine St, Ivanhoe, 3079	49-2776		
Chan, Michael	7 Prentice St Elsternwick 3185	523-5986	697-0390	Suzuki GSXR1100K
Clifton, Gary	21 Stennis St Pascoe Vale 3044	354-8837		Kawasaki ZZR1100
Clowes, John	17 Auburn Rd, Healesville 3777	059-622-309		Yamaha FZR1000
+ Cole, Daryl	PO Box 920 Dandenong 3175	704-7663		Yamaha XT600
n Corrigan, Mandy	2A Bristol Cres Lilydale 3140	059-735-3521		Kawasaki ZZR600
n Cowling, Belinda				Yamaha XJ600
Crussel, Ron	28 Burwood Ave Ringwood 3134			Honda CB900F2
Davies, Colin	9 Barradine Tce Donvale 3111	842-5098		Yamaha FZR1000
Davis, Les	28 York St Bonbeach, 3196	772-0689	783-5231	Kawasaki GPz500S
Davis, Mike	12 Rolland Crt., Montmorency, 3094	439-2378		Kawasaki ZZR250
Demosthenous, Tom	19 Reynard St Coburg 3058	384-0447		Honda VT250
Dennis, Mark	17 Alvena Cres. Heathmont 3135	870-8869		Suzuki GSR750WN
Dunn, Andrew	16 Foch St Ormond 3204	578-9705		BMW K100RS
a Dunn, Pam	16 Foch St Ormond 3204	578-9705		
Dwyer, Peter	P.O. Box 57, Altona, 3018	398-2322	398-2322	Yamaha XJ900
East, Rod	63 Old Belgrave Rd Upper F'tree Gully 3156	758-7738		Honda CBR1000
Forsaith, Doug	3 Toulon Crt Carrum 3197	772-4355		Kawasaki ZX10
Forsaith, Stuart	14 Elvie St Doncaster East 3109			Kawasaki ZZR1100
Gooding, Kerrie	6 Peter St Springvale 3171	558-4740		
Gouthro, Anita	4 Ralph St, Blackburn, 3130	878-5657		Honda VF500
Hillier, Kylie	6 Tyas Plc Carrum Downs 3201	782-0119		Kawasaki GT550
Hosking, Ian	6 The Brentwoods, Chirnside Park 3116	735-4951		Yamaha FZR600
a Johnstone, Lisa				Yamaha TT250
Jones, Geoff	34 Argyll Circuit West Melton 3337	743-3164		Yamaha RZ350
Kennedy, Andrew	79 Hull Rd Croydon 3136	725-9267		Honda CBR900RR
King, Ross	23 Nicholson St, Essendon, 3040	370-9479	688-3400	BMW R100RS
n Kosinski, Danny	10 Cardwell St Elmore 3558	054-326-265		Kawasaki GPz750
Langer, Robert	390 Burwood Hwy Burwood 3125	888-8977		Honda VFR750
1 Leahy, Les		889-6505		
Lee, Chris	66 Ormond Rd, Clayton, 3168	543-2807		Yamaha FZ750
Lennox, David		467-2349		Kawasaki GPz900R
Leyland, Steve		369-5330		Kawasaki GPx750
Locke, Adam	29 Grange Rd Sandringham 3191	598-0510		Honda CBR1000FM
Makin, Eric	17 Auburn Rd Healesville 3777	059-622-309	287-1627	Yamaha FZR600
Matricciani, Robert	50 Majorie St Bulleen 3105	850-8519		Yamaha XJ900
Miller, Harold	33 Day Cres., Nth Bayswater, 3153	761-426	328-4703	Yamaha FZR600
Mountney, Terry	6 Lambassa Grv. Keon Park 3073	460-1519		Kawasaki GPz900R
Morley, Craig	47 Japonica St Bundoora 3083	467-7334		Yamaha FZR1000D
Otzen, Daryl	27 Albion Cres Greensborough 3088	435-0294		
Parker, Angus		754-5123		Honda CB900F2
1+ Payne, Ian	6 Peter St Springvale 3171	558-4740	550-6428	Suzuki GSX750F
1 Philferan, Peter	19 Aird St, Camberwell, 3124	813-3518		Kawasaki GT750
Platt, Andrew	2 Snowy Crt Corio 3214	052-755-708		

