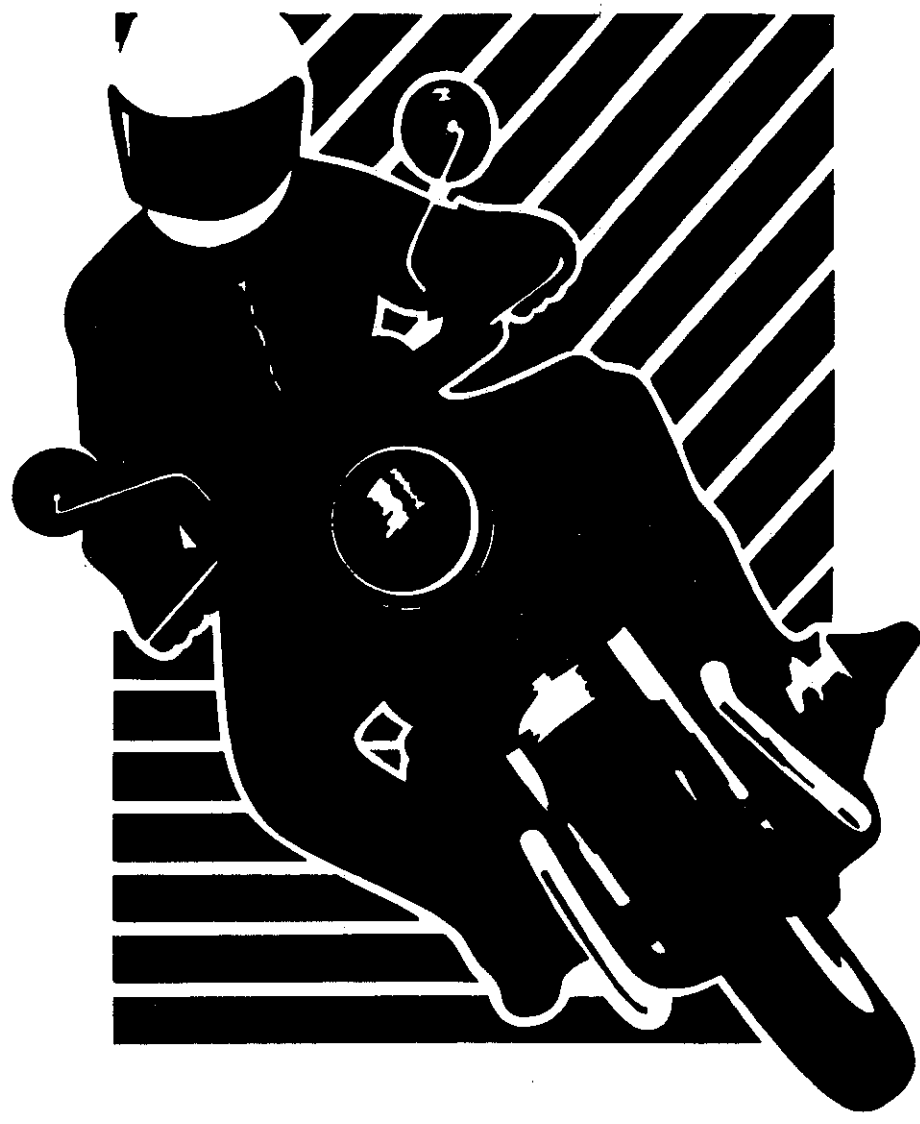


AUG 99

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA INC.

P.O. Box 453, Richmond 3121, Victoria

August 1999 MTCV Itinerary

August

Thurs. 5th **General Meeting**, Guest Speaker: Steve from Tiger Angel
8.15 pm Club Hall

Sunday 8th **Economy Ride, Daylesford** **Les Leahy leading**
(leisurely) **10 am Whittlesea**

See elsewhere for description of ride. Note: some dirt, interesting and little used roads, and likely to be very leisurely. Suitable for a pillion. Expect around 320 km for the day.

Sunday 15th **Walhalla – Thompson Dam** **Ian Payne leading**
9.30 am KBCP, 10.15 am Hallam

The route will be fairly straight forward picking up Yarragon and then Moe for morning tea and fuel. Then into the twisties and a visit to the Dam followed by lunch at the scenic and historic Walhalla. Route home depends on time but expect much the same way. Estimate about 400 km for the day.

