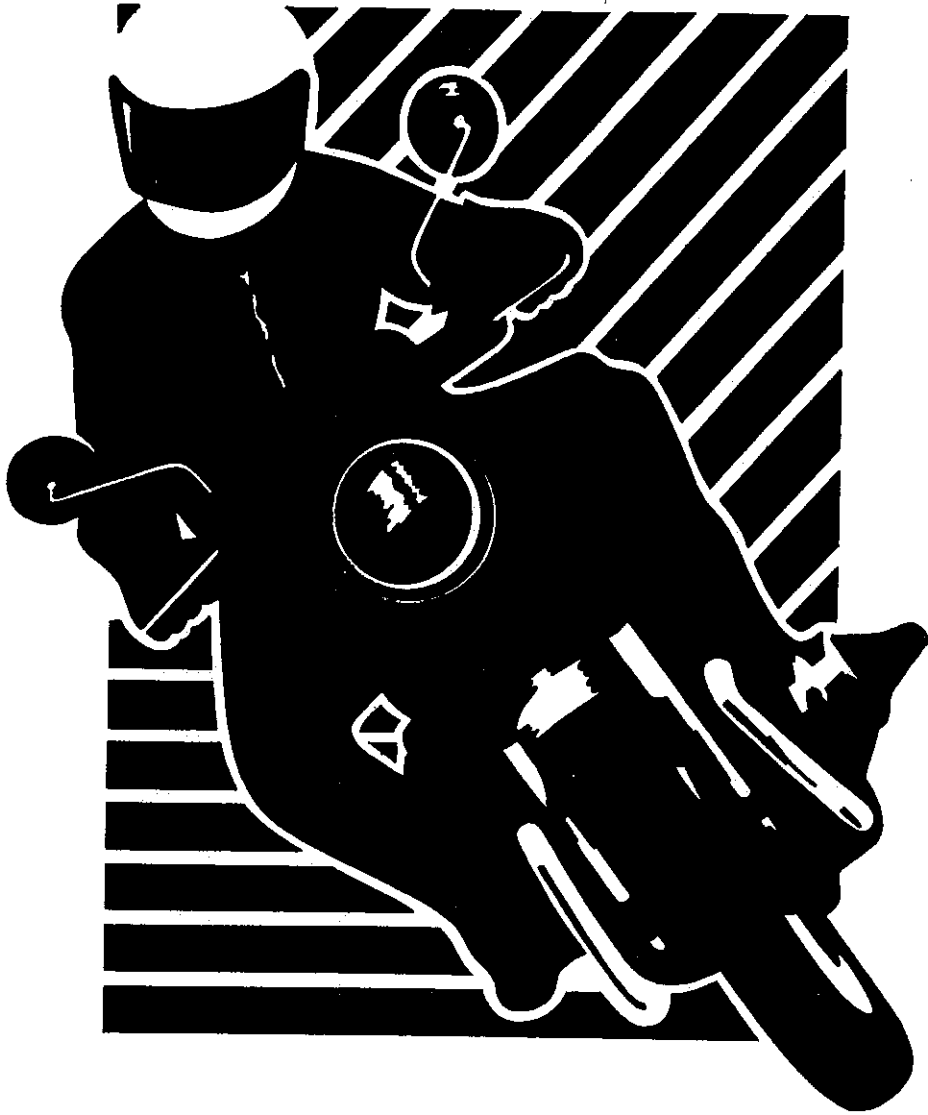


219 5 24

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA INC.**

P.O. Box 453, Richmond 3121, Victoria

# ITINERARY

# AUGUST

# 1994

SUNDAY 7th NARRE WARREN  
TANK MUSEUM

IAN PAYNE leading.

9.30 am KBCP, 10.15am Hallam.

This is a Army vehicle display  
of over 100 different items.  
Admission cost of \$4.00.  
Should be a interesting day.

SUNDAY 11th DAYLESFORD

@ BEN WARDEN leading.

9.30 am KBCP, 10.30 Yarra Glen.

Yarra Glen to Daylesford  
should be some go roads in-  
between, then a Whittlesea  
break up.

THURSDAY 18th

SOCIAL SIP. AT ANCHOR & HOPE TAVERN.

% % %

481 Church st Richmond.

6.30pm onwards.

SUNDAY 21st CASTLEMAINE.

ECONOMY RIDE.

TONY SCHRADER leading.

9.30am KBCP & 10.30Whittlesea.

Fuel economy how good can you  
be. The economy stage will be  
from Whittlesea to Castlemaine  
a total of 160kms. Good luck.  
Break up will be at Melton.

SUNDAY 28th LICOLA.

ROB LANGER leading. @

9.30am KBCP & 10.15 Hallam.

This will be a long ride,  
down Gippsland way. Twisty  
roads and great scenery.

SEPTEMBER

THURSDAY 1st General Meeting.

AUCTION NIGHT.

A very popular night, so bring a long your goody's  
and make a little money or spend a little.

The meeting will start at 8.15pm SHARP.

SATURDAY 3rd DYNO DAY.

AT: DYNOBIKE

26 stafford st Huntingdale.

\$20 per run (includes printout).

Find out just how well your bike is or isn't.

# GENERAL MEETING

7TH JULY 1994

Meeting Opened : 8:15 pm, Fairfield Anglers Club Hall  
Attendance : 31 members, 6 visitors.  
Apologies : Anita Gouthro, Peter Philferan,  
Vicky Warden.

