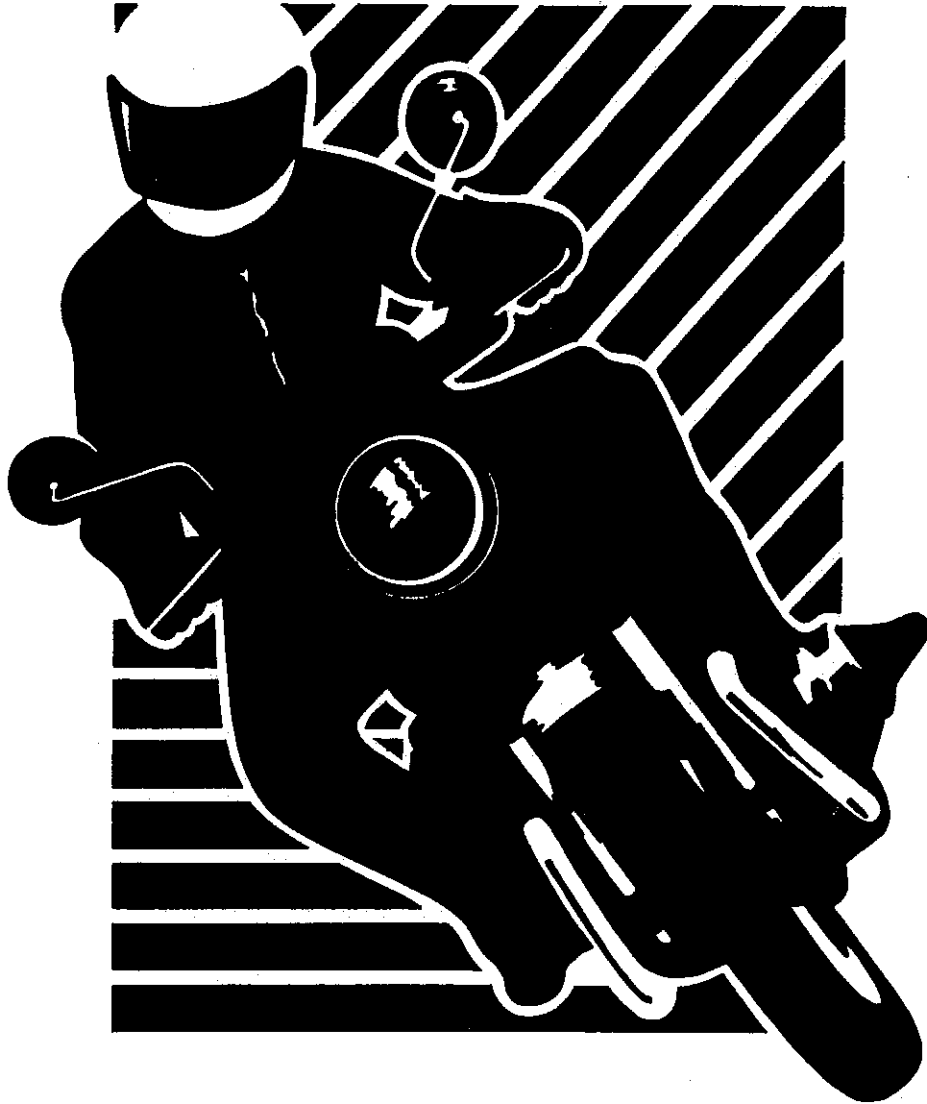


MARCH 95

Good Vibrations



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

ITINERARY

MARCH 1995

- | | | |
|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SUNDAY 5th. | STEPHENSON'S FALLS,
9.30 KBCP
10.30 Yarra Glen
Mark Dennis leading | These waterfalls situated in Marysville are Victoria's highest at 83 metres. Route will take in the GOOD roads around the area. |
| SATURDAY 11th
to MONDAY 13th. | TARRA VALLEY CAMPING,
Yarram Area.
Saturday 9.30 KBCP
" 10.15 Hallam | This camping weekend will be at Tarra Valley Caravan Park, Tarra Valley Rd, 19km north of Yarra. The park has all the usual amenities and bookings will be made on the day. |
| SUNDAY 12th. | YARRAM RENDEZVOUS,
9.30 KBCP
10.15 Hallam
Tony Schrader leading. | For those members unable to spend the weekend camping, this ride will take us down to meet up with the campers. |
| FRIDAY 17th. | ARTHURS SEAT NIGHT RIDE,
Hallam Hotel 6.30PM
Ride departs 8.30PM
Ian Payne leading. | After our countermeal we head down the Peninsula and up Arthurs Seat to view the City lights. Depending on time and weather, supper will be had at the leaders Springvale abode. |
| SUNDAY 19th. | NAGAMBIE,
9.30 KBCP
10.30 Whittlesea
Craig Morely leading. | This will be our leaders first stint at head of the pack after his recent GO Road get-off. Our destination is approx 126km north of Melb. |
| SUNDAY 26th. | GRAND PRIX BBQ,
1pm Sam & Rita's - Hallam
BYO Meat and Drinks
Pre BBQ RIDE,
9.30 KBCP / 10.15 Hallam
Sam Sirianni leading. | This day will start with a short ride to end at our host's, T. SURREY CLOSE home for our BBQ then settle in to watch the Motorcycle Grand Prix televised live from Eastern Creek. |

APRIL 1995

- | | | |
|-------------|----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| SUNDAY 2nd. | EILDON
9.30 KBCP
10.30 Whittlesea
Dave Byrne leading. | Hopefully this time the weather will allow us to finish this ride, as last time Dave had to abandon the trip at Yea. |