Thurs. 19th **Social Sip** - Baden Powell Hotel, 61 Victoria Parade, Collingwood, 7 pm. Last time!

Sunday 22nd **Mount Pinninger, Eildon** **Dave Ward leading**
9.30 am KBCP, 10.30 am Whittlesea

Dave will be either on his RGV or 748. Either way expect plenty of great motorcycle roads with lots of twists and plenty of spectacular views. We will probably travel through Flowerdale, maybe via Strath Creek and Parrot Creek to Yea for morning tea. On to Molesworth and across to Alexandra, through Fraser National Park to Eildon for lunch. Maybe we'll score a trip around the Dam Wall. Mt Pinninger is a few kilometres outside of Eildon, up a tight bitumen road with 500 m of good dirt to the summit. You can park right at the top if you are game. Sensational views of the lake system abound. Bring your camera. Home via Marysville and the Black Spur. Expect around 350 km for the day. Short and sharp as Dave has to start work late afternoon.

Sunday 29th **Mt Wallace Annual Hill Climb** **Geoff Jones leading**
9.30 am KBCP, 10.30 am Whittlesea

Tim Walker won this event last year and will be there to defend his title. Bikes will be timed from the bottom of the hill to the top. You usually get a couple of shots. Good fun. This ride requires a fair bit of organising so please make the effort. Expect around 300 km for the day. Did I mention Val's cooking?

September

Thurs. 2nd **General Meeting, Auction Night**, 8.15 pm Club Hall

See elsewhere for details.

Motorcycle Touring Club of Victoria, Inc.

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July '99 General Meeting Minutes

Thursday 1st

Open Meeting:

8.30 pm

Present:

30 members and friends in attendance.

Visitors

Ian welcomed visitors: - Andre ?, Rod Sharp, Len Rhodes (AMTRA), Eddie ? Plus ex-members Stewart Foster & Mark Dennis.

Apologies:

Wayne Grant

Secretary Report:

Contents of PO Box sorted & relevant items read by Ben: - MRAA 'Kosavo Ride and Newsletter', AOMC 'Ride and Survive Day' & Triumph Club Newsletter.

Treasurer's Report:

Due to Wayne's absence no report given.

Captains' Report

Past and forthcoming rides previewed by Theo Kalkandis and Ian Payne.

General Business:

Subscriptions are due **tonight**; renewal form is in magazine. Please fill in the Survey: include your E-mail address, as there is a possibility of receiving your newsletter electronically!

Door Prize:

1st – Paul Tallents, 2nd – Darren Morcomb, 3rd – Peter Philferan.

Guest Speaker:

Rod Sharp

Rod gave a very informative talk on all things *suspension*. Then over a coffee gave individuals some more pertinent info regarding their bike/riding style.

Close Meeting:

10 ish

August Who's News

The **MTCV Home Page** has taken another 207 hits last month and 3904 since April 1996. This is fifty hits up from last month. To ensure a future presence on the net, the Club has reserved the Internet address: www.mtcv.asn.au for future use. Asn stands for association. Note: Ian Payne and Rob Matricciani now have email addresses.

Seen at the **August Social Sip**: Ian Payne, Tim Walker, Darren Hosking, Lyn Duncan and Eddie, Dianne Welsford, Rob and Mandy Matricciani, Tim Casemore, Nick Casemore and Lisa, Pearl and Wendy.

“**Danny Vits** is still waiting for the return of his WRX and R1100S after repairs, despite what was printed in last month's *Who's News*.” That's what I wrote last month. By the time of printing he in fact had both vehicles back and on the road in good working order. I can attest to this because I was driven around the block in the WRX. Very nice. It leaves the Hyundai Excel for dead.

The **Committee** is looking urgently for a new Social Sip venue as the Baden Powell closes at 10 pm. To this end the Committee has checked out a few pubs using such criteria as aesthetics, location, parking, ambience, closing time, pool table, food prices and quality.

Club subscriptions were due 1st of July. Economics dictate no subscription, no magazine.

Don't forget the **KBCP Survey**. Responses have been very varied so far.

