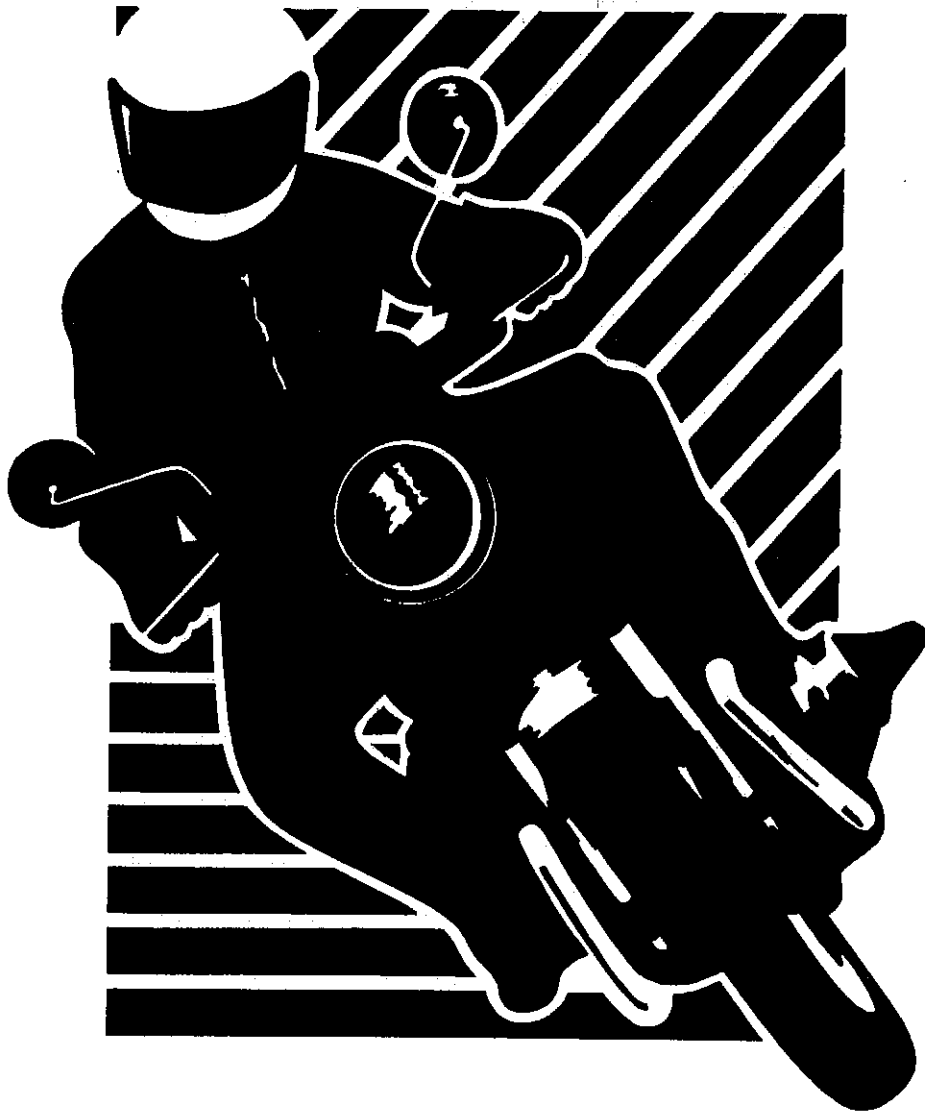


APRIL 9A

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA INC.

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

APRIL 1994

- SUNDAY 10th. PHILLIP ISLAND 2 + 4,
or Mirboo North ride.
* * 9.30AM Hallam * *
Ian Payne leading.
- This popular motorsport event sees the combination of Touring Cars and Superbikes at the Island circuit. For those not keen on watching an alternative ride down south Gippsland way will be undertaken.
- SUNDAY 17th. LABERTOUCHE CAVES.
9.30 KBCP
10.30 Yarra Glen
Ben Warden leading
- Our visit to these interesting caves near Jindivik will require a change of clothes to cope with the muddy interior and a torch to help see in the darkness. Caves are not touristy but still great FUN for ALL.
- THURSDAY 21st. SOCIAL SIP
6.30PM Onwards.
- As usual at the Anchor & Hope Tavern, 481 Church st Richmond.
- SUNDAY 24th. WHITTLESEA TOBOGGIN PARK
9.30 KBCP
Michael Chan leading.
- A direct run to the park will be taken so that riders will get a chance to try the UNGOVERNED toboggins and record the fastest time of the day.
- MONDAY 25th. PHILLIP ISLAND SPORTS DAY,
8.00AM Gates open.
9.00AM Riding starts.
Make own way to circuit.
- This SOCIAL ride day is completely booked out but spectators are most welcome. Refer to separate information sheet for all details. NOTE; All riders must have completed details on LOG SHEET previously.
- MAY 1994
- SUNDAY 1st. WINTON CHALLENGE CUP
9.00AM Whittlesea
- This early start is designed to get us up Winton race circuit to view all the races which comprise: 125, 250, 600, Superbikes, Singles, Harleys and Sidecars classes.
- THURSDAY 5th. ANNUAL GENERAL MEETING.
8.15PM Sharp.
#NEW CLUB HALL#
- At this meeting it's time to elect a committee to run the club for the next 12 months. If you can't attend a proxy form is attached so you can still have your vote
- SUNDAY 8th. APOLLO BAY MINI GOLF
and Cumberland Falls.
9.30 KBCP.
10.00 Laverton.
- Our annual golf tournament is played rain, hail or shine and as a bit of variety to the day, we will also visit these great waterfalls.

MARCH 3RD 1994.

GENERAL MEETING.

MEETING OPENED AT ; 8.32. *Pm*. ALPOLOGIES; LES DAVIS MICHAEL CHAN.
SAM + RITA.

TREASURERS REPORT; \$2500 in bank mainly for Philip Island ride day"
Itineraries to be printed. also have a hall change comeing up.

CAPTAINS REPORT.

SUNDAY 6TH FEB.

Mirboo nth
Leader Andrew K. 200kms .
weather warm but late shower
also amcn ride/expo day.

SUNDAY 13th FEB.

EILDON POKER RUN.
Leader Jack Y.
weather hot and sunny.
30 bikes & 32 people. 400kms;

THURSDAY 17TH FEB.

social sip anchor+hope.
33 members .
GOOD NIGHT.

WEEKEND 19=20TH FEB.

Port CAMPBELL.
leader tom,S. 900KMS
weather perfect 18 bikes 18p.

SUNDAY 27TH FEB.

TOORONGA FALLS NOOJEE.
leader Tony S. 330kms,
weather wet all day long.
6bikes and 7people.

GENERAL BUSINESS.

- 1) hall change may be out by april.
 - 2) Philip Island ,completly booked out, waiting list exists.
need flag marshalls on the day.
refunds to those on waiting list
no limit on spectators.
 - 3) New itinerary need leaders and destinations.
 - 4) Elections for (committe) in may at A G M.
 - 5) To book sandown raceway / no takers maybe later.
 - 6) DOOR PRIZE / WON BY ???????????????????????.
- MEETING CLOSED AT / ??????????. (LES).