|-------------|----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|

ALSO IN APRIL WE HAVE A "LADIES RIDE" (Sunday 9th). "EASTER TRIP" to Cooma, Adaminaby, Thredbo and Tallangatta. Check next newsletter for full details.

GENERAL MEETING MINUTES

Motorcycle Touring Club of Victoria Inc.

2nd February 1995

Meeting Opened : 8:20 pm, Camberwell Town Hall
Attendance : 35 members.
Correspondence : Receipt of hall fees.

Captains Report : DECEMBER / JANUARY

SUNDAY 4th December
Mornington Peninsula
Leader: Les Davies
Weather: Hot, about 38°C.
21 bikes, 25 people, 200km.
6 additional people turned up to the barbecue
at Les' place.

SATURDAY 10th December
Free Club Christmas Barbecue.
Approx. 50 people.

SUNDAY 11th December
Reefton and Black Spurs
Leader: Tony Schrader
Weather: Warm to hot.
28 bikes, 30 people
Incidents: ? CBX 250 crashed on Jamieson rd,
cosmetic damage only.

SUNDAY 18th December
Mt Eccles
Leader: Ben Warden
Weather: Hot
9 bikes, 9 people, 500km.
Incidents: Mirboo North, bikes parked on
footpath, police ask us to move bikes, Ben
almost booked.

26th December - 31st December
Christmas Camp, Porepunkah
Leader: Steve Leyland
21 bikes
Incidents: Dicky crashed, visitor on DR 750
expired top of Mt Hotham.

SUNDAY 1st January
Puffing Billy
Leader: Ben Warden
Weather: Warm.
8 bikes, 8 people, 160km.
Incidents: Danny Vits BMW K side swiped a
car with pannier, cosmetic damage to one side
of car, scuffed pannier on bike.

SUNDAY 8th January
Mt Buller via Jamieson
Leader: Mark Denis
Weather: Hot.
6 bikes, 6 people, 500km.

THURSDAY 19th January
Social Sip, 18 people.

SUNDAY 15th January
Walhalla Cricket
Weather: Warm
7 bikes, 8 people, 450km.

SUNDAY 22nd January
Maldon
Weather: Fine and mild.
Leader: Geoff Jones
18 bikes, 20 people.
Incidents: 3 police cars within about 5 km of
Myrniong, afternoon tea at Geoff's place.

SUNDAY 29th January
Lavers Hill via GOR
Leader: David Ward
Weather: Overcast drizzle and warm / fine.
10 bikes, 10 people, 400km.
Major Incident: Ben, Warren and Craig hit a
car pulling out of Cape Patton Lookout.