The MTCV has recently payed the \$50 membership fee to the VMC, a political lobby group actively pursuing motorcyclist rights in the political arena. As such we are entitled to a delegate at their meetings. They meet one Thursday a month at the same hotel we currently have the Social Sip at, the Baden Powell Hotel. The Committee is looking for a new **VMC delegate** after the resignation of **Lyn Duncan** due to other commitments. We thank Lyn for her regular attendance of the past year and her contributions to our Club magazine. If you feel like giving something back to the Club, or motorcycling in general, this would be a good opportunity. Please contact any of the Committee for more information.

Incorrect contact details in **Motorcycle Trader** and **Just Bikes** have been sorted out, we hope. The latest problem fixed was a duplicate entry: the old details and a separate entry with the new details. If you spot incorrect MTCV contact details anywhere please notify the Committee.

Next General Meeting (September) is the **Auction Night**. Bring anything and everything that you think might sell, not necessarily motorcycle related. Ten percent of the sell price of items auctioned is kept by the Club. A reserve price can be nominated or items can be donated to the Club. If it doesn't sell, you take it home again. Articles range from bike magazines, motorcycle boots, helmets, tyres, leathers, water-proofs, racing accessories, and kitchen appliances. Bring lots of money!

As per **Jack Youdan's** letter to the Committee printed elsewhere in the magazine, if you wish to put your name down as volunteer reserve leader should the person listed on the itinerary be unavailable, please contact the Club Captain, Theo Kalkandis, with your details. You can specify such things as *easterly direction only*, etc Note: there is a Club procedure in place to manage such occasions: it is the responsibility of the Club Captain “to appoint a group leader and rear rider” according to the Constitution. Obviously having a list of reserve leaders will make it all the easier. Please volunteer.

More Who's News

Congratulations to **Darren and Wendy Hosking**. They have had a baby at last (10 days late) Her name is Teagan Melissa and she weighed in at 3.29 kg (7lb 4oz) and was born at 2:55am 28/7/99. Wendy and baby are doing well.

For Sale: 1998 Kawasaki ZX9R, 2000 km, green, mint condition, Scorpion exhaust, jet kit, \$13,000 ono. Contact: Wayne Grant

Dianne Welsford is going to USA on a 13 day Con-Tiki Bus Tour leaving September 4th and returning September 30th spending 5 nights in Los Angeles and another 7 in Hawaii. She plans to pack as much activity into the holiday as possible including baloon trips, miniature submarine tours, water skiing, etc.

Nick Casemore and Lisa are off around Australia on a camping/working holiday. We wish them luck and expect to get a postcard from time to time.

John Willis is in England on a 3-week holiday visiting his mum, other family members and friends.

Stewart Foster was at the July meeting with some good news: he and wife Amanda are expecting their first child. Also Stewart is hoping to return to Oz sooner than first planned from his 2-year stint in USA, telecommuting over the Internet instead. He is not enjoying working there.

Jon Riddett and Zara are back from a holiday in England, which took in the Isle of Man TT. Jon took his video camera , capturing plenty of footage including some late night nude motorcyclists!

Quite a few ex MTCV members attended the recent **BMW Icicle Ride** with Steve Leyland (past Committee), Mark Dennis (past President), Luke Richardson (past Committee) and wife Stav braving the midnight to dawn ride. Also seen were some very ancient past members of the Club, namely, Phil Duffy (past President), Ray Thomas (past Committee) and Mick Fagan (past Club Member of Year). Mick has just upgraded his old R100CS to a new R1100GS. Wonders will never cease. I crashed on my first Club ride chasing Mick on that CS, me on my GPz550. I lasted three corners. He *deep-ended* me as Tom put it. I learnt not to play with ex-racers! Note: Luke Richardson has rejoined the Club.

The **September Social Sip** will be the **last** at the Baden Powell Hotel in Collingwood.

The Christian Group that **Mark Dennis** belongs to is sending him to Darwin as a volunteer to work with the Aboriginal people. He should come back with some interesting stories.

Member **Patrick Davey** broke his ankle on the Queens Birthday Long Weekend while rock climbing Mt Arapales in the Grampians. His ankle is in a plaster cast that should be removed in about 3 weeks. His next ride will be Geoff Jones' Hill Climb for which he had been practising! We wish him a speedy and full recovery.