WHO'S NEWS

NEW CLUB HALL: As previously mentioned April, will be the last meeting in ST.Pauls hall before it is demolished therefore alternative venues have been looked at by the Committee but as yet no firm decision has been made. So prior to the May meeting a notice will be sent to all members outlining the NEW HALL and its address.

The NEW ITINERARIES are now out with the usual variety of rides and outings, the only disappointing feature is the lack of leaders. Therefore after you have checked out the leaderless rides and feel you may like to lead one of these rides, please contact the committee. You will be more than welcome!

For all you NUMBER CRUNCHERS there are plenty of motorcycling statistics in this newsletter that relate to accidents.

Seems the MTCV have been helping raise State Revenue recently with On-the-Spots issued to:-

David Byrne - CBR1000
Martin Bastock - CBR1000
Mark Dennis - GSXR750 (TWICE)
Martin Thompson - GSXR1100
Tony Schrader - CBR1000
Rob Langer - R100CS
Ben Warden - ZXR750 (Just a talking to!)

Seems Alec Brown had a close one when an oncoming car strayed onto his side of the road on a sharp bend. Fortunately Alec picked the bike up enough to only sustain a BROKEN MIRROR! When stopped and questioned about the incident, the driver laughed. Hope Mr Plod makes him see the error of his way.

NEW BIKES.

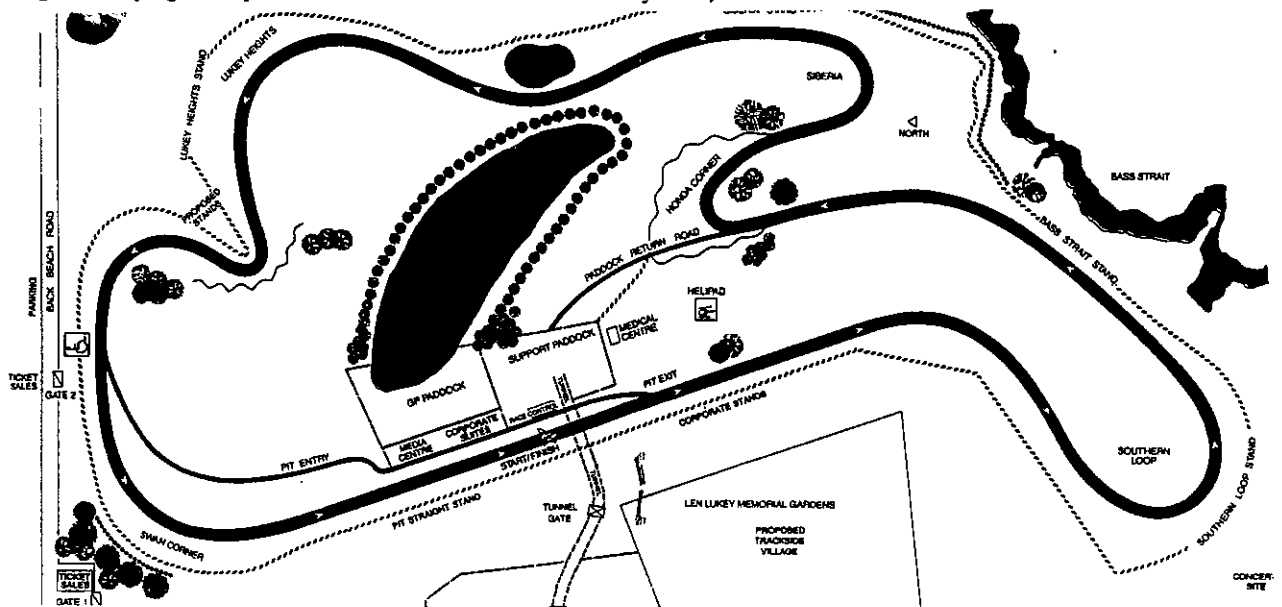
Les Leahy has swapped the XR600 for a NX650 Dominator.
Ben Warden has replaced his broken ZX10 with a ZXR750.
Gary Clifton has traded the ZZR1100 for a Honda ST1100.
Lisa Johnstone has SOLD her trusty TT250.

WANTED, members to stand for election to the Club Committee at the May AGM.

RACING:

April 10th - Malaysian GP (check television guide)
April 10th - 2 Plus 4 meeting at Phillip Island.
April 17th - Truck Racing at Sandown.
May 1st - Challenge Cup at Winton.

The MTCV Phillip Island ride day set down for Monday April 25th looks like being a top day so for those of you unfamiliar with the track the following map will hopefully give you a few clues to its layout;



MARYSVILLE HORSE RIDING - 6/3/93

Riders & Pillions:-

Andrew Kennedy-CBR900 (leader) *
Martin & Melanie-CBR1000 (rear rider) **
Black-FZR1000 (who was that masked man?)
David-CBR1000 (DCBS weapon)(3)
Simon-XJ600 Seca (1)
Dave-ZX10 (did Ben's ever look that good?)(2)
Chris-GSXR1100 @
Dianne-GPZ250R *
Andrew B-FZR1000
Tony & Tracy-CBR1000 %
Pat-GSXR750 *#
Tom-YZF750
Andi-YZF750
Ian-GSX750F
Craig-FZR1000
Rob-CBR900
Mark-GSXR750

Geoff & Melissa-RZ350 *
Alec-GSXR1100
Michael-GSXR1100
Thomas-ZZR250
Martin-GPX750
Ben-ZXR750 =

Craig and I seem to have found the perfect potion for a good Sunday ride. Beer & Pizza, of which we consumed considerable amounts of on the Saturday evening prior.

He was up early, picked me up and we headed to Yarra Glen via Thompsons rd Warrendyte and Christmas Hills. That seemed to set the momentum for the remainder of the day.

We were met at Yarra Glen by a fairly large number of bikes (fairly large number means - F.I.I.K). The favourable weather report bringing the bikes out of mothballs, Ben was here on his multi coloured ZXR750. After spending Saturday afternoon with a few club members attempting to fit a complete race-glass fairing, all bar the rear ducktail was achieved.

The ride was to head from here to Toolangi, Kinglake, Kinglake West, Flowerdale, and Yea then onto Molesworth, Buxton, Taggerty and Marysville all without a break! The Toolangi road produced some interesting motocross-slides-while-overtaking-3-bikes under-brakes-mid-corner-in-the-gravel-tank-slapping-rear-end-power-sliding-front-end drifting sort of excitement. Andrew B found touch going from K.West to Yea, seeming to enjoy grinding Pipe & Pegs all the way through. Craig also enjoyed it but however, slowed as the day went on, suffering from a lack of grip from the Metzeler Z2 rear tyre, which was flying off in chunks. Maybe the EXTRA 4 rear wheel HP given to him by Dynobike are too much for the Z2.