General Business:

1. Captain's report delivered.
2. Treasurer's report delivered.
3. Nova Honda Ride Day at Philip Island, see Vince at Nova Honda.

4. The club now owns a cricket bat.
5. The club is holding a Go-Kart night on the 9th February.
6. President previewed forthcoming rides.
7. The temporary flag has been relocated.
8. The new itinerary is being drawn up.
9. Increased work commitments are preventing our editor from fulfilling his duties. We need a new editor.
10. The Philip Island management has otherwise filled the vacancy previously offered to the club.
11. Comments from the floor were made and answered regarding attendances at Sunday rides.
12. Editor suggested that the club offer new riders membership on their first ride.
13. Tonight's lucky door prize winners have been:
1st Steve Leyland, 2nd Andrew Kennedy, 3rd Rob Langer.

Meeting closed: 9:00pm.

WHO'S NEWS

As mentioned above and at the February meeting our Editor (Les Davis) is overworked and unable to produce the newsletter. Unfortunately a replacement has not been found, hence yours truly (Ian Payne) the old Editor has been resurrected to help out, therefore any news items or write-ups please forward to me at meetings, rides or to 6 Peter St. Springvale 3171.

On Walkerville ride a new rider turned up on SLICKS (must have heard about us!), he was told this is not the done thing and went home.

Also on Walkerville ride, Trevor-Virago 1000 failed to negotiate a bend, bike and rider seemingly escaping unscathed until it was discovered bike had slid tyres first into the long grass, struck a tree stump and CRACKED the sump quite badly.

Lucky Pommie Fireblade rider had his 288km/h speeding charge dropped after an independant tester could ONLY achieve 250km/h on the same bike. Another Pom, this time riding TOO SLOWLY enraged a motorist to the extent that a shotgun was produced and biker given a hurry-up via both barrels.

Adelaide member Marty Thompson took his FZR600 out to Mallala for a ride day, seems he was pretty impressive to the extent he scored a guest BUCKET ride.

WEDDING BELL'S

Congratulations to:-

Alec Brown & Debbie, who after a whirlwind romance "tie the knot" on March 4th.

David Byrne & Loretta, who will forgo the Stephenson's Falls ride and instead "take their vows"

Michael Chan & Nadene, just back from their romantic overseas trip have decided early April is the time "to do it."

MARCH 10 - 19. Melbourne Motor Show; See the \$2 million McLaren F1, the fastest road going car (371km/h) made or if thats a bit out of your price range there's the \$598,000 Lamborghini.

MARCH 10 - 20. Moomba: This event kicks off on Saturday 11th with the Street Parade.

MARCH 24 - 26. Avalon Airshow: 10 hours daily of aerial action featuring 400 aircraft.

MARCH 24 - 26. Aust Motorcycle Grand Prix: Eastern Creek NSW.

Robert Langer now up and about after having the pin removed from his once broken leg. Seems his recovery was quicker than expected.

ZX9 Dave (lead)
ZX750 Ben
YZF750 Craig
VF1000 John & Dot
YZF600 Tony

Virago 1000 Trevor
CBR 1000 Dave
GSXR750 Me
ZXR750 Warren
GPX750 Steve & Sue

Sunday the 29th of January 1995 will remain a black day for many of the road warriors documented above.

The morning started in true Melbourne fashion raining! In fact I had considered just staying in bed on this lack-lustre morning, but I had faith in the weather forecasters who had promised gay frivolities in the sun shine. So I proceeded to Laverton.

The sky was clearing and we set off on the brain numbing monotonous ride to the GOR. On the last couple of kms to Torquay I was impressed with Trevor's "have a go" attitude with the traffic. He had that Virago 1000 pumping out some hp, not bad for an old man!

A few drinks, a bit of chain lube (thanks Ben) and some serious "bullshit" (thanks again Ben) and some how I was endowed with the write up.

By this time the Sun was out and all are in a jovial mood, still unaware of the darkness that was to befall a few poor souls who had obviously not pleased the gods.