Captains Report : JUNE

## SUNDAY 5th JUNE

Yea  
Leader: Mark Dennis  
Weather: Overcast, cool.  
17 bikes, 17 people  
14 members. 300km

## WEEKEND 11th-13th JUNE

Eden  
Leader: Ian Payne  
Weather: Fine and warm.  
6 bikes, 11 people,  
8 members.  
Incidents: Won seafood  
platter at hotel, Marty was  
chased by cops on way home.

## THURSDAY 16th JUNE

Social sip.

## SUNDAY 19th JUNE

Science Works  
Leader: Ian Payne  
Weather: Overcast, cool,  
few showers.  
6 bikes, 15 people,  
13 members. 200km  
Incidents: Tom Saville had an  
accident with car near car  
park, min. damage to Tom and  
P.D., car fared worse. Tony  
Schrader booked for obscured  
no. plate \$110 fine

## SUNDAY 26th JUNE

Inverloch  
Leaders: Les Davis  
Ben Warden  
Weather: Overcast, cool, damp  
roads.  
10 bikes, 10 people,  
8 members. 350km

## General Business:

1. Les Davis is currently holidaying at Alice Springs.
2. Captains report delivered.
3. President previewed upcoming rides.
4. Peter Philferan is recovering well at the Royal Melbourne Hospital. Andrew Douglas is also in hospital.
5. Engagements: Michael Chan and Nadene  
John van Dorp and Dot Schwarze
6. Ben and Vicky are the proud parents of a brand new baby girl.
7. This weeks door prize is courtesy of Parts and Pieces.
8. Memberships are due and new itineraries have been printed.
9. Ambulance Officer Kevin Masci presented an enlightening talk on the important subject of first aid.
10. Kylie Hillier has been this weeks lucky winner of the door prize.

Meeting Closed 9:10 pm.

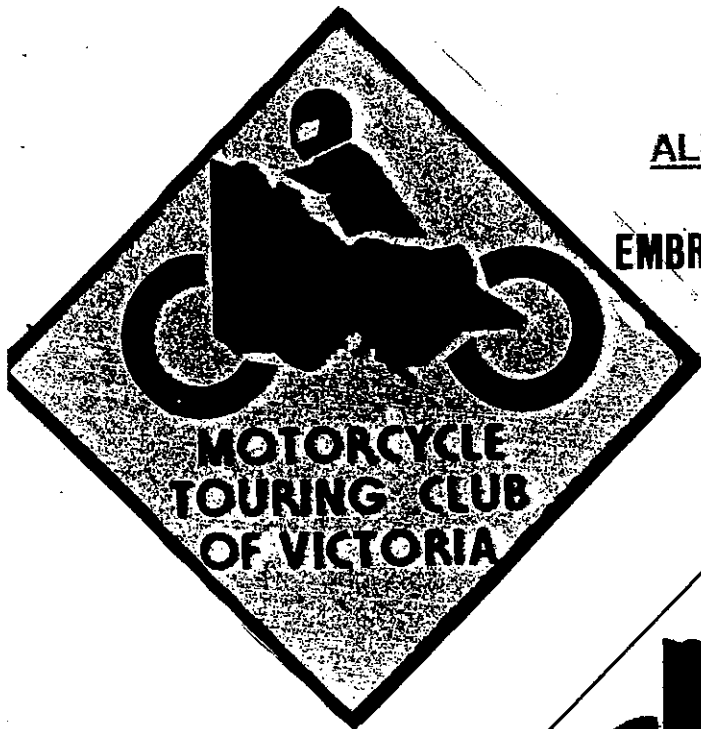
WHO'S NEWS.

- (1) PETER PHILFERAN is still in the Bethesda Hospital and all reports say he is doing well. So don't be slack like me, and drop in and say high. The Hospital is in ERIN st Richmond. HI PETE.
  - (2) Congratulations to BEN and VICKI WARDEN on the birth of Miss Fiona Katherine born on 6/7 and weighing in at 7.5lb.
  - (3) Andrew Baker has put a few scatches on the bike after a front end loose, coming down the reefton spur,
  - (4) Tom & Andi are of to the wide open spaces again, a place called Anado Homestead, there (find that one) ha. Also ask Tom about his win re; bike repairs.
- 

## MEMENTOS

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### ADHESIVE STICKER



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### METAL ENAMEL BADGE



Yellow with Black Logo

\$6.00 each.

Ear Plugs 0.30 cents each.

TOORONGA FALLS, SUNDAY 3rd JULY.

RIDERS.

Jack - Triumph 900	Andrew B. - FZR 1000 (desparado or suicidal)
Jeff Jones - RZ 350	
Rob Langer - VFR 750	David B. - CBR 1000
Ian Payne - GSX 750	Steve Leyland - GPZ 750
Andy - TDR 250 (11cc added from 239)	Tom Saville & me - FZR 1000
Sam S. - FZR 1000 (new bike lots of smiles-no complaints)	
Martin Thomas - GSXR 1100	Tony Shrader - Leader
David Ward & Dianne - ZX10 (Dianne sold her GPZ 250)	
Deveria - R100GS	Patrick - GSX 750
Phillip & Denise - XJ 750	Ben & Beeper - ZXR 750 (we all know beepers are out of range in mountains)
Vicky - Virago 250	
Leslie - Zephur 750	

19 bikes total.

So its Sunday morning, suns shining and I've got a weeks holiday. No kids (today), my friends left for work and bugger the housework and garden. I want to go on a bike ride. I could tootle along on my bald tyres or go for a real ride, pillion with Tom. Yep, I'll call Tom and Andy who after checking the weather and itinary, finish their breakfast in bed and agree. Woopi!