Dave Moore and Darryn Webster are heading to London and then central Europe (France, Switzerland, Austria, Italy, etc) for a two week riding holiday, leaving middle of August. Hiring bikes in London, Dave is on a 207 shod Yamaha R6, Darryn on a Honda Fireblade, and Dave's mate who lives in England will be riding his Suzuki TL1000. I expect to get a postcard and write-up of their adventures. Sounds great. Note: **Dave Ward** will be in Europe at about the same time, working alas.

Foster Sunday 1st August 1999

ZX7	Tim Walker	ZXR750	Ben Warden
ZX7	Rhys Williams	RF900	Ian Payne
TL1000	Sam Sirianni	GSXR600	Mark Blashki
VTR1000	Steve 1 st ride	R1	Theo Kalkandis
Vmax	Ian McFarlane (rear)	ZZR600	Geoff Jones (rear)
R1100GS	Geoff Barton (leader)	ZX7	Darren Ford (2 nd ride)
CBR1000	Stewart and friend		

13 bikes, 14 people

The ride started the night before with a call from Geoff Barton asking me to pick up the gang from KBCP. As it was on the route I said fine. So I collected Geoff Jones (ZZR) and Steve on his brand new, yellow VTR1000, which he was running in. We made good time to Hallam for the secondary pick-up, arriving with 10 minutes to spare. There were plenty of bikes with a few flagship models from the various Japanese manufacturers. It was quite a smorgasbord.

The pre-ride spiel dispensed with, first stop Trafalgar, we set off into very pleasant sunshine with Ian McFarlane on his Yamaha Vmax taking up the rear riding position. We headed south through the ever expanding suburbia working our way around through Hampton Park and Berwick South, all the bikes nose to tail, leader to rear rider, travelling at a sedate 90-100 km/h. On through Cardinia and people started to get bored and restless, riding in and out of the white lines, riding one handed, and stretching their legs. Hmm. What to do? It is rather difficult to ask the leader to speed up, particularly as it is his first ride, let alone considering the legal ramifications. I discussed it with Ian as we rode along. He shrugged his shoulders as if to say, I don't know, whatever you feel like. So I cruised up the outside and motioned to Geoff to increase the pace. He happily obliged, and we never looked back.

The couple on the CBR left the ride somewhere around here, complaining of sinus problems.

Through Bayles, then Yannathan, picking up the Drouin Road before cutting south to Poowong. Corners at last, after 50 km of straight roads. Sam and I corner marked the turnoff to Poowong waving the rear rider on, giving the group time to get ahead. By the time we reached Poowong just in front of the rear rider, the two new guys (Steve and Darren) had left the corner. We pondered our predicament and figured they had headed for Ranceby. Moments later Steve and Darren returned, realising the error of their ways.

There was now quite a distance between the front and rear of the ride so Sam and I had a great derby between Ranceby and Ellinbank on the Warragul to Korumburra Road. The road surface was in the best condition ever, the curves flowing easily. Sam was happy to follow, noting the stability of my bike in sweepers, compared to his. His previous bike was a ZXR and he swears Kawasakis' have the best front ends.

At Ellinbank I told corner marker Rhys the reason for the ten minute delay, also giving the others time to catch up. Now with most bikes behind us we headed around the Ellinbank Road to Yarragon. Watch out for those dips under the trees – I had a couple of shakes. I can never remember which one has the big dip.

Theo had his boot off, thinking that his leg was bleeding. He had the pins out of his leg, and the screws out of his shoulder, on Friday and here he was on the ride on Sunday, itching to get back into it. Apparently the bottom screw in his leg had broken and they had to take it out of both sides of his leg, leaving a big hole that need one more stitch than provided. Hence the ooziess. As it turned out his leg felt worse than it actually was, no blood seeping through the bandage. Suggestions of heading home were met with disdain.

Six km of highway to Trafalgar for food and fuel. The first swervo offered fuel, but no coffee or food. So we moved into town. The second location had food but no coffee! And the bakery was shut. We were

about to move again when I suggested that they could walk the 150 m to the next milkbar that did serve coffee, otherwise they would have ridden!