We set off, Dave (ZX9) setting an extremely respectable pace. Cars everywhere causing a few headaches. The ride was going great passing through a few towns NO stops. By now Dave (ZX9) was out of sight and Dave (CBR1000) and myself were riding a good pace weaving through the traffic and hill side. At one stage I was caught behind an old Corolla through a particularly tight section. These curves were not to be wasted behind an old rust bucket so I dropped a cog and gave it a hand full approaching a blind corner. This particular manoeuvre is not to be recommended as I reached 1/2 way passed the car I was looking at a red Ferrari. Oh dear me! I thought I hope there is enough room for all three of us on the approach to this corner. I moved on to the white line, the gods were smiling at me and the red flash went by. This incident did slow me down for at least the next 3 kms or so.

Latter catching up to Dave (ZX9) and Dave (CBR1000) on the side of the road at Apollo Bay, we decided to wait for the rest of the party. After a few minutes we concluded that there were three possibilities:-

- 1) nobody wanted to follow us
- or 2) everyone was having a "piss & petrol" stop
- or 3) serious problems have arisen.

After I had filled my bike with liquid power the three of us continued back. We were met by Tony (YZF600). He gave us devastating news detailing the misfortune of BEN, WARREN and CRAIG also the idiot in the Saab who did not look both ways when crossing the road.

We returned with caution to the impact site to see Ben walking with his leathers down around his knees looking like he just wet himself. Warren was leaning on the side barrier and Graig looked ready for open heart surgery with his O2 mask, pants down and John & Dot holding up a blanket to shade him.

The Cops arrived and charged our Saab friend with being a complete "dickhead". Unfortunately there are many "dickheads" around and the pain is only \$140 or so. I just hope he is a little more cautious with his manoeuvres next time.

I do not know exactly what happened and there seems to be some confusion by the people involved. Therefore I will allow someone else to write about the gory details involved in those few seconds which caused considerable pain. Warren and Craig went to hospital but as far as I know they are OK.

David Moore GSXR750

* * * * *

Sunday 5th Feb. 1995 EILDON.

Sunday weather forecast:"CHANGE LATER IN THE DAY WITH A FEW SHOWERS",
Sunday actual weather:"LIGHT DRIZZLE FIRST THING IN THE MORNING FOLLOWED BY
STRONG WINDS AND HEAVY RAIN".

David Byrne-CBR1000 (leader), Michael Chan-GSXR1100 & Dave Ward-ZX9R left the city and travelled out to Whittlesea where a stiff & sore Craig Morely, on his Dad's XJ900, and myself on the YZF600 joined the group.
As the rain is getting heavier it is suggested that we forget the ride and go to Sandown to see the Shell Oils Touring Cars & Superbikes, But Craig seeking therapy for his aches & pain's wants to go for a ride, and even volunteers as rear rider! So it's decided we'll go to Yea and see what the weather is like.

Michael decides he'll head for HOME, having already seen a Ducati go down on the wet Kingsway earlier this morning.

We head to Kinglake West, Flowerdale and Yea, arriving just before 11.30am. Craig decides maybe it wasn't the best idea to go riding and NOW want's to go home, which funningly enough suited all of us! After coffee and a bite to eat we head for home via the same route, but by now the rain is much heavier and the roads even slipperyer than on the way up. Even with the YZF still on street compound rubber (as compared to the CBR which ran Sportmax GP's), I still think this road is a lot worse than last year as there seems to be more shiny patches, even on the newer sections

We arrive back at Whittlesea safely and find the rain has stopped and the roads dry but this is the break-up so we head home.

Tony Schrader - YZF600

STEIGLITZ POKER RUN - SUNDAY 12th FEBRUARY
=====

Sunday the 12th was one of those days I wanted to go out and play but the bike had decided it was a nice day to stay home and rest! However I had no intention of letting a flat battery rob me of my chance at winning the Poker Prize, so I dragged my hung-over brother from his morning sleep-in to give me a push start. On arriving at KBCP I found a sizeable group waiting, some people seemed surprised to see me after a two year absence from Club rides, but others realised it had taken the promise of money to lure me back!