S off we head to Hallam. I've got my knees tucked up high under my armpits pitched up high on the FZR, wishing I had handle bars eventually to find out it does on the seat - they sure help you feel more secure especially during mono's. Andy's riding over all the bumps and breaking to feel out her new suspension (which by the end of the day she claims is no good).

At Hallam the group grew to a good turnout - alot of new faces and beautiful new bikes, plus some old familiar faces and bikes. Even Ben was there gaining his points - not too sure if he lost points at home with baby due. The sun continued to shine all day - some mild wind bit I didn't hear any loud complaints. As pillion I was completely satisfied with the weather.

We rode basically around Poowong and Leongatha and then lunched at Dumbulk where we sat out at tables and chairs in the sun, groups scattered and discussed the various bike performances. I hear Andys 250 tops 170 km per hour with the added cc's, not that she tried on the open road as thats illegal speed. Also for the ladies queing for the loo, Andy says the mens didn't have any "you know whatsits", she just warmed up the seat.

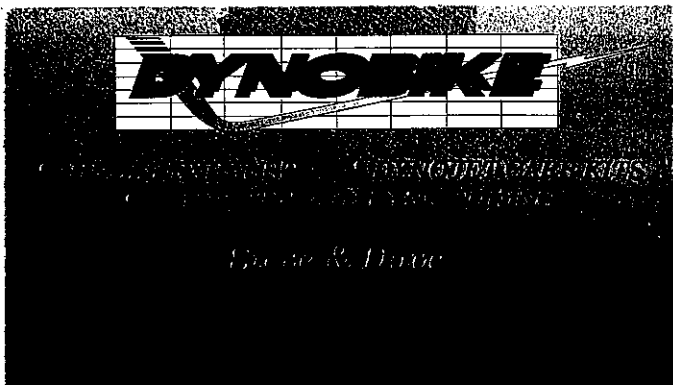
Once on the way again we went through Mirboo, Trafalgar and Nerrim and Noogee. When we got to the falls quite a number of the riders took off without climbing the hill to see our original destination. I wonder if they were unfit, only in for the rev's, or had seen it all before. I after puffing and panting up the slippery hill, enjoyed the Falls, thanks Tony. I may bring the kids someday. What was left of the group then headed back to Melbourne not without a few mono's by various members. Something that I can only enjoy as a pillion with Tom. Who needs Luna Park or 3D movies. Thanks Tom for another great ride. Thankyou to Tony for organising and leading the ride and to the various rear riders on the day.

ANITA VF500F

THINK ABOUT THIS THE NEXT TIME YOU OVERTAKE ON A BLIND CORNER.

\*\*\*  
**AUSTRALIAN** motorcyclist Brian Keown was killed last month while participating in the weekly Sunday Morning Ride north of San Francisco. According to a report in San Francisco motorcycle paper City Bike, Keown, 39, was killed instantly after hitting a car head-on. The report said the car had first been hit by a motorcyclist who had crossed onto the wrong side of the road in a curve after passing the group Keown was riding with. The car spun out of control into the oncoming lane, and was hit by Keown, James Rounds of El Sobrante, and Julian Neff of Oakland. Keown and Rounds were killed instantly, while Neff died later at Santa Rose Memorial Hospital. The motorcyclist who caused the pile-up, Lincoln Linsmith, 30, of Oakland, escaped with a broken ankle while the car driver suffered chest and facial injuries.

*Tom.*



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*Tony C. Carroll*  
MANAGING DIRECTOR

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SUNDAY 10th JULY

ECHUCA - MOAMA

TONY SCHRADER CBR1000  
CRAIG MORLEY FZR 1000  
GARY CLIFTON ST1100 (REAR)  
BEN WARDEN ZXR750  
ANDREW KENNEDY CBR900  
DANNY VITS ZEPHYR 1100 (1st ride)  
STEVE TAYLOR GPZ900 (1st ride)

With all the formalities out of the way we headed off to Flowerdale. The rain and roadworks along this stretch of road make for a more cautious and slower speed than usual.

At Flowerdale we head to Broadford with some Diesel evident through the last corners to Strath Creek causing Danny to lock up his rear brake and do a bit of gardening, fortunately keeping the rubber side down. The diesel spill trailing all the way to Broadford keeping everybody alert.

At Broadford we head north up the Sugarloaf Creek Road and across the second bridge which was extremely slippery had a few of us locking rear brakes as there's a sharp right hander at the end of it.

Nearing Seymour and the Hume, I keep a lookout for white cars with flashing lights lurking about, none around today.

Taking the road to Mitchelstown a deceptive off camber left hand bend has everyone heading for the wrong side of the road.

We arrive at Nagambie for morning tea, this being the first stop for the day so far. It gives everyone the chance to recount the mornings more interesting moments.

Morning tea finished and we head across the Goulburn Wier Bridge to Murchison with the roads finally drying out. Across to Rushmore, north to Stanhope and north still to the Echuca-Kyabram Road at a nice sedate cruising speed and then to Echuca.

Having not been to Echuca before I'm not sure where to go for lunch so its a bit of a tour around Echuca. We stop and after some discussion with the older members we head to Moama for lunch.

Lunch finished we head back over the river to the Port of Echuca Museum, for a bit of a look see at some Paddlesteamers. Craig, Ben and I were quick enough to get into the Museum for free having thought the advertised \$5 and \$10 must be for cruises on the boats. The rest of the group not being so lucky. After a short look around its time to head for home as its now about 2:30PM..

We take the Northern Hwy to Rochester and then the Rochester-Heathcote Road, back to the Northern Hwy. Its here that we recieve the first sign of police ahead by the flash of headlights and a very enthusiastic push bike rider. We arrive at Heathcote to be greeted by a booze bus, but none of us were analysed. A quick afternoon tea and were off again to Tooboral, Romsey where Gary and danny depart. Romsey, Wallan and to Whittlesea for break up at about 4:30pm. A distance of about 450km.