It was 12.10 pm and morning tea. Lucky I had my thermos of soup, which seems to have lost its vacuum and was only warm. Ian McFarlane, Sam Sirianni and Steve had their farewells, and Geoff Jones took up the rear riding position for the remaining part of the journey. I took a few photos of the bikes lined up in the street and gave a way a few duplicate photos from the Maldon Steam Train ride to Geoff Jones and Ian Payne. Time was pressing so soon enough we were back on the bikes and heading south.

Riding up out of Trafalgar is twisty, yet fast, and a well worn road. Thorpdale with its freeway-like series of esses on the approach, was slightly less pleasurable than usual due to a couple of slow cars. The pace of the ride had really picked up now and by this stage everyone was in the groove. We arrived at the big T junction and turned left towards Morwell and not Mirboo North and we usually do. Interest. Where were we going I wondered. Nine km up the fast, twisty road we turned right for Yinnar and worked our way back to Boolara and then Boolara South where Tim and I corner marked the Mirboo turnoff.

I was busting for a leak and cribbed forward looking for a tree. Tim took off, mistaking Darren on the black ZX7 for Geoff. I glanced in my mirror and saw Geoff hurtling off in the wrong direction down the Grand Ridge Road and set off in pursuit after negotiating a 3 point U turn. It took about 3 km of twisty roads to catch him and another half a kilometer to pass him and raise the alarm. We back tracked catching the group at the next corner trying to figure out what had happened, Tim still convinced the rear rider had gone through! Alls well that ends well and off we all headed, Geoff and I stopping soon after to relieve the pressure, where upon I was accosted by a trail bike rider offering assistance.

On to Dumbalk via familiar, good, twisty, downhill roads before opening out for the run to Meeniyan where we picked up the South Gippsland Highway to Foster. What a great series of wide, connected curves through here, allowing maximum lean angles. Petrol and lunch were consumed while discussing the slow access times when connecting to the Internet and what the possible causes and solutions could be.

With the sun marching steadily towards the horizon, the weather turning overcast and cold, we set off on our final fling. Across to Fish Creek and down to Walkerville. This was the southern most point of the ride and it started to rain, Geoff's pace on the R1100 slackened marginally, but Ian had to convince himself that if Geoff could get around the corners at that speed on hard compound road/trail tyres, then he certainly could on soft compound road tyres. The rain lasted about 10 minutes and then petered out as we headed north to Tarwin Lower, then zigzagged west and north through Leongatha South, Outtrim, crossing the Korumburra Wonthaggi Road towards Jeetho and finally Loch. Interesting roads, particularly the 5 km uphill section where all the ZX7s ran nose to tail, Tim fired up and mobile.

From Loch we headed north through Nyora arriving at Lang Lang at about 4.05 pm, still over 100 km from home. It was a great, the first ride-ride for quite some time. Petrol and hot food were purchased, visors cleaned. Rhys had a look at my cosmetically challenged muffler and may have a solution. We also discussed what to do on the Melbourne Cup Day long weekend. Heading for the hills seeming like a worthwhile option. See elsewhere for more info.

Riders departed in dribs and drabs. Thanks to Geoff for first time lead – well planned, and to Ian and Geoff for rear riding duties. Home by 6 pm after being delayed on Springvale Road by Mr Plod seeking contributions to this year's Policemans' Ball re obscured number plate. I cleaned it last year, osifer, honest. \$110.

Ben Warden (tired ol' Kawasaki ZXR750)

Left home, cool but dry. Arrived KBCP 9.15 am. Cameron on a GPz900 turned up followed shortly by first timer Nick on a ZZR250. Time for a cigarette and a quick chat. Danny arrives, introductions are made, route to Yarra Glen explained, and I go rear rider.

Boulevard clear of traffic but road wet and tyres cold (license definitely safe this time). Along Freeway to usual back roads and onto second pick up at Yarra Glen. Roads dry in patches. Had some fun. Nick's ZZR seemed to be moving about a bit. Later found front tyre had only 22 psi.

Awaiting our arrival was Ben (ZXR750) (not on ride – off to Carlton versus Essendon at the MCG), Geoff (R1100GS), Ian (RF900), and Rob and Mandy (VFR750). Corner marking explained, Rob and Mandy take on rear rider duties. (A harder job than I ever thought – my apologies to those I held up.)