NO INCIDENTS so far as we arrived at Marysville around 12 noon for lunch, after which we split, with some going Horseriding, some going home and the rest going up Lake Mountain. It was up here where things got interesting, with a certain FZR1000 rider running wide. Not once but TWICE. It was also here that Ben ground to a halt after failing to locate the fuel tap on the newly acquired ZXR, prior to this he seemed to be coming to grips with the handling despite the 130 section front tyre and rock solid rear suspension

continued

HORSERIDING continued;

While Ben had handling problems, Tom's fiddling had finally paid dividends and produced a bike that was "unreal" and would do "anything you asked" so Tom explained. How good it would be to be able to fiddle with suspension like that! But first you have to have some suspension to fiddle with!

We stopped at the top of Lake Mountain to tell lies and adjust suspension etc. The return journey went in a similar way to the up with Tom arriving at Marysville before he'd left.

From Marysville we headed to Healesville via the Spur where some erratic behaviour upset some motorists. "You KNOW who you are and you also know that this irresponsible behaviour will not be tolerated" so go home and give yourself a good slap! The ride pretty much broke up here with Ben, Craig, David (ZX10), David (CBR1000) and myself heading for home via Yarra Glen and Christmas Hills.

Apparently while all this was going on, Thomas had an "OOPS" on the last corner of the Spur, according to the leader he ran wide on a right hander near the dam, no major injuries apart from pride, although the bike was looking a little 2nd hand.

Thanks to A.K. for a good ride and to Martin & Melanie for up the rear duties. P.S. Mention was made of a leaders arm-band that did not return from the horse riding. did they get photo's???

LEGEND: (deadset f##king legend)

- (1) First ride.
- (2) Second ride.
- (3) Third ride.
- * Went horseriding.
- = New bike.
- @ Left at Marysville.
- # Missed turn-off to horseriding.
- % Met at horseriding.

Marty - GPX750

=====

Handy First Aid

Melbourne company Business Image Products has produced a credit-card-sized first aid guide that it believes is ideal for motorcyclists.

Designed to be carried in a pocket or wallet, the *Compact First Aid Guide* folds out to reveal a variety of useful first aid information and illustrations (supplied by St John Ambulance Australia).

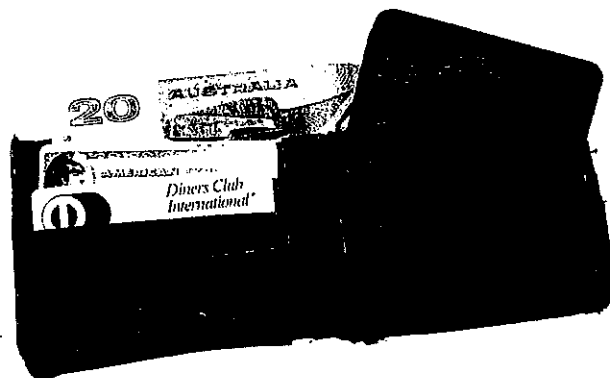
The guide includes first aid procedures for: expired air resuscitation (EAR); cardiopulmonary resuscitation (CPR); airway obstruction (choking); bleeding; poisoning/drug overdose; burns; electric shock; spider/snake bites; heart attack;

shock; and contacting an emergency services operator.

The guide provides space to include a passport-sized photograph and personal details including blood type, allergies, next-of-kin contacts, disabilities, medical insurance details and

organ donation information.

The *Compact First Aid Guide* retails at \$3.55 plus \$0.45 postage and handling and can be purchased from BIP, 1st floor, 100 Albert Rd, South Melbourne 3205. For further details, tel (03) 696 2762.



BLUE LAGOON CAMPING - MARCH 12/13/14.

At Hallam:

Tom R100GS P/D (leader), Andi R80GS, John R100GS P/D,
George GSX750, Steve GPX750, Ian GSX750 (rear rider)

Day 1:

Left Hallam for a leisurely run along the highway to Yarragon then inland to Moe, Yallourn North and Toongabbie where Tom took a dirt road shortcut which started by fording a river. Steve felt the GPX wouldn't take the pothole punishment and remain in one piece, so we stayed on the bitumen.

After a relaxed lunch in Heyfield we pushed on to Bushy Park, Briagalong and Quarry Reserve, our weekend campsite. The site comprised bitumen road all the way, Toilets, Constant Temperature Showers (COLD), Fireplaces, Shelter Sheds, a River and good tent sites. After setting up camp, it was time to press the P/D's into service & collect some firewood. It's amazing what these BM's can tow! During the wood collecting, John broke Tom's unbreakable saw! During all this Kerrie, Dot & Tracy arrived in the car with enough gear for an African Safari let alone a weekend camp! Shortly after John VD arrived on the trusty VF1000, so it was down the pub & collect some supplies for the evening around the campfire.

The evening campfire group soon grew with the arrival of Les & Di on the new NX650, a couple of fellow campers up from Doveton and a young female folksinger (Debbie) with her 3 children all the way from Seymour. Debbie was on her way to a local Folk Festival but was unable to cross a flooded river to get to it, so armed with her Mandolin she kept us entertained with some very pleasant songs. As usual Steve had his hands all over her.....Mandolin as he attempted to master its chords. Sometime during the evening Dicky rolled up in the Turbo Subaru, he was checking out some tracks in preparation for an upcoming rally. Eventually the lateness of the day took its toll and people started drifting off to bed and although Dot & Tracy had a large tent all to themselves it wasn't until the following evening that a man was seen sharing their bed! Guess who? During Sunday Mark GSXR750, Marty GPX750, Dave CBR1000 & Alec GSXR1100 came up for a visit, ONLY Alec stayed!

Ian.

Day 2:

This is ridiculous I know, But I've just gotta tell ya.

Left bush camp near Briagalong this morning at 8.45am, arrived Perth the same evening to do write-up. Wow! These modern motorcycles sure can cover some distance.

Anyway, I'm supposed to be telling you about Sunday not Monday.

Quarry Reserve, just north of Briagalong. Day 2. Boy was I glad I'd been to this place before. Hell of a location to find in the dark with high beam pointing twenty metres into the trees.

Sunday morning dawned as any typical Victorian summer morning might, Cold, Windy & Overcast. The assembled hang-overs quietly divided into two groups for the day's activity. On the left we had the pseudo dirt freaks and on the right the knee-on-the-ashphalt brigade.

Team One (oddly enough, consisting of the North Queensland survivors) were to take in the renowned Blue Pool and then cover some 35k's of assorted dirt on the old Dargo road, and consisted of; Andi R80GS, Tom R100GS P/D, John R100GS P/D, Les & Di on the somewhat new "Terminator" by Honda.

Team Two would stick with the asphalt and meet up with the dirt freaks at Dargo and lined-up as; Ian-Suzuki, George-Not-so-flash-Suzuki, John VD-Not-at-all-flash-Honda and Steve-Most-decidedly-flash-less-Kawasaki. Oh! and I almost forgot Tracy who plucked up the courage to go pillion with John VD.

Great road the old Dargo road. Even after heavy rains it was draining well and remarkably dry apart from the obvious super-large potholes filled with muddy water. Unfortunately the Blue Pool was a brown pool, courtesy of recent rain and rushing waters. A superb spot in more clement weather and a definite "must" for a return visit.

continued

Blue Lagoon continued

Andi was cruising cautiously, John B. was riding in a restrained manner due to memories of wrecked knees, and Tom had taken Di as pillion so that I could give the "Terminator" a bit of a flogging. Hmm, a bit of work to be done, but that bike just might amount to something.