TONY SHRADER CBR1000



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L DE03

THE AUGUST DOOR PRIZE HAS BEEN SUPPLIED BY DYNOBIKE .THANKS DAVE & STEVE.  
DONT FORGET DYNO DAY SATURDAY THE 3rd OF SEPTEMBER..



MEMBERS

Patrick Tayeh GSXR750	John & Dot VF1000	Tony Schrader CBR1000
Alec Brown GSXR1100	Mark Dennis GSXR750	Colin Davies FZR1000
Les Davis Silverwing (rear rider)	Ian & Kerry GSX750	Tom Alphabet Car
Andrew Dunn K100	Alan Humbert & Michael CB750	David Ward & Bromwyn ZX10
Steve Leyland GPX750	Craig Morley FZR1000	Andrew Platt KLR650
John Morley XJ900	Rob Langer VFR750	Geoff Jones & family Car
	20 members	

VISITORS

Danny Vits ZEPHYR1100 (2nd ride)	Phil Smith CBR600 (1st ride)
Debbie ? GPX250 (2nd ride)	Nick Thomas ZXR750 (1st ride)
Davorin Zivkovic PARIS DAKAR (3rd ride)	Brian Orriss BMW75S (1st ride)
David Moore GSXR750 (1st ride)	7 Visitors

Hearing the alarm ring at 7:30am the first thing I did was look out the window. YOU BEAUTY! What a ripper. My first ride as a leader and slightly optimistic on how the day would turn out.

At the car park at about 9:10, 9:15. Shit all these bikes and more till 9:30 but not all a full tank of fuel.

Down the Bully to South Morang Go-Karts. Shit hot fun. First round, I spun out and stalled, second round Alec Brown spun out but kept on going. Fastest lap was Kerry's diesel powered Kart. All morning there were grins, lies, smiles and laughter. There were even wheels coming off. We left at 1:15 a bit late.

Ride time. The plan was Kinglake West, Flowerdale, StrathCreek. Lunch at Yea, down to Toolangi, Healsville and back to whittlesea, 255km, but it didn't work that way.

1. First time rider ran out of fuel. Thanks to Les (rear rider) who got him going again.

2. At the servo Phil CBR600 that just ran out of fuel buys a meat pie! More time wasted, by the time lunch was finished we headed down the road to the wet State Forest. At this time I said to myself, Shit by the time we do this road and head back up, it will be very late at Healsville. David Moore (1st ride) had a major fuel problem on reserve. After filling up the tank the problem was solved, but still a mystery. At this time most people decided to go home. All in all I had a good time and I believe most did also. Thanks from Pat your 1st time leader.

The trip to Barwon Heads turned out to be most enjoyable with Darren on his Mighty Four leading, and at his suggestion, made first stop just outside Geelong to go for a ride on a steam train. Not knowing what we were in for we all boarded it only to be told by an official that this run was being televised by channel 7, who wanted it for the news at 6.30 that night. So we talked and smiled, not at the camera for fear we might break it, and waved as the train went up and down the track a couple of times, and when disembarking Darren was trying to steal the show by carrying a baby off the train. What fun.


After the train ride we proceeded for Barwon Heads. On arriving we had lunch on the foreshore, no game of fris? Then around to the surf beach, where Chris and Shirley (Girls) had a swim. We then all made for Ocean Grove where we refuelled our tanks before heading home with Chris showing us how to do a u turn and finishing up dropping her bike right on the corner.(p;s because the drain was higher than the Gutter?' Fortunately no damage).

While going through Geelong we were confronted by a hail storm that lasted about half an hour, enough for some members to finish up like drowned rats, (ask Les Bennett), by the time we got to Werribee it was all over. Continuing we went to K.B.C.P. and dispersed, with most going to Peter & Loise's flat to see ourselves on tely. But much to our disappointment we only saw the train with people waving and a close up of the driver at the controls. We all then went to the Chow shop for tea after an exciting day.

PETER PEE.

ATTENDANCE.

Darren Room	750 Honda
Big Daddy	450 Honda
Les Bennett	450 Honda (new)
Peter & Lois Hansford	175 Honda
Brendan	500 Suzy
Christine	250 Honda
Kurt, Debbie & Mathew	Fiat
Shirley	Car



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YARRA SCENIC RIDE: 24 JULY 1994

LED BY ANDI SIRINGER

I started out this morning a little hesitant, I wasn't going to ride with the Touring Club until I had become used to the jump in size from a little GPZ250R to a somewhat bigger CBR600 (I know this is still small to a lot of you guys but to me it's big!). But I figured being called a "scenic ride" it would be a good one to start with....the majority of the ride was a lovely scenic ride, but of course a touring club ride up the Warbie Highway would not be the same without the traditional squirt up the Reefton Spur.

There was a very large turn-out, and the ride left Kings Bridge Car Park at 9.30 sharp with Les as rear rider, with no second pick-up point, and started by following Alexandra Parade onto the Yarra Boulevard. Here while cornermarking at MacRobertson Bridge I noticed some seemed to be enjoying the scenic ride while some seemed more intent on getting the bike so far down they would have had a lovely view of the white lines!

From the Yarra Boulevard we cruised up to the Kew Boulevard, on which the Club seemed to proceed along on at a "legal" speed (unusual!) seeing as there were so many bikes, and on which we had our first scenic Yarra stop, and where I found out I could no longer put off doing my first write-up, as Andi asked me so nicely to do it I couldn't refuse!