Off to Warburton for morning tea. Great roads with little traffic. Weather improving, sunlight making an appearance. Decided to go up Mt Donna Buang before fuel stop. Road was damp but clear of bark, not much loose gravel. Much better than my last trip here. Pass three non-ride bikes on the way up. Nearing the top visibility gets very poor. Lots of cloud cover. Follow Ian's light. Gets brighter, I slow down. My tail light is not that bright – sorry to those behind me. At top some photos were taken, just to prove how mad some people are.

On the way down we stopped at the lookout on Acheron Way and walked around the biggest Mechano set I had ever seen! Well worth the look, thanks Danny. Rob and Mandy left here, Ian continued on his own way and I also left to go house hunting with the family. Hope the rest of the ride went smoothly. Weather was good through Healesville on my way home.

A good ride with good people. Thanks to all and well lead by Danny.

Ray Walker (Suzuki GSXR750F)

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Ulysses Adventures

Ben ,

Here is a bit of news that I worked on my new computer. Please feel free to use all, bits or none as I was really trying out the machine and got carried away. The situation was very funny at the time.

One Sunday recently I was riding with a group of oldies (*The Ulysses Club ...Ed.*) (I have to give the ticker some rest from MTCV rides sometimes).

Who should I see there but Danny Vits of WRX and R1100S fame.

Another mate there was a member of the local Mafia, who, until recently, was riding a 250cc Honda Cruiser on which he used to develop RSI changing gears keeping up with the mob. After many test rides he purchased an iron steed, (*A Harley ...Ed.*) 5 times as powerful and now on rides he selects 5th gear and leaves it there all day.

Lunch over, Danny decides he might try the (*Harley*) seat for size. "Take it around the block" says the unsuspecting little Italian. D V roars off, nearly wiping off a sightseeing van in his haste. He admires the monkey bars, extra front disk, highway pegs, locking petrol cap (apparently the only one in Australia), petrol gauge, custom made lunch box fitted on the back, and a set of after-market mufflers that strangely are smaller in diameter than the header pipes. Loud bangs are heard at every lamp post, dogs bark, babies cry and chooks scatter. (*Note: Danny tells it slightly differently in that he claims he couldn't find second gear. ...Ed.*)

Arriving back, Mr Vits is greeted by Plod, woken from his siesta by the commotion. Plod asks to see Danny's licence. All in order and getting no satisfaction he heads back into the Police Station to fill out the Charge book sighting *excessive noise*. "Wait here," he says and plods off. (*This all happened right outside the police station, just Danny didn't realise it at the time! ...Ed.*)

On his return he asks Danny "Where's your bike ?" Now, the afore mentioned Italian Stallion, having retrieved his bike, has very quietly ridden off into the sunset, four gold rings, gold watch, gold bracelet and gold necklace glistening, going home to padlock his \$30K investment, thankful that the head isn't warped or something. Danny informs the man in blue that the BMW is his bike and he doesn't know the rego number of the other bike, having only seen it today. The Law splutters, goes red, and informs the triumphant DV that a letter will follow shortly. Score-line so far Vits 1 - Plod 0.

Geoff Barton (BMW R1100GS)

Cape Schank Lighthouse

Sunday 11th July

Riders: Nick & Lisa – GSXR600 (leader) Ben & Julie – ZXR750
Rob Langer – RC45 Jack Youdan – Triumph Daytona
Mick Hanlon – YZF600 (rear rider) Ian Payne – RF900

During the week I'd had a phone call from Volvi who was ride captain of the YIDS Motorcycle Club. He'd seen our Club Homepage on the Internet and wanted to know more about it and would come to meet us at the Hallam pickup. So, although not going on the ride, he had braved the bleak weather conditions on his ST1100 and also bought along Marcel & Brenda on a BMW K100RS, and Pearl riding a big Kawasaki ZZR1100.

After some discussion with the YIDS group we left Hallam in wet, cold and foggy conditions. Rob confessed he didn't even like bringing the RC45 out on overcast days let alone in these conditions, but the VFR had a flat tyre. We headed for the South Gippsland Highway and then a variety of Peninsula roads passing through South Cranbourne, Tyabb and