As we rolled into Dargo I noticed the Ashphalt Brigade lurking near a strange looking new pub. The Pub, men, really, THE PUB. There's only one pub in Dargo and that's the OLD PUB. The one where Jack Luvick used to ride his horse into the bar and call for a beer.

After a little morning tea from the General Store the dirt riders and the tarmac tourers combined forces and rode south to a state park area called the "Den of Nargun" This is well worth a visit if you're ever on the Gippsland road to Dargo. It consists of a reasonably short walk into a deep and steep valley where Aboriginal folk-lore has it that Nargun would assemble the women & children of his tribe and take them up along the creek to hide under an overhanging ledge and waterfall. This was for safety when other tribes were waging war.

Tom has scaled this waterfall for a 20¢ bet, but no-one could be co-erced into a similar climb even though the stakes were raised considerably.

A quiet cruise home via Stratford-on-Avon was perfect to round out an excellent days riding.

Les.

Day 3:

Well Steve was doing the write-up for Saturday, Les for Sunday, Dot the camp fire gossip, so who's doing Monday? The usual silence. I volunteered as you wouldn't know the day existed if I didn't!

Doing a write-up is kind of like letting a club member ride your bike, there's not much in it for you, but lots for the club member. THINK ABOUT IT next time that dreaded question is asked!

The Riders;

Andi-R80GS, Tom-R100GS, John-R100GS, Alec-GSXR1100, Ian-GSX750 and George-GSX750.

The weather was a bit grey but that's just to remind you that we're in Victoria. Still I believe we had better weather than those staying in Melbourne!

Les & Di left the campsite early as Les had a plane to catch to Perth for a meeting at 6.45pm that night. Steve & John VD also headed straight back with us leaving the campsite around 10AM for a leisurely and enjoyable ride home. As we passed through Heyfield we saw Steve & John heading towards us! Wrong way guys! We then headed for Traralgon, Church Hill, Boolarra, and Mirboo North for lunch. Then back through Poowong, Bayles and Hallam where the ride finished. Andi and I then proceeded to Hallam for a visit on Sam and a VERY pregnant Rita, who was looking well.

We got home later that evening to find a frantic message on the answering machine from Andi's mum who's thinking the worst after hearing that a 30 year old women was killed in a motorcycle accident that afternoon. A quick call relieved her fears.

Other than a slight shower here and there the day was incident free, infact we never put on our wet weather gear for the whole weekend. Great roads and good company made for a Good Weekend.

Tom R100GS.

#####

PHILLIP ISLAND RIDE DAY

Monday 25th April

BLUE LAGOON CAMPING WEEKEND
12-14 MARCH

KERRI STEVE ANDIE DOT GEORGE IAN JOHN.V. JOHN .B
TRACEY (SHOULD BE BLONDE) DICKIE (SAT NIGHT ONLY) ALEX (SUN NIGHT ONLY)
LEZ & DI.
DAVID, MARK, MARTY, JUST PASSING, CALLED TO SAT HELLO.

Friday: THE WEATHER IS NOT LOOKING GOOD. WE RANG MAFFRA TO GET THE LOCAL WEATHER REPORT AND THEY ASSURED US IT WAS GOING TO BE FINE.

Saturday: WE ARRANGED THAT TRACEY (WHO SHOULD HAVE BEEN BLONDE) WOULD PICK ME UP TO GO TO KERRIES. WE HAD A LITTLE TROUBLE FITTING ALL OUR THINGS IN THE PULSAR BUT WE FINALLY SUCCEEDED. WE THEN PROCEEDED TO KERRIES PLACE, TRANSFERRING OUR STUFF INTO HER CAR. WE REALISED WE HAD FAR TOO MUCH STUFF SO WE HAD TO UNLOAD SOME OF IT. TRACEY INSISTED ON TAKING HER HAIR DRYER EVEN THOUGH WE HAD TOLD HER THAT THERE WAS NO POWER OR HOT WATER.

FIRST STOP WAS AT SALE FOR LUNCH. WE THEN SET OFF FOR BLUE LAGOON. WE REACHED QUARRY RESERVE BUT I INSISTED THAT WE WEREN'T CAMPING HERE BUT AT BLUE LAGOON. WE WENT ALONG A LITTLE FURTHER AND CAME ACROSS IAN, TOM AND JOHN WHO WERE GATHERING FIRE WOOD. IAN INFORMED US THAT WE WERE IN FACT CAMPING AT QUARRY RESERVE AND THAT WE HADN'T READ OUR DIRECTIONS PROPERLY. LUCKILY FOR US THAT WE BUMPED INTO IAN AS WE WOULD'VE SET UP CAMP IN THE WRONG PLACE.

ANYWAY, WITH A LITTLE HELP FROM IAN WE FINALLY GOT OUR TENT UP WE FIRED UP THE BARBIE LIT THE CAMP FIRE AND SETTLED FOR THE NIGHT. WE HEARD SINGING COMING FROM ANOTHER CAMP SITE SO IAN WENT OVER TO INVESTIGATE HE DISCOVERED A FOLK SINGING WHO WAS ON HER WAY TO A FOLK FESTIVAL. SHE WAS UNABLE TO REACH HER DESTINATION DUE TO FLOODING. IAN INVITED HER TO JOIN US. HER NAME WAS DEBBIE AND SHE CAME FROM SEYMOUR. SHE ENTERTAINED US WITH HER SINGING AND PLAYING THE MANDALYN STEVE THEN TRIED HIS HAND AT PLAYING THE MANDALYN AND SINGING "DEAD SKUNK IN THE MIDDLE OF THE ROAD". HOPE HE STICKS TO HIS DAY JOB! MEANWHILE JOHN, DICKIE, LES AND DI ARRIVED. JOHN OFFERED TO TAKE TRACEY FOR A RIDE ON HIS BIKE ON SUNDAY BUT AFTER THE STORIES SHE'D HEARD ABOUT HIM THAT NIGHT SHE WASN'T SURE IF SHE SHOULD OR NOT.!