After the Kew Boulevard we headed north to the Ivanhoe Boulevard, one which gives those with "chookies" a chance to really play with their toys, while those of us on road bikes just had to hang on to the handlebars tightly and try to find a small trail somewhere between the potholes!

The ride then went up through Heidelberg/Lower Plenty/Eltham to Warrandyte at which we had our second stop on the Yarra at 11.00, at which some people decided an early lunch might hit the spot. It was so far a perfect ride, plenty of sunshine, beautiful scenery and no mishaps.

We then took the back way around to Yarra Glen and took the Healesville-Yarra Glen Road, a road on which two of our first-timers decided to go bush! Scott on an RZ (who by the end of the day we discovered was severely hung-over after 2 nights of drinking and fell over at the lunch while not even on his bike!) failed to take a corner and ran off the road, but managed to keep his bike upright, and Matt on his trailbike attempted to take a right-hander by going straight-ahead! He also managed to keep the bike upright though and find the road again.

On through Healesville/the Don Road across to Launching Place and onto the Warbie Highway..on which our hung-over Scott decided to go bush-bashing yet again just out of Warburton, amazingly his bike stayed upright again, he seemed to have better luck riding than walking! We stopped for fuel at Warburton, then headed up the Highway, with a couple of lovely detours along side roads on the way, to the Upper Yarra Dam. Andi and Tony were the only ones to actually ride "from one end of the Yarra to the other", the rest of us were waved in to the picnic area by an enthusiastic Sam waving and pointing to the carpark! On realising our front rider was nowhere to be seen around I continued up to the top of the road, finding Ben and Geoff diligently cornermarking wondering who on earth must have crashed, and Andi and Tony up the top wondering the same thing.

The barbecue lunch was a great success with a massive turnout, I was told it was easily as good a turn-out as the Christmas functions, there was no shortage of food, sun, and talk of the ride (and burnt onion rings on the barby!). Gary produced photos of the Port Campbell weekend (proof of Lisa, Craig and Ian going into prohibited areas!) and the Phillip Island racetrack day. Rob Langer met up with the group near the Dam, and told me later a mate had borrowed his Fireblade and was MEANT to meet up with him to return it for him to ride through the Spur...but seeing as his mate seemed to be having fun somewhere else on the Blade Rob had to be content with his R100RS.

Put the Touring Club this close to the Reefton Spur and there is no way there won't be a free-for-all through the Spur. So after lunch "whoever felt like it" (which was almost the whole group anyway) went to do the Reefton Spur. Tom gave Sam a ride into the Spur to leave him at a corner with a camera to take photos of everyone coming through (Sam if you can get those guys taking those corners at those speeds not blurred I really admire your photography skills!)

The ride up the Spur was incident free but "quite quick". Andi and I headed back before the others to get a bit of a clear start but when we reached the lunch area again and had still not seen most of the others we began to wonder what had gone wrong. Ian who had been cornermarking at the end of the Spur came back and informed us that Andrew Baker had gone down. Apparently he had been riding extremely fast and seems to have braked slightly on a white line through a left-hander. Craig was close enough behind to be thankful he wasn't collected and said the bike went down the road spinning on its side in circles. Tom was close enough behind to say he just saw the bike disappear in a cloud of smoke and dust. Amazingly Andrew was not seriously hurt and his bike was actually rideable, he rode straight home from that point. Those of us who had returned to the Dam then formed the ride again to return to Lilydale with Andi resuming her front rider position and Tom Saville offering to be rear rider.

In Lilydale we regrouped, it was now 4.30, a few went home (one because he had no tail-light, a handy feature on the Fireblade hey Rob!) and a few of us (Tom & Andi, myself, Debbie, Matt, Alec and John Barta) continued on to Mandy's house in Lilydale for a caffeine fix (and to be shown a "wasps nest" in her lounge room wall!...by the way, if there are any wasp-removal-experts in the Club Mandy would love to hear from you!) and then finally headed home. Congrats Andi on organising and leading a fantastic ride which was enjoyed by all and thanks to Les for being rear rider.

DIANNE WELSFORD

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At the end of this article is a list of the many on the day's ride-- around 30 bikes.

Just shows the attraction of stating "Leisurely" and "BBQ" in the itinerary and the club magazine !

Andi Sirninger. devised the intricate route following the Yarra from KBCP. Said she rode it five times to get it right( four times lost, the 5th successful eh?)

What a diversity of bikes.... just what the club needs to maintain member interest. From 250 two stroke to Harley cruiser and (almost) everything else.

Andi led us, with Les Davis rear rider, over the Richmond , Kew, and Ivanhoe boulevards, through the wilds of Rosanna where the road was like a rough course, Lower Plenty and into Warrandyte for coffee stop. Then Wonga Park, Healesville, Yarra Glen, Warburton and to the Upper Yarra Dam.

The river was visible in all it's moods (cliche) for most of the run-- how did you manage it Andi ?

After the BBQ lunch some-most did the Reefton Spur run "up and down" and unfortunately Andrew Baker contributed the only incident ( means crash) of the day. The FZR front end let go on the Spur, apparently brake-lock on the centre white line.

A spectacular slide off down the gully with much cosmetic damage, but rideable.

Fortunately also cosmetic damage only to Andrew, protective knee armour took the brunt of contact.

Following this sobering experience, many left the ride at the Dam with others riding to the Lilydale break-up.

This 300 Km home-to-home ride was excellent and should be included again in a 1995 itinerary, thanks Andi.