On leaving the carpark most of us witnessed a 3 car crash, it made for good entertainment whilst waiting for the lights to change! Took the Freeway to Laverton for the Western Suburbs riders and to pick our first card for the day. From here we headed to Little River, Lara, Maude and Bannockburn where we picked our second card and took shelter from the searing hot winds that were making me dream of FAIRINGS (well for about 5 minutes until I thought about the cost and the likelihood of being called a WIMP)

We encountered some interesting road surfaces on the next stretch through Lethbridge to Steiglitz. Some great twisty bits, some bumpy as hell and a few gravel patches thrown in to piss off the sportsbike riders. Somewhere along here my bike got even with me for taking it out by getting friendly with a stone flicked up by a passing car. (Result - One broken headlight glass, Replacement cost - LOTS). We stopped at Steiglitz to draw our third card and take a look at the museum which houses a collection of relics and photos of the area and town which no longer exists.

Apparently some serious HOONING took place along the next stretch to Meredith, Mt. Mercer and Bunninyong, our lunch stop. As I was too far back to witness the INTERESTING stuff but judging from the lunchtime gossip it MUST have been good. ☺, David Ward had a story about locking up the front wheel to avoid sailing through a T-Junction, Lisa Johnstone thanked Martin Bastock for rescuing her ducktail seat when it came adrift and I continued to whinge about my broken headlight.

After our lunch, fuel and card stop, everyone positively flew along the roads to Mt. Egerton and Ballan. Flying was something we all did when crossing the Ballan railway crossing. They still seem to catch you out even when you know they're there and I expect Non-Honda owners would regret not having the famous flying wings on their bikes at these times. We continued through Greendale, Bacchus Marsh and Diggers Rest for break-up and our final card. The local shop did a roaring trade in drinks while the poker results were tabulated and when our leader was declared the winner, Ian kindly offered to treat us all to a further round of drinks at the Diggers Rest Pub.

cont,

POKER RUN continued,

The interior of the Pub was refreshingly cool and encouraged many of us to stay until the outside temperature dropped with the arrival of the change. Bike was then put on auto-pilot for the boring highway trip home, with my round trip for the day being 360km. The actual club ride from KBCP to Diggers Rest amounted to 285km.

I had a great day and I'm sure everybody else did too. Thanks to Ian for leading and sharing his winnings, also thanks to John Morely for bringing up the rear.

RESULTS:

<u>NAME</u>	<u>BIKE</u>		<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>	<u>5th</u>	<u>LEGEND</u>
Ian Payne	GSX750	1,3	8S	QD	QC	9S	9C	A = Ace
Lisa Johnstone	FZR600		10H	AH	JH	7D	8C	C = Club
Jennifer Burns	NTV650		AD	10C	QS	8C	QD	D = Diamond
Dianne Welsford	CBR600		KS	10S	8S	KD	9C	H = Heart
Steve Leyland	GPX750		8H	7H	9C	JS	QS	J = Jack
Sue Wells	"		KS	JC	AC	10H	JH	K = King
Denise Folks	GPX250	4	8S	10S	KD	AC	10H	Q = Queen
Phillip Curran	XJ750		10D	7D	QD	8D	7S	S = Spade
Steve Baszak	CBR600		AH	QD	10H	10S	KH	1 = Leader
Andrew Dunn	K100RS		7H	10H	AS	10C	QH	2 = Rear rider
Ben Warden	TENGAI		KC	7S	QC	10C	8D	3 = WINNER
John VD	VF1000		8S	KS	KC	7D	10S	4 = Non member
David Ward	ZX9R		KC	JS	QC	7C	AH	5 = 2nd ride
Tony Schrader	TZR250		JH	KC	QH	8C	AC	6 = Left at Bac.Marsh
David Moore	GSXR750		8C	9D	QH	10H	9S	
Trevor	XV1000	4,5,6	AS	10C	8D	7D	-	
Phillip Smith	CBR600		10H	QS	AS	9S	KD	
Daryl W.	VFR750	4,5	7H	KD	QC	AS	QS	
Rose	"	4,5	KH	KC	QC	9D	&C	
Martin Bastock	CBR1000		7S	9S	10S	8H	9D	
Bromwyn	GS500	4	KC	9S	8S	AS	8H	
John Moreky	XJ900	2	8D	7C	9S	QH	10S	

* * * * *

MAINTENANCE DAY & BBQ - SATURDAY 11th FEB.

