

## Who's News                      July 2013

The **Club Membership** count is **75** after one month with 33 hardcopy and 42 e-copy only magazine. So printing one third as many hard copies compared to last month/year. Only financial members will get this month's magazine and the Members Only access password will have changed by the time you read this. You should have received the new password details via Google Group.

The **Club web site** at [www.melbsportsbike.net.au](http://www.melbsportsbike.net.au) accumulated **525** hits between July 2<sup>nd</sup> and July 29<sup>th</sup>. Total site visits are **83,806** since April 1996. The counters on the other pages after another month indicate that the 2013 Ride Calendar page took **430** hits (total **30,397** since 28<sup>th</sup> October 2008) and Great Roads **50** hits (total **7049**). Home page numbers are down 170 – it was been terrible riding weather for two of the four rides, so why even look at what's on!

For **July** the official kilometres (sum of ride lengths) for the month is **1305km** (down 73km on last month), with only 4 Sunday rides. The official Club kilometres for the month (people x ride length) is **13,375**, down 8,035 km on last month and the lowest since July 2006!

The average calendar **yearly kilometre** total is 346,862 since 2005. This year we are up to **248,714** after **7** months with **eleven** minor crashes and **three** serious (broken bones) crashes. So far this year, our average Club kilometres between serious crashes is **82,905** km. Long term it is 106,727. Last month there were two very minor crashes, both first time riders, one on the Reefton Spur and one on the 35 km/h sharp right hander near the freeway on the outskirts of Geelong – the same corner that Cheeky Dunlop also ran wide on a couple of years ago. Not only do we have to mention the Point Cook roundabout in the pre-ride briefing but now this particular corner as well.

**Front Cover:** Photo taken on the Acheron Way just before the dirt on Sunday 7<sup>th</sup> July. Back row: Cliff Peters, Dave Chisma, Nigel Oman, Pina Garasi, Stuart Hosking, Misho Zrakic, Aiden Baker, Richard Hewson (?), Michael Srb, Geoff Shugg. Front row: Paul Robson, Jordan Burley (?), Paul Southwell and Simon Wastney. Photo by Ben Warden and banner artwork by Fiona Warden.

**Back Cover:** Photo taken at Eildon at the lunch break, Sunday 21<sup>st</sup> July. From the left: Cliff Peters, Ian Payne, Pina Garasi, Marty Thompson and Jesvin George. Photo by Ben Warden.

Seen at the **AGM** on Thursday 2<sup>nd</sup> May: Ben and Julie Warden, Ron and Julie Johnston with grandson Keon Cohan, John Willis and Lou Tickner, Dave Chisma, Andrew Newbury, Rod Silver, Joe Klopfer, Ian Payne, Glenn Aspden, Ken King, Simon Wastney, Paul Southwell, Jesvin George, Chris Pointon, Tim Emons, John Marshall, and Cliff Peter. A new Committee was elected – refer to opposite page.

The **Club Participant of the Year** is based on aggregate points accumulated at 1 point per ride, an extra point for leading or being rear rider, and 1 point per magazine article (maximum 2 per magazine). Attending one or more days of a weekend event scores 3 points for leading, 3 for rear riding duties and 2 points for participating.

After **one** month the usual die-hards are at the front: **Ben Warden** (6), **Cliff Peters** (6), **Simon Wastney** (4), **Pina Garasi** (4), **Paul Southwell** (4), **Ian Payne** (4), **Chris Pointon** (3), **Rod Silver** (3), **Misho Zrakic** (3), **Dave Chisma** (3) and **Jesvin George** (3).

Email from **Geoff Jones** (4<sup>th</sup> July) after his motor blew up on the Simpson ride (26<sup>th</sup> June): I have spent most of the available time putting the original `98 motor together and refitting to the frame and not yet fired up. The trashed engine has damaged liners in cylinders 1 + 4 but I have no idea how the pistons and rings are. Cylinders 1+4 were the victims of leaner jetting than the centre two cylinders. You may recall I was trying to match Honda fuel use. The Dyno day gave me a heads-up on the lean running so I reverted to stock jetting but the damage may have been done, self inflicted as usual with me and Yamahas. Complete the engine install and hope for the best re the mystery knocking that prompted the 2001 engine buy. It's first on the shed-time list. If all is well I will split the `01 cases and let you know what I find.

Email from **Rob Langer** (12<sup>th</sup> July) via **Ian Payne**: Hi Ian, I hope Teddy [dog] is ok and behaving himself. Yesterday I was thinking to myself it's like riding in motorcycle heaven here in The Alps. The mountain passes are endless and bring a huge grin to my face all day. Yesterday, I replaced my front brake fluid as I felt my brakes were starting to get spongy half way down a mountain pass and

now the problem has gone away. Today I will ride the San Bernardino pass in Switzerland and tomorrow travel to Zermatt and see the Matterhorn. Regards Rob.

Email from **Rob Langer** (15<sup>th</sup> July): I was just reading some of the July magazine before I head out for the day. I am in Vienna and about to do a tour of the old town centre. I spent yesterday at Brno race circuit in the Czech Republic. BMW Motorad were offering a test ride day on the S1000RR. It is an incredible track built into the hilly forest near Brno and would have to rate as the best track in Europe. Tomorrow I am heading for Innsbruck and The Alps and all the famous mountain passes I've read so much about. Cheers, Rob.