Sunday: IT WAS DECIDED THAT WE WOULD GO TO DARGO FOR A RIDE. SO AFTER PREPARING TRACEY FOR HER RIDE OFF WE WENT. KERRIE AND I WENT IN THE CAR TO BLUE POOLS, THEN ON TO DARGO. ON THE WAY BACK TO CAMP FOUR BIKES WENT PAST AND GAVE US A WAVE. WE ARRIVED BACK AT CAMP TO FIND A NOTE FROM DAVID, MARK, MARTY AND ALEX SAYING THAT THEY HAD BEEN AND GONE. A FEW MINUTES LATER THEY ARRIVED BACK AGAIN. ALEX DECIDED TO STAY THE NIGHT BUT THE OTHERS RETURNED TO MELBOURNE. HE DIDN'T HAVE ANY MORE CAMPING GEAR WITH HIM SO WE OFFERED TO LET HIM SHARE OUR TENT AS OURS WAS THE BIGGEST. WITH A SMILE FROM EAR TO EAR HE ACCEPTED OUR OFFER. DURING THE NIGHT THERE WAS A BIT OF A SCUFFLE, AS I ENDED UP WITH JOHN.V ON TOP OF ME. IT WAS A LOVELY NIGHT, THE STARS WERE GLITTERING, THE CAMP FIRE WAS GLOWING, PLENTY OF WINE, OUR TUMMIES FULL OF FOOD, ALL STEVE'S POTATOE'S CUT UP INTO CHIPS (I WILL SUPPLY THE NEXT LOT OF POTATOE'S STEVE) YOU COULDN'T ASKED FOR A BETTER NIGHT

JOHN.V GAVE ALL THE GIRLS A MASSAGE. THANKS JOHN, WE ALL FELT REAL GOOD AFTER THAT. ARE YOU STILL TAKING PHONE NUMBERS FOR HOUSE CALLS ?. WE ALL WENT TO BED KNOWING THAT WE HAD TO PACK IN THE MORNING, NOT A GOOD THOUGH!. ALEX WENT WITH US, AND WE AVE HIM V I P TREATMENT.

Monday: I WAS UP AND ABOUT WHEN I HEARD TRACEY (SHOULD OF BEEN BLONDE) YELLING GET OFF MY FACE. MY FIRST THOUGHT WAS ALEX WAS AT IT AGAIN. HE TRIED TO TELL US THAT SHE HAD A BLACK SLUG ON HER FACE AND THAT HE WAS TRYING TO HELP HER. I KONW THAT MY LEGS WERE SORE. I'M NOT SURE IF IT HAD ANYTHING TO DO WITH ALEX OR THE WALK I DID THE DAY BEFORE, WE PACKED UP THE TENT AND LOADED THE CAR WISHING WE COULD STAY A LITTLE LONGER.

IT WAS A GREAT WEEKEND. THANK KERRIE FOR DRIVING, YOU DID A GREAT JOB !.

Regards Dot.

Safety on Club rides; yet another lecture.

Once again, it's that time to put pen to paper to remind members that ride safety has fallen to an unacceptably dangerous level. It would appear that although reminders such as this one may be read at the time of publication, they are quickly forgotten by the time Sunday comes around. The most notable area of concern is **passing**.

Passing is one of the most, if not, the most dangerous manoeuvre possible on the road. In essence, it's a manoeuvre that involves you to travel on the wrong side of the road to pass a slower vehicle that you are approaching at a greater speed. Any demonstration of poor judgement here could easily result in an accident or worse. The following points are a commonsense guide to maintaining safety on rides. Please take note and practise them.

Before passing another vehicle, indicate sufficiently to let others know of your intention to pass. In an instance where it is not entirely clear to pass (for example when approaching a slower vehicle into corners) do not indicate for unreasonable distances whilst waiting behind expecting that you will be the first to pass - this will not always be the case. Look behind for others wanting to pass.

Allow a sufficient space/buffer between yourself and the vehicle you are overtaking. There is no excuse for cutting-off someone's front wheel or passing with an inch to spare. If the patee were to counter steer quickly or run wide, not having seen the passer, the result would be detrimental.

Whilst riding position yourself to the left hand side of the lane or in the left lane where appropriate, to allow passing vehicles to pass easily, quickly and safely providing an increased passing buffer.

Before pulling out to pass a vehicle ahead, look in your mirrors and head-check to see if anyone behind has pulled out a second before to pass you.

Avoid the 'freight train'. When a string of riders approach a slower vehicle, such as a car in corners, it may be quite safe for the first one or two riders to pass, however, the chances are that it is highly dangerous for the other trailing vehicles to pass. A way in which to avoid this is for the lead rider(s) to slow down after passing the car and wait for the last rider to pass before picking-up the pace. Do not create an unnecessary sense of urgency in riders behind. Those riding behind, too, should not feel compelled to catch-up at any cost.

Remember to continuously use your mirrors to see what is happening behind you. There are situations where a slower rider, riding to the right of the lane or beside double lines, holds up faster riders resulting in frustration and a sense of urgency. The 'No passing of the left' rule has been maintained to provide slower riders with a 'safety' against faster vehicles.

Pass well before oncoming traffic become too close. A head-on collision is the most dangerous type of accident, involving high impact speeds. Motorcycles come off second best when it comes to hitting something solid at speed. If there is any doubt at all whether to pass or not, it is better to wait than to be sorry.

The Club; its various paces and levels of riding can still be enjoyed whilst adhering to the above points, in fact, these enhance that enjoyment. They are ways in which to minimise danger, reduce safety and should be seen as a common courtesy to be extended to all road users.

Lastly, please be aware that notable incidents of dangerous riding and breaking of the Club's road rules are being noted and continued riding of this manner will not be tolerated by the Club. Please respect the safety of others as well as your own.

Michael Chan - Club Captain.

NAGAMBIE - MARCH 20th.

Weather: Good all day.

Kilometres: Approx 360km from Whittlesea to Whittlesea.

Riders & Bikes:

CBR900 Rob Langer	FZR600 Leanne (1st)	RZ350 Geoff Jones
CBR1000 Dave & Loretta	FZR1000 Craig & Lisa (L)	VF500 Dan
CBR1000 Tony & Tracy	GT750 Peter.P (1st RR)	ZX10 Dave & Bronwyn
CBR1000 Martin.B	GSX750 Ian	ZX10 Ray Thomas
Ducati 907 Basil (1st)	GSXR750 Patrick.T	ZZR1100 Ferdi (2nd RR)

Ben led the group out from KBCP to Whittlesea and just as we left the servo a large group of Harley's joined us heading in the same direction, to say the pace picked up would be an under statement with Ben reaching "go-to-jail" speeds in an attempt to get past them. We crossed over the Wandong, through Broadford and Pyalong for morning tea. One rider though, kept going so Patrick had to rush off and collect him.

It had warmed up considerably by now so it was a very pleasant run across to Nagambie via Tooborac and Heathcote. Not so pleasant for Dave & Martin on the CBR's as they were clocked at 138kph on the highway. However the Policeman felt generous and dropped it down to 129kph so they wouldn't lose their license's...Grovel, Grovel.

After lunch in Nagambie we departed leaving Peter.P to visit friends and Ian to check out roads for his Night Ride. We passed the Mitchellston Winery, Northwood, Seymour then across to Tallarook where we lost Dave, Loretta and Martin - Supposedly turned onto the Hume Freeway. We continued on to Strath Creek for afternoon smoko then back to Whittlesea where the ride broke up.

Thanks to Peter and Ferdi for being the RR's.

Lisa.

#####

SOCIAL SIP - 17/3/94

Steve Leyland	Rod East	Les & Jane Davis
Harry Miller	John Barta	Andrew & Pam Dunn
Tony Schrader	Peter P	Tom & Andi
Dot Schwarze	Ross King	Marty & Georgia
Alec Brown	Gary Clifton	Robert & Mandy
Pat Tayeh	Ben Warden	Kerrie Gooding
Craig Morley	Andrew Kennedy	Dianne Welsford
Bear	Warren Becker	Jennifer Burns
Steven Baszak	Mark Dennis	Denise Fowkes
Daryl Otzen	Garry Murray	Denise Brand

Members = 29 Visitors = 6

UPPER BEACONSFIELD NIGHT RIDE - FRIDAY 25th.