Approx 20 members and friends attended on this day with most in a social mood only a few actually got their hands dirty.

IE/

John Morely - New fork oil in the XJ900

Steve Leyland - General once over on the GPX750

Geraldine East - Replaced some missing screws on the VFR750's fairing.

Pat Tayeh - Endeavored to find the METALIC noise in his GSXR750 as

David Moore was interested in purchasing bike if noise could be eliminated. (Pat had bought Andrew Kennedy's Fireblade, hence the urgent work).

Thanks to Pat, Katrina and the Tayeh family for the use of their home.

Abseiling - Sunday 6th November

by Jon Riddett K100LT

The day shaped up quite ominously with strong winds greeting me as I pulled out of the driveway. I met the others at Yarra Glen where we all compared notes as to how badly we were blown around. The ride went straight to Ben Cairn which is a hill near Mt Donna Buang on the Don Road. By the time we got there it had started and stopped raining many times but the wind had eased.

A short bush walk took us to the cliff edge where Mark tied a couple of ropes for us to use. The wind had picked up considerably but the cliff we were scaling was well sheltered. I was handed the harness first and I knew that if I didn't just do it fear would make me change my mind.

FEAR -

As Mark threw the ropes over the edge I made a joke about hoping they were long enough to reach the bottom. He was behind me on another rope and I began my descent. I was unashamedly scared witless having problems with heights at the best of times. I made slow progress but my confidence improved.

As we cleared an overhang I could look down to see that my rope was NOT resting on the bottom. It was too short by a distance that I was not prepared to jump. At that moment of realisation the storm that damaged much of Melbourne that day hit. Mark and I were pounded by hail and bits of debris that had blown over the cliff. We were nicely sheltered from the wind though. Now I really knew what fear was.

Going down was not an option, so Mark showed me how to run along the cliff face in a pendulum motion to reach a ledge. We climbed up from there, but rain had made things very slippery and the last few feet were the most dangerous.

Back at the top I was ecstatic, enjoying the best adrenal high I'd had since riding a bike for the first time. But it wasn't over yet. While the others had their turns the wind storm blew like thunder. It was eerie being sheltered and able to see such devastating winds in the forest around us.

We made our way back to the bikes taking turns to carry the now wet and very heavy ropes. My bike was loaded up with all the gear and it was decided that we should make our way to Donna Buang rather than go back the way we had come. I left first as I was fairly slow on the big heavy K100LT in the muddy conditions. Slow partly because it was only the day before that I had assembled it after some repairs and paint job to many parts.

I found it first ! A large tree, several meters around the girth had come down across the road blocking our progress. The group discussed our options and decided to proceed. There was just enough room to get under the tree where it had fallen against the embankment. Most of the bikes made it under but my LT has a very high fairing. To make up for this I rode the bike into the drainage ditch and got under that way. Unfortunately the crash bars fitted the day before caught on both sides of the ditch and took out the fairing as they bent back. Everyone pitched in to lift me and the bike out as I heard that awful cracking sound of fibreglass breaking.

I opened my big trap again and said "I bet we get round that corner and there'll be another tree down." I should have shut up. There was no getting around the second tree and all the while the storm was bringing branches down around us. So back we turned and went through the process again and again my bike suffered.

The road back to Healesville also had storm debris everywhere but it was passable. We thanked Mark for a fantastic experience and headed home. The wind was so bad that I was really struggling to stay on the road. These were just about the worst conditions I had ever ridden in.

I got home to a blacked out house and an SES crew chopping up fallen trees outside. At least my hot water worked so I spent a while soaking in a hot bath contemplating what had been a memorable day.

Thanks Mark. Lets do it again sometime - without the cyclone.