Attendee List courtesy of Ben Warden

ATTENDED BY: Andrew Baker FZR1000 / John Barta R100GS / Alec Brown GSXR1100 / Gary Clifton and Crystal ST1100 / Mark Dennis GSXR750 / Geoff Jones RZ350 / Les Leahy and Dianne DOMINATOR / Craig Morley and Lisa Johnstone FZR1000 / Daryl Otzen R65 / Ian Payne and Kerry Gooding GSX750 / John Riddett K100RS / Tom Saville FZR1000 / Tony Schrader CBR1000 / Andi Sirninger TDR250 (LEADER) / Patrick Tahey and Katrina GSXR750 / Danny Vits ZEPHYR1100 / Ben Warden ZXR750 / Diane Welsford CBR600 / Jack Youdan TRIUMPH900 / Debbie Eckert GPX250 / Rob Langer BMW / Andrew Douglas CBR900RR / Daid Moore GSXR750 / Steve and Danielle GPZ900 / Leanne FZR600. A Couple FZR600 / Matt Bolten / Mark Oliver GTR1000 / Scott RZ250. Davorin K100RS / Doug HARLEY / Les Davis GL500(rear rider)  
By Car: Sam & Rita & Baby Siranni. / Dot Swarze & John Van Dorp. Andrew / Pam / Naomi / ?????.

-----o-----

P.S. One highlight noted was the gloves of one of the female riders.... finger ends cut off to allow freedom for long, red nails !

Jack Youdan.

# Andi's Scenic Ride



Upper Yarra Dam BBQ



Didn't you READ the SIGN, Andrew?

# CASTROL CHRONICLES

## THE WHIFF OF BURNING OIL THAT MADE A WORLD CHAMPION

*Recovery from the Second World War was a long slow process. Many International sporting events, including Grand Prix car and motorcycle racing, didn't resume for several years after the conflict had ended.*

The tragedy was that the pre-war stars lost ten of their best competitive years, few reappeared on the scene, giving way to a new generation to continue the tradition.

One of the earliest motorcycling success stories of the post-war era was a shy, diminutive Englishman Geoff Duke. Duke claims that his motorcycle interest started one Sunday morning at the age of ten, when the tantalising aroma of Castrol R (generated by passing motorbikes) wafted in through his bedroom window. Little did he know that one of the tireless supporters of his brilliant career would be Castrol.

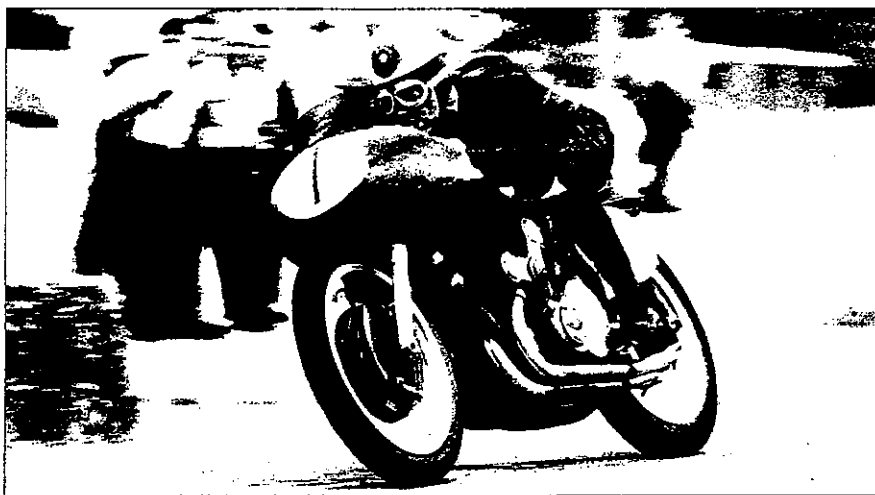
During the War he was a despatch rider with the Royal Corps of Signals and after demobilisation in 1947 he put the skills he'd learned to good use by successfully competing in trials. His outstanding ability attracted the attention of the famous Norton factory, who employed him in 1948 and encouraged him to go road racing on their machinery.

After winning the Manx Grand Prix in 1949, Duke was invited to join the official Norton road-racing team and contested the 1950 World Championship in both 350cc and 500cc classes. His win in that year's Isle of Man Senior TT & a 2nd in the Junior gave notice that a star was born.

In 1951, Duke swept all before him on Manx Nortons & became world champion in the two classes he contested. He repeated the success in the 350 class the following year. However, difficulties with Norton's notoriously obdurate management saw Duke switch to four wheels.

company was that if he did he would never drive for Aston Martin or any other worthwhile British car. When he told this to David Brown, owner of Aston Martin, the latter replied, "Geoff, you will be using Castrol in our cars!"

Four wheels didn't suit Duke (but he showed enormous promise) and he returned to motorcycling on the Italian Gilera, going on to win the 500cc class in 1953, '54 and '55, making him six times world champion. The familiar sight of Duke tucked in behind the



*Geoff Duke, well down behind the flyscreen at Bandiana.*

He joined Aston Martin, only to discover that they were contracted to another of the big oil companies. Duke had received much help from Castrol during his career and his loyalty and belief in Castrol's technical superiority was such that he wanted to use their oil in the car. The reply from the other oil

fairing, the red rose of Lancashire emblazoned across the front of his helmet, sweeping to victory after victory, created a true English hero and delighted the crowds wherever he rode.

Geoff Duke now lives on his beloved Isle of Man and maintains close links with motorcycle racing.