Who was there;

Peter P, Rod-CBR1000#, Ian-GSX750#, Sue, John & Kerrie, Dianne-GPz250R#, Dan & Monica-VF500, Robert Blakely-NX650# (1st), Denise-CBX250# (2nd), Andrew-NX650#, Gary-ST1100#, Alec-GSXR1100#, John-R100GS P/D#
Nightriders.

After refuelling we left the pub with Ian leading and Rod bringing up the rear heading for Berwick, Upper Beaconsfield and Emerald. After the tight stuff around Upper Beacy the moonlight was bright enough to illuminate the road ahead which allowed the pace to quicken. At Emerald we took the tight twisty Monbulk road which at night saw many a "strange" line taken for some of the corners. From the front it was interesting to note the following headlights shining on all manner of things except the road!

Into Monbulk and the centre white line then onto Olinda where the line disappeared under a layer of.....roadworks, this safely negotiated it was then onto the Observatory Rd and Mt. Dandenong Lookout. The view was spectacular and would have been better if not for the smog/haze obscuring Melbourne completely. After a bit of a yak and trying to decipher the roads below by the direction of the lights, we headed back down the mountain during which we were joined by John Barta who had been working late. Onto Mountain Highway, Forest Rd and Burwood Highway to Upper Ferntree Gully where Dianne bellowed out "would you like to come back to my place", an offer too good to refuse until it was discovered that mum & dad would be there. So we took up Rod East's offer of a late night supper at his nearby home where Denise also extended an invitation to a GRAFFITI PARTY at her place! "Wear something old as you may get drawn on" was the warning! Sounded rather kinky so I'm rather sorry I couldn't make it.

Thanks to Rod for the supper and the rest of you for a great night.

HIGHLIGHTS:

- * The brilliant lights of Gary's Honda ST1100.
- * The wonderful weather.
- * Seeing the twin lights of a GSXR rocketing up behind on the twisty Beaconsfield road.
- * The wild stories. You-were-all-over-the-road-like-a-mad-dog, you-just-made-that-corner, etc etc.
- * And Roberts introduction to a Touring Club Ride - "WOW"

Ian - GSX750F

#####

Annual General Meeting
MAY 5th.

Statistical Overview of Road Accidents in Victoria, 1992 (The Who, Where, When and Why)

WHO

- There were 5,111 accidents reported to the police involving a fatality or a serious injury, of these 365 involved a fatality. As a consequence of these accidents, 396 persons were killed and 5,905 seriously injured.
- The number of fatalities was 107 (21%) less than 1991. This is the lowest figure since 1948 when 362 persons were killed.
- The number of serious casualties was 364 (5%) less than in 1991 and is the lowest since 1969. (Information for this category is not available prior to 1969.)
- The Victorian 1992 fatality total as a percentage of the Australian total was 20.0%. For 1991 and 1990 the corresponding percentages were 23.8% and 23.5% respectively.
- All road user categories decreased in 1992 compared with 1991 except pedal cyclists.
- Driver fatalities were down by 72 (33%) on 1991 while serious casualties were down by 114 (4%).
- Motorcycle fatalities (excluding pillion passengers) were down by 2 (4%) on 1991 while serious casualties were down by 64 (8%).
- Pedal cyclist fatalities increased by 1 (8%) on 1991 while serious casualties increased by 37 (10%).
- Passenger (including pillions) fatalities were down by 31 (24%) on 1991 while serious casualties were down by 164 (9%).
- Pedestrian fatalities were down by 5 (5%) on 1991 while serious casualties were down by 54 (6%).

WHERE

- In 1992, 63% of the fatalities and 51% of the seriously injured were in accidents that occurred in the Melbourne statistical division.
- 72% of the fatalities and 63% of seriously injured were in accidents that occurred at mid block locations (ie. not at intersections).
- 46% of the fatalities and 30% of the seriously injured were in accidents where the speed limit was 100 km/hr

WHEN

- The two hours from 4 to 6 in the afternoon had most accidents on each and every day of the week with Thursday recording the highest number (140). The hours from 2 to 4 in the afternoon were second and significantly higher than any 2 hour period in the mornings.
- More accidents occurred on Friday (885, 17%) than any other day, Tuesday was the lowest (596, 11.7%).
- Each day on average approximately 17 persons were killed or seriously injured, monthly averages range from 15 (per day) in August to 19 in April.

WHY

- Alcohol continues to be a major contributory factor in road accidents. Preliminary information for 1992 indicates that 21% of drivers had an alcohol reading over 0.05%. In 1991 the corresponding figure was 28%
- Recent studies indicate that human error is the predominate factor in accidents. The road environment and the vehicle condition are less significant factors.

Statistical Overview of Motorcycle Accidents in Victoria, 1992 (The Who, Where, When and Why)

WHO

- There were 743 motorcycle accidents reported to the police involving a fatality or a serious injury, of these 52 involved a fatality. As a consequence of these accidents, 56 persons were killed and 737 seriously injured.
- The number of motorcycle fatalities (riders and pillion) was 56, one (1%) less than 1991. This is the lowest figure since 1964 when 11 motor cyclists were killed.
- The number of serious casualties was 737 (7.6%) less than in 1991.
- The Victorian 1992 fatality total as a percentage of the Australian total was 26.5%. For 1991 and 1990 the corresponding percentages were 22.1% and 19.8% respectively.
- Rider fatalities were down by 2 (4%) on 1991 while serious casualties were down by 64 (8%).
- Pillion fatalities were up by 1 (14%) on 1991 and serious casualties were up by 1 (2%).

WHERE

- In 1992, 55% of the fatalities and 63% of the seriously injured were in motorcycle accidents that occurred in the Melbourne statistical division.
- 63% of the fatalities and 50% of seriously injured were in motorcycle accidents that occurred at mid block locations (ie. not at intersections).
- 40% of the fatalities and 23% of the seriously injured were in motorcycle accidents where the speed limit was 100 km/hr.

WHEN

- The two hours from 4 to 6 in the afternoon had most accidents on each and every day of the week with Saturday recording the highest number (49). The hours from 6 to 8 in the afternoon were second along with 8 to 10 on Thursday to Saturday and significantly higher than any 2 hour period in the mornings.
- More accidents occurred on Saturday (144, 19.4%) than any other day, Monday was the lowest (79, 10.6%).
- Each day on average approximately 106 persons were killed or seriously injured, monthly averages range from 2.3 (per day) in November to 1.7 in December.

WHY

- Alcohol continues to be a major contributory factor in motorcycle accidents. Preliminary information for 1992 indicates that 21.2% of riders killed had an alcohol reading over 0.05%. In 1991 the corresponding figure was 20%.
- Recent studies indicate that human error is the predominate factor in accidents. The road environment and the vehicle condition are less significant factors.