PORT CAMPBELL WEEKEND - FEB 18/19
=====

I turned up at the meeting point early only to find my fellow riders already there and eager to go. We headed the back roads to Anakie & Meredith, whilst I was corner marking one of our riders decided to "pop a mono" through town. But when heading to Winchelsea the rear rider Les, gets pulled over by the local Constables and given a lecture about correct ways of riding through towns, & also to reprimand the guy who did IT.

With morning tea out of the way we stay on the back roads until Apollo Bay. Brian on his GSXR attempting an overtaking manoeuvre just before a T intersection is the only incident. A few of us had seen the sign but he hadn't, this resulted in him doing some gardening and a few tumbles. After assessing his bike we thought he was quite lucky as HE wasn't damaged and the bike a little scuffed up, "he got out of it OK".

Through Lavers Hill (lunch) then the back roads past Simpson and into Port Campbell. I'm not sure what went on for the few kilometres before town, as my oil light came on and I decided to play it safe and head back to town for some oil then went direct along the coast road to our motel.

After dumping our gear, Jane, Kerrie & Jack went into town for some supplies and grog (thanks girls) then a little later Les Leahy, Dianne and their group arrive just in time for dinner. So after this first great day and a fine meal, most of the members stayed up late for a bit of storytelling.

Next morning Tom took us out to the Timboon Cheese factory which had heaps of cheese offered for tasting. Back at Port Campbell and Les & his group decide to go their own way while the rest of us head for Lavers Hill and morning tea, as the roads were slightly damp we played it safe and rode CAUTIOUSLY, well a few still pushed along!

On entering Apollo Bay I pulled over to warn the others about the "Boys in Blue" out collecting revenue (they were in exactly the same spot as when we came up the day before and it had been Steve & Sue warning us of their presence!). We had lunch at Lorne with the Yuppie crowd, "it's the place to be", so I'm told.

Heading the usual way home, Deans Marsh is where Tony shows us his new toy wasn't slow but when the road opened up a little, the big blasters showed HORSE POWER IS EVERYTHING. On one huge sweeper Tom and I have a little dice with the two Fizzers in top gear and revs near redline, you work out the speed. "The ultimate adrenalin rush".

We broke up in Geelong and thanked Tom for a fantastic well organised weekend with rooms and meals well worth the money. Thanks again Tom.

Riders:

Tom - FZR1000	Eric - YZF750	Ian - GSX750	Les - Silverwing
Sam - FZR1000	John - YZF750	Brian - GSXR1100	Jane & Kerrie - Commodore
Andi - YZF750	Jack - Triumph	Phil - CBR600	Alec & Debbie - GSXR1100
Tony - YZF600	Davron - K100RT	Dee - CBR900	Steve & Sue - GPX750
Steve - ZZR600	Tony - ZZR600	Dave - ZX-9R	

Sam.

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.

TABLE 6. Motorcycle Accidents Involving Serious Casualties by nature of Accident, Victoria 1992.

Nature of Accident	Accidents			Persons				
	Fatal Accidents	Serious Injury Accidents	Total Accidents	Killed Rider	Killed Pillion	Injured Rider	Injured Pillion	Total Persons
Vehicle to Vehicle Collisions								
Adjacent directions	5	107	112	5	0	106	7	118
Opposing directions	17	146	163	17	0	149	13	179
Same direction	4	84	88	4	0	80	5	89
Other vehicle to vehicle collisions	5	92	97	5	0	91	8	104
Single Vehicle Accidents								
Struck pedestrian	1	4	5	1	0	5	0	6
Struck animal	0	17	17	0	0	17	1	18
Pole	3	5	8	0	3	8	0	11
Tree	7	16	23	7	2	15	2	26
Fence or wall	1	8	9	1	0	8	0	9
Embankment	1	10	11	1	0	10	0	11
Guide post	2	6	8	2	0	6	0	8
Traffic sign	1	7	8	1	0	6	1	8
Guard rail	0	8	8	0	0	8	2	10
Fire hydrant	1	1	2	1	1	1	0	3
Building	0	3	3	0	0	3	0	3
Fixed object	0	5	5	0	0	5	1	6
Traffic island	0	4	4	0	0	4	0	4
Struck non fixed object	0	10	10	0	0	9	1	10
Vehicle overturned	1	28	29	1	0	28	2	31
Fall from moving vehicle	3	129	132	2	2	121	13	138
Other accident	0	1	1	0	0	1	0	1
Total	52	691	743	48	8	681	56	793