	Riddett, Jon		808-0173		BMW K100RS
l	Saville, Tom		848-9988		BMW R80 G/S
+	Schrader, Tony	7/25 Newport Rd Clayton Sth 3169	543-8608		Honda CBR1000
	Schwarze, Dot	57A Hubert Ave Glenroy 3046	306-2576		
l	Shearer, Len	798 F'intreegully Rd, Wheelers HI, 3170	561-2857		
	Shelley, Margaret				Kawasaki GPz550
	Sirianni, Sam	7 Surrey Close, Hallam, 3803	703-2405		Yamaha FZR1000
	Sirianni, Rita	7 Surrey Close, Hallam, 3803	703-2405		
	Siminger, Andrea		848-9988		BMW R80 G/S
	Smith, Andrew	5/4 Chomley St Prahran 3181	510-8189		Yamaha RZ250
	Stanley, Michael	PO Box 1880 Cairns 4870			BMW K100RT
	Stephens, Campbell	8 Ferguson St Mitcham 3132	872-4428		Suzuki RGV250
	Tayeh, Patrick	81 McBride St Fawkner 3060	359-6958		Suzuki GSXR750K
	Thomas, Ray	PO Box 242, Rosanna, 3084	458-4984		Kawasaki ZX10
n	Thompson, Martin	103 Mitchell St Northcote 3070	482-2113	877-3133	Suzuki GSX750
	van Dorp, John	6 Leakes Rd Laverton 3028			Honda VF1000FII
	Warden, Ben	12 Timor Parade, West Heidelberg, 3081	457-4479	344-5733	Kawasaki ZX10
	Warden, Vicki	12 Timor Parade, West Heidelberg, 3081	457-4479	867-1666	
n	Welsford, Diane	8 Highview Dm Mooroolbark 3138	726-9066		Kawasaki GPz250
a	Wurster, Ann	15 Redwood Drv, Hoppers Crossing, 3030	749-5575		
	Wurster, Ken	15 Redwood Drv, Hoppers Crossing, 3030	749-5575		BMW K100RS
	Youdan, Jack	22 Fort St, Mt Waverley, 3149	802-3564	311-6555	

\* changed address or phone number + new bike

l life member n new member a associate member

Life Members - 7

Associate Members - 3

Full Members - 66

Total - 76

A report by Victoria's Road Safety Committee could open the way for mopeds to become a common form of transport in the State.

The joint all-party Road Safety Committee strongly encourages the use of mopeds and has recommended that the licensing requirements for moped riders be liberalised.

The Committee has made 29 recommendations which it believes will assist the safety of motorcyclists in Victoria.

One of the most vital is that it recommends that holders of car driver's licences or learner's permits should be exempt from having to obtain motorcycle licences in order to ride mopeds.

Other committee findings include calls for the introduction of power-to-weight ratios for probationary riders, the encouragement of rider training, and a recommendation that a sub-committee be established to address specific issues relating to motorcycle safety and regulation.

Motorcycle safety measures targeted primarily at male novice riders aged under 26 have also been recommended.

VACC Motorcycle Industry Division vice chairman Mick Carr, said that a motorist with an ordinary driver's licence had already

passed a test to certify they had a good knowledge of road rules and good driving ability.

"This, combined with ease of operation of light motorcycles, means almost any motorist is capable of safely riding small machines," Mick said.

The Committee also recommended that legislation should be introduced which bans moped use on roads where bicycles are also banned and that VicRoads examine the amenity and safety implications of permitting mopeds to use bicycle paths.

The appropriate type of helmet for moped riders should also be investigated.

The tabling of the report, on 19 May, completed an Inquiry which was started in 1990.

Chairman John Richardson says the committee is unequivocal in its belief that motorcycling is a legitimate form of transport and it is incumbent upon government and the community to make motorcycling as safe as possible.

In 1992, there were 48 motorcyclists and eight pillion passengers killed in Victoria out of a total of 396 road fatalities. A further 701 motorcyclists were seriously injured.

"The cost in human terms and in economic cost to the community is unacceptably high," Mr Richardson said. #

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graph TD
    Start([ ]) --> Q1{Does it work?}
    Q1 -- Yes --> End([NO PROBLEMS])
    Q1 -- No --> Q2{Did you touch it?}
    Q2 -- Yes --> A1[You *** idiot!]
    A1 --> Q3{Does any one else know?}
    Q3 -- No --> A2[Leave the bloody thing alone]
    A2 --> End
    Q3 -- Yes --> A3[YOU POOR BASTARD]
    A3 --> Q4{Can you blame someone else?}
    Q4 -- No --> A2
    Q4 -- Yes --> End
    Q2 -- No --> Q5{Will you get into trouble?}
    Q5 -- Yes --> A3
    Q5 -- No --> A4[Pass the buck]
    A4 --> End
    
```

Yes

**No**

**Yes**

No

You \*\*\*  
idiot!

**No**

**Yes**

**Yes**

No

**No**

**Yes**

**NO PROBLEMS**

## Pass the buck