MOTORCYCLE CRASH STATISTICS

POLICE REPORTED CRASHES

(A) STATEWIDE STATISTICS

- * From January 1992 to January 1993, the number of Motor Cycle probationary licenses issued in Victoria increased by 20%.
- * 14.1% of the 1992 road deaths were motor cycle riders or passengers. Motor Cyclists are 20 times more likely to be killed than car drivers.
- * 35% of injured motor cyclists are riders either not licensed, novice riders with a bike greater than 260cc's, novice riders carrying pillion or riders on unregistered motor cycles.
- * TAC show the following trauma costs per total km travelled:
 - Motor cyclists 30-40 cents per km
 - Truck 5 cents per km
 - Car less than 3 cents per km
- * From July 1992 to December 1992, of the total learner permits issued, 26% were through learner permit training courses. In 91/92 42% of probationary licences issued were through an advanced licence level course.

(B) GREAT OCEAN ROAD STATISTICS 1988 TO 1992

<u>Other Units Involved</u>	Motor cycle only	23	Tree	4
	Car	28	Animal	3
	Truck	1	Another motor cycle	4
	Guidepost, rail	16	Embankment	6

<u>Time Of Day</u>	<u>Weekday</u>						<u>Weekend</u>					
	<u>Davlight</u>		<u>Dark</u>	<u>Dawn</u>		<u>Davlight</u>	<u>Dark</u>	<u>Dawn</u>				
	31		2		0	47	1		1			
<u>Time of Year</u>	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
	9	13	13	7	5	3	3	1	4	7	9	8
<u>Weather Conditions</u>	Dry		77		Wet		5					

Place of Accident

Km Mark	Distance	Zone	Motor Cycle Crashes
93 to 111	18kms	Torquay to Anglesea	7
111 to 134	12	Anglesea to Aireys Inlet	2
123 to 142	19	Aireys Inlet to Lorne *	13
142 to 163	21	Lorne to Kennet River *	21
163 to 185	22	Kennet River to Apollo Bay *	18
185 to 206	21	Apollo Bay to Otway Lighthouse Road	7
206 to 220	14	Otway Lighthouse Road to Glenaire	4
220 to 235	15	Glenaire to Lavers Hill	1
235 to 256	21	Lavers Hill to Lower Gellibrand	5
256 to 269	13	Lower Gellibrand to Princetown	0
259 to 299	30	Princetown to Peterborough	4

* Mountainous sections

GREAT OCEAN ROAD TOROUAY TO PETERBOROUGH; 1988 TO 1992

	Total N° Crashes	People Killed	People Seriously Injured	Others Injured	Not Injured	Total Persons Involved
Cars, Trucks, Buses	212	8	115	231	270	624
Motor Cyclists or Pillion	82	8	47	42	53	150
Push Bike Riders	10	0	3	7	12	22
Pedestrians	7	1	4	2	9	16

TYPE OF CRASH

	Cars, Trucks, Buses %	Motor Cycles %	Push Bikes %
Head On, (not while overtaking)	13.7	11.0	10.0
Run Off road on a right hand bend	15.1	30.5	
Run off road on a left hand bend	10.8	12.2	10.0
Vehicles approaching an intersection from adjacent directions	9.9	1.2	
Rear end, both vehicles travelling in same direction	6.1	2.4	50.0
Run off road to the left, on a straight stretch	7.0	2.4	
Right turn, into oncoming vehicle	3.8	4.9	
Undertaking a U Turn	3.8	3.7	
Rear end, both vehicles in same direction, but one turning	5.2	3.7	
Ran off road to the right, on a straight stretch	5.7	1.2	
Emerging from a driveway or lane	1.9	1.2	20.0
Head on, while overtaking	1.4	2.4	
Pulling out to overtake, hit by vehicle behind	1.4	1.2	
Hit a permanent obstruction on the road	1.4	-	
Out of control on carriageway	1.4	2.4	
Ran through a T Intersection	1.4	-	
Out of control on a bend	1.4	11.0	10.0
Pulling out from a parked position	0.9	2.4	
Hit animal on road		3.7	
Hit parked car or object	0.9	1.2	
Passenger fell from vehicle		1.2	
Other	7.8	-	

12 People, 11 Bikes

FZR1000	Andrew Baker	R65	Darryl Otzen
CBR1000	Martin & Melanie	GSX750	Ian Payne
GSXR1100M	Michael Chan	CBR1000	Tony Schrader
GSXR750	Patrick Tayeh	ZXR750	Ben Warden
Triumph	Jack Youdan	GSXR1100H	Chris Stroud
CBR1000	David Byrne		

The itinerary called for a day's cricket to be played at Walhalla on this Sunday but due to most people wanting to stay home and watch the live telecast of the first Motorcycle Grand Prix of the year at Eastern Creek, a short ride was planned instead. This problem arose because when the itinerary was being formulated back in November '93, the Grand Prix date had not been finalised.

While finally completing the installation of a new (second hand, low km) motor into Vicki's car on the Saturday, a plan was devised for the short ride, making sure we catered for those waiting in the city and at Hallam. Tony would pick up the group from Hallam at 10.15 am and head north to Yarra Glen and I would lead the city group to Yarra Glen starting at 9.30 am, all joining up at 11.15 am for a short ride before going our separate ways. The groups arrived about 10 minutes apart.

The car was a bit of a saga. The 1300cc Toyota Corolla motor expired after 211,000 km of hard thrashing and city peak hour commuting, three rings smashing when they hit the lip at the top of the bores. Number two cylinder had no compression. I had hoped it was just a head gasket ...

A motor was sourced from API, delivered to the back door the next day. It was cheaper to put in a whole motor than fix the existing one: short motor \$479 (block, pistons, con-rods, crank but no cams, oil pump or timing chain), long motor \$1075 fitted (all of the above plus head), second hand motor \$450 (6 months warranty, compression and oil pressure tested complete with carby but no starter motor, distributor or alternator).

Patrick put in three hard nights midweek as we removed the old motor, stripped the new motor (new motor had automatic gearbox and air conditioning, Vicki's car was 5 speed manual without air) and swapped bits and pieces from one to the other including the ring gear and clutch (which required a spigot bearing), water pump, thermostat housing, starter motor, alternator, engine mounts, distributor, exhaust manifold and various other odds and sods. Craig Morley was there the first two nights but was completely stuffed by the third night. Thanks guys.

Saturday saw a back yard of bikes: Tony (CBR), Dave (CBR - fairings off for an oil change), Marty (new GSXR11), Craig (FZR), Patrick (GSXR), the Tengai and ZXR. Everyone one helping everyone else. We finally figured out why the clutch didn't work - circlip left off cable! Patrick looked under the bonnet of a car at work and figured out where to plug the vacuum hose - and that got the vacuum advance to the distributor going. We put the bonnet on, cruised around the block, devised the next day's ride plan and it was all done! Thankyou gentlemen (and Marty). Now we just had to wash our black hands.

After everyone had gone, Marty arrived back from his test ride to Yarra Glen on the new beast with a busted foot, courtesy of a car on the wrong side of the road. Shall we take the "new" car to the Austin, Marty? What a good idea! he moaned. But have you got any drugs? Panalgesic quietened him down.