TABLE 4. Motorcycle Serious Casualties by Age Group and Sex, Victoria 1983 to 1992
Riders and Pillion

	0-4	5-16	17-20	21-25	26-19	30-39	40-49	50-59	60+	Not Stated	Total
Males											
1983	0	42	437	381	134	101	25	11	4	39	1,174
1984	0	31	342	365	150	108	30	10	6	50	1,092
1985	0	26	307	349	147	121	24	13	9	31	1,027
1986	0	45	259	324	139	134	36	13	7	31	988
1987	0	28	314	362	177	161	35	9	6	31	1,123
1988	0	30	289	287	152	180	32	10	8	23	1,011
1989	0	32	247	272	156	166	38	9	7	14	941
1990	3	30	240	241	124	140	42	10	4	14	848
1991	0	23	191	218	148	149	42	13	7	1	792
1992	0	31	166	209	110	152	35	13	10	4	730
Females											
1983	0	6	34	35	5	5	1	4	0	7	97
1984	0	7	35	39	8	10	5	0	0	7	111
1985	1	4	20	35	13	12	2	0	0	7	94
1986	0	2	29	23	11	12	0	1	2	3	83
1987	0	8	18	42	12	7	2	2	0	2	93
1988	0	7	28	24	9	3	4	1	1	2	79
1989	2	2	22	26	15	10	4	0	3	8	92
1990	0	3	13	25	11	18	3	3	1	3	80
1991	0	2	12	25	12	5	4	0	2	1	63
1992	0	3	17	20	8	7	3	1	0	4	63
Total Persons											
1983	0	48	471	416	139	106	26	15	4	46	1,271
1984	0	38	377	404	158	118	35	10	6	57	1,203
1985	1	30	327	384	160	133	26	13	9	38	1,121
1986	0	47	288	347	150	146	36	14	9	34	1,071
1987	0	36	332	404	189	168	37	11	6	33	1,216
1988	0	37	317	311	161	183	36	11	9	25	1,090
1989	2	34	269	298	171	176	42	9	10	22	1,033
1990	3	33	253	266	135	158	45	13	5	17	928
1991	0	25	203	243	160	154	46	13	9	2	855
1992	0	34	183	229	118	159	38	14	10	8	793

TABLE 10. Make of Motorcycle by Injury and Sex of Rider, Victoria 1992

Make	Males		Females		Persons	
	Killed	Seriously Injured	Killed	Seriously Injured	Killed	Seriously Injured
B M W	0	15	0	1	0	16
B S A	0	1	0	0	0	1
Ducati	0	2	0	0	0	2
Harley Davidson	5	37	0	1	5	38
Honda	6	133	0	7	6	140
K T M	0	3	0	0	0	3
Kawasaki	10	124	0	3	10	127
Moto Guzzi	0	2	0	0	0	2
Suzuki	10	105	0	7	10	112
Triumph	1	4	0	0	1	4
Yamaha	8	149	0	6	8	155
Unkown	8	77	0	4	8	81
Total Riders	48	652	0	29	48	681

Victorian initiatives which are considered to have contributed to reductions in Motorcycle accidents include:

- Mandatory helmet wearing for motor cyclists (1961)
- Learner Permit age set at 17 years & 9 months (1969)
- Probationary licence holders restricted to 260cc motorcycle engine capacity during the first 12 months (1979)
- Mass education campaign: "Visibility Its Vital" (1977)
- Carriage of pillion passengers disallowed during first 12 months of probationary licence period (1979)
- Media campaign: "Look Right, Look Left, Look Bike" (1983, 1986, 1987)
- Media campaign: Skilled Rider Trainer Course (1985, 1987, 1988)
- The Victorian Rider: Handbook for motor cyclists (1985)
- Motorcycle Knowledge Test (1985)
- Media campaign: "Look Bike, Hard to See, Easy to Kill" (1992)

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