Liquid Engineering



## The Corner Marking System Explained

PART-(1)

*Easy to understand, the corner marking system is one of the strong points of our Club. For it to work well it is important that everyone has a thorough knowledge of how it works and the underlying philosophies. In no way is it perfect: we are always looking for ways to improve it (and everything else). To this end, if you have an idea or any constructive criticism please inform us.*

*Historically this article was written for the benefit of new and prospective members back in 1988. They were given a copy of it or received one in the post. Later it was given to new members as part of their show-bag of Club goodies. It was written with a view to it being of a timeless nature, wholesale modifications being hopefully unnecessary. Reprints have appeared in the Club Magazine ever since. This latest version attempts to remove some of the sexist language and expand on some of the perceived problem areas. Hopefully there is something in it for all of us, new or old.*

There is a "leader" and a "rear-rider". Ideally, no-one passes the leader and the rear-rider passes no-one. When the leader comes to an intersection at which he/she is deviating from straight ahead, or there is any likelihood of confusion, he/she will point to the side of the road indicating that the following two riders are to stay there "corner-marking" until all the remaining riders have passed through, and the rear-rider arrives. The corner-markers then proceed until next required to "corner-mark".

By corner-marking we mean indicate (by preferably blinking or pointing to) the direction the following riders should take. Good corner-markers work as a team positioning their bikes to indicate the direction taken by the leader.

*Here we are falling down quite badly. Be considerate! Corner marking is not the time to gamble on completing smoking a cigarette before the rear-rider arrives. The rear riding position is onerous enough without making him/her wait while you hastily prepare to leave.*

**Use your blinkers!** *A hand signal is at best unreliable, and at worst non-existent. It is easy to get talking and forget about the rest of the riders. (Bikes with total loss electrics are excused.)*

**Be safe!** *Parking on the "riding" line is very dangerous. Park as far to the left as possible, or better still and where appropriate, mount the kerbside, traffic island, median strip etc. Otherwise you are likely to get run into, not by the bike approaching, but the one behind who does not have a fair view - or worse still, the car behind the car. If some one is carrying a bit too much speed, then the riding line should include the "wide" riding line and the "straight ahead" riding line, especially at "T" junctions at the end of dirt roads. It is probably better to never "double park".*

**Be in communication!** *Ideally park within talking distance of your corner-marking partner. At worst the partner should be at least within visible communication in case some action is required.*

**Be visible!** *Positioning your bike to indicate the direction taken by the leader only works when that bike is visible to the following riders. Otherwise it is useless. On right hand corners it seems to work well, especially at "T" junctions where one bike can park at the*



9 People, 8 Bikes

ZXR750	Ben Warden - leader	GPx750	Steve Leyland - rear rider
CBR1000	Tony Schrader	FZR1000	Craig Morley
Dominator	Robert Blakeley and Kerry	K100RT	Davorin Zivkovic
GPz900	Steve - 4th ride	CBR600	Phil Smith - 2nd ride

I arrived at KBCP to catch Steve and Phil talking tyre pressures. As no-one else seemed to be coming we set off a few minutes after 9.30 am, despite Steve wishing to wait for late comers. It seemed to take forever to get out of the city, Steve managing to catch most red lights. We took the usual route via the Kew Boulevard, Eastern Freeway, Warrandyte and Christmas Hills to Yarra Glen. The roads were mainly dry, despite the dismal forecast of rain and gale force winds.

At Yarra Glen we picked up a few more riders, scooped some morning tea, and I took Davorin's new membership details. Surprisingly Tony and Craig had turned up, trusting an early morning peak out of the window to be a better guide than the weather man. Alas, the horizon had turned decidedly gloomy now, mist and rain hanging over the soon to be traversed mountains. Off we sailed.

The Black Spur came and went and at the Marysville turnoff I was surprised not to see Steve (GPz900) leading the charge. Apparently he had pulled out with chain wear problems.

A few kilometres out of Marysville we saw snow and it wasn't long before we were riding in the thick of it. It was freezing, our visors were fogging/freezing up. It was raining, then it was snowing. Snow was falling from the trees in big clumps. It was impossible to ride with your visor down, and quite painful with it up, the water particles (water, hail, ice, snow) pricking like needles. We slowed. Cars, cars, cars. Fog. The road started to get slushy. We reached the turnoff and regrouped at the fee collecting booth.

Decision time. The cars were required to put on chains a few kilometres further up. The cost was \$3.00. We were already freezing cold and wet. Those riders wearing glasses were finding the going particularly tough. Most bikes' steering was light at the front end as the front tyre scumbled for traction, and it would only get more "interesting". A few riders had noticed the almost complete lack of brakes - freezing disks and pads. The decision was obvious. Proceed.

My feet and hands had already started going numb and my Dri-Rider had strangely started leaking around the shoulders. We plodded on, sitting on around 35 km/h (which is very slow) in third or fourth gear for the remaining 9 km to the top. The ice and snow got thicker, the traffic heavier, and the riders colder. Visor scraping was performed with the thump and forefinger, removing the ice forming inside and out.

Whoosh! Holy smolly. A land cruiser pushing a snow plow, straight out of "Mad Max", was "flying" down the mountain. Scared us.

Eventually we made it. Parking was not too bad, though the attendants weren't sure quite what to do with us. I pointed to where I wanted to go and they let us. If they had put us at the lower carpark we would not have had enough traction to get out!

I think you would describe the conditions as "artic". It was snowing heavily and it was blowy. We headed for the shelter of the trees and started the walk to the summit. After a 100 metres or so we decided we were all too old and unfit, and proceeded to have a snowball fight instead. Unlike other years the snow was very soft and fluffy. No loss of blood occurred. Tiring of this we headed for the kiosk: food and warmth.