Later that evening I ratted the bent and buckled bike bits box and slapped a foot-peg on so I could ride it back to his house in Northcote. Never a dull moment. Back to the story.

Tony lead Ian and Michael from Hallam, missing a corner. Ian soon pointed him in the right direction. Meanwhile, I had an hour and three quarters to get to Yarra Glen from the city. We headed for Whittlesea, and out the Wallan Road before turning left and picking up the 13 connected corners at

Eden Park. We promptly did a U-turn and went back down them again and back to Whittlesea before heading up to Kinglake West and Kinglake Central, then down Mt Slide via the Melba Highway into Yarra Glen arriving a couple of minutes early.

After morning tea we rode out the Christmas Hills road to Kangaroo Ground, and headed up through St Andrews to Kinglake. There were thousands of cyclists on the St Andrews Road creating difficulties for cars and bikes alike. The weather was perfect - all the crazies were out! Bikes everywhere, not to mention various car clubs.

We regrouped at Flowerdale after a very pleasant tour through the windies. Those wishing to be back for the 250's had just enough time to get home. Jack, Martin and Melanie seemed to be settling in for a long lunch when Chris and I departed.

Andrew, Chris and myself toured sedately, admiring the change of season, as the various hues of pink and yellow autumn leaves drifted down to earth. We returned the waves of smiling children as fathers drove past us in the family station wagon, tooting happily. All too soon the trip was over, and there we were waiting for the flag to drop, and the racing to begin!

Ben Warden (ZXR750)

= = = = =

WHY LESS IS BETTER - AND HOW IT WORKS

Ever wondered why the latest, biggest (heaviest), most powerful bikes don't quite work the way they claim? Its simple maths really?

Acceleration is determined by $\frac{\text{MASS}}{\text{HORSEPOWER}}$

For this exercise we will only consider peak power, but you should remember an engine with narrow peaky power is almost unusable and performs poorly across a range of RPM as required in real world situations. It may have a high peak but at most rpm's a less powerful broad torque motor will eat it.

Same for engines with built-in flat spots.

After the pork the manufacturer builds in, the next problem for your bikes performance is YOU.

What happens:-

CBR900RR = 185kg	FZR1000 = 220kg	ZZR1100 = 245kg
Me + gear 65kg	Rider A 80kg	Rider B 120kg
Plus fluids 15kg	+ Fluids 15kg	+ Fluids 20kg
<u>Total 265kg</u>	<u>Total 315kg</u>	<u>Total 385kg</u>
÷ rear wheel HP-120	÷ rear wheel HP-125	÷ rear wheel HP-130
Kg/HP = 2.21	Kg/HP = 2.52	Kg/HP = 2.96

Easy to see what accelerates FASTEST!!

All things being equal, tyre compound, engine efficiency and for equal rates of acceleration and deceleration the same rule of thumb will apply to fuel usage, tyre wear, chain wear and brake pad life.

Equally for same brakes and equal pressure the lighter machine will always stop quicker giving more safety in emergency - unless you have something big and PORKY right behind.

So when your buying performance don't just look at the figures, do your sums, AND if all else fails DIET, it's cheap and may just prolong your life.

A.K.

NOMINATION FOR ELECTION AS AN OFFICER OR ORDINARY MEMBER OF THE COMMITTEE OF THE ASSOCIATION

Officers President
 Vice-President
 Treasurer
 Secretary
 Assistant Secretary

Ordinary Members of the Committee

 Club Captain
 Vice-Club Captain
 Social Secretary
 Editor
 Public Officer

I,.....
hereby nominate.....
to the position of.....
Signed.....Date.....

I,.....
hereby second the nomination of.....
to the position of.....
Signed.....Date.....

I accept the above nomination.
Signed.....Date.....

I,.....
hereby nominate.....
to the position of.....
Signed.....Date.....

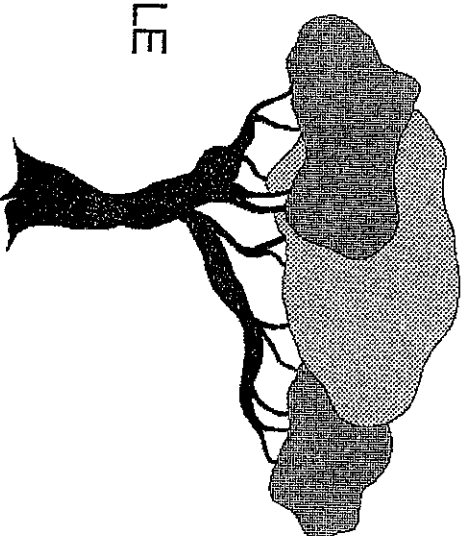
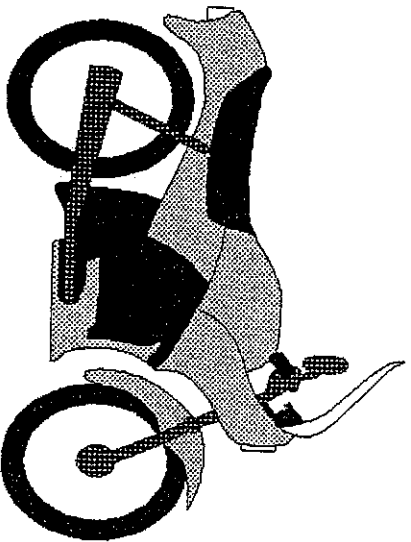
I,.....
hereby second the nomination of.....
to the position of.....
Signed.....Date.....

I accept the above nomination.
Signed.....Date.....

(Please photocopy if more are required).
Completed nominations will be received up to the start of the elections at the Annual General Meeting.

FREE B-B-Q

SATURDAY 16th APRIL

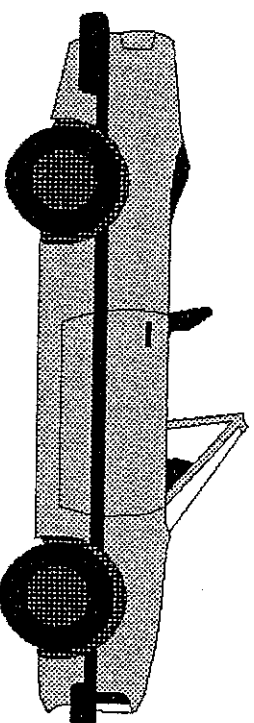


AT: 2A BRISTOL CRES LILYDALE

TIME: 12:00pm

AND YES THERE IS A CATCH!!

I NEED AS MANY PEOPLE AS I CAN GET, TO HELP ME PUT UP MY GARAGE!
ALL I NEED TO DO IS MOVE IT FROM ONE END OF MY YARD TO THE OTHER
AND TO HOLD IT IN PLACE WHILE I BOLT IT TOGETHER!! EASY!!!!!!



PLEASE LET ME KNOW IF YOU INTEND GOING SO I CAN CATER FOR IT.

PHONE: AH 735 3521 BH 484 5021

BYO DRINKS.

MANDY CORRIGAN