With appetites sated and bladders relieved we prepared ourselves for the downward journey. The screen on my bike had iced up. Soon we were on our way, and so long as you kept the front tyre in the wheel tracks, and weren't required to stop or turn suddenly, things were ok. It was colder going down!

My toes felt like someone was sawing them off, and I immediately thought of Darryl Beattie and his loss of toes (caught between the rear sprocket and chain) and decided to think about something else. Suffice to say I was never so glad to see plain wet road.

At Marysville we regrouped. It was still raining. The wise ones congregated around the hot food display windows, sucking out the warmth. I don't know how Kerry survived in just runners and socks. Steve was having trouble with the GPx running roughly, but draining the float bowls seemed to cure the problem. Kawasakis from the era seem to ingest water through the air box, collecting in the carbies.

Everyone was fairly knackered so we decided to call it quits and head for Yarra Glen and break up. The Black Spur was a delight, the ZXR (with fully sorted suspension) crying to be ridden hard. I think everyone enjoyed the day, in a masochistic sort of way! It makes for a tall tale. Arrived home at 3.30 pm, the bike showing 36,000 km on the odometer. Craig was going to wash his bike but I just locked mine in the garage, lubed the chain and headed for a hot, tingly shower. Hmmm.

Ben (ZXR)

ECONOMY RUN - 4/4/71.

It seemed as if it was going to be a miserable day when we arrived at the car-park, but as it turned out, it could not have been better.

Everyone started rolling up at about 8.45am, and, as they did, they were told to fill up with petrol. One smart cookie even pushed her bike back from the service-station. We couldn't guess who that was, could we, Lyn? Peter P., Jerome, Mark, Pretzel and myself then left for Euroa, where we were to check the bikes in. We were only there about 10 minutes before the first bike arrived, and he told us that to save fuel, he did 80mph in places so he could get there quicker, and not use so much petrol!!

After that, they started arriving at about 5 minute intervals, until finally, at about 12 noon, the rest arrived in a great bunch. As soon as each bike arrived, we filled up the tank and checked the gallons and prices of petrol that each bike took. After doing this, we all had lunch at the restaurant with everyone swapping stories of how they tried to cheat out of using too much petrol, and how Suzi 350's get very high fuel consumption. During lunch, it was decided by a select few that we would go home through Yea and Whittlesea. I don't know who the rat-bags were who suggested going home that way, because they ought to have their heads read!

The road to Yea was alright, even though your correspondent nearly ran up the back of another car. It was the road to Whittlesea that was the killer. It worried me so much, with all that dust, I just wound the windows up tighter, but poor Robert K. had to suffer in silence in his soft-top jam-jar.

Anyway, we all proceeded back to the Bowl slowly but surely, past the Broadwings sign, the pink houses and Molly Strugnell's pub. I still haven't found that 2nd voting sign, yet. After scraping off dust and dirt, everyone marched upstairs to have tea, only to find out that there was no tables and that they had to wait. Apart from all that, a very enjoyable time was had by all, I think!

ECONOMY RUN - EURORA 4/4/71

Not as many bikes turned up for the economy run as for a normal run - wonder why?, some must be scared of an honest contest of m.p.g. Every now and again you hear of these fantastic mileages, you give them a chance to prove it and they chicken out.

Admittedly some didn't come because they would have had a pillion reducing their m.p.g., so next time we shall make an allowance for pillions. However there were 2 bikes with pillions.

The ride up to Eurora was at your own leisure and speed, with members stopping at various places and arriving in time for lunch. Most popular speed seemed to be about 50 mph.

After lunch at Eurora, we headed for Yea, Flowerdale and back to town via Whittlesea.

On the way back, we traversed across some of the roads the recent day trial went across, giving those that couldn't follow it a chance to be led across part of it.

After the ride I realised one of the few advantages of rain to a motor cyclist - it settles the bloody dust, and boy it was thick on some of the roads, and the convoy was a little split up. In fact I was rear rider and didn't see any one until the bowl, although I believe I passed a few - told you the dust (of the bull type) was thick.

Bruce Higgs

RESULTS were:-

0 - 200 cc

1. Lyn Patulloock	175 Honda	121 MPG
2. David McFarlane	125 Honda	101 "
3. Bruce Kennedy	125 Honda	95 "

200cc - 500cc

1. Brian Murphy	500 Suzuki	91½ MPG
2. Roger Holt	250 Yamaha	84 "
3. David Cummings	250 Suzuki	76 "
4. Howard Higham	350 Yamaha	75 "
5. Gary (new member)	250 Honda	75 "
6. Bob Paulin	350 Suzuki	62 "

over 500cc

1. Warren Mayfield	750 Guzzi	81 MPG
2. Bruce Higgs & Cheryle	650 Triumph	73½ "
3. Graham & Pillion	750 Guzzi	73 "

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

**MEMBERSHIP RENEWALS**

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

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

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

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

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

.....

Name .....

Change of address .....

..... Postcode .....

Change of telephone number ..... (Home / Work)

Change of Motorcycle Make ..... Model .....

**Membership Renewal**

Enclosed is a cheque for \$20.00 (full membership)  
\$10.00 (associate membership)  
which represents payment for the forthcoming 12 months

Please provide the following details on the membership list

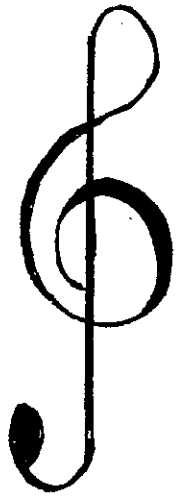
Please return this form to the address shown above or to me at the next meeting.

Thank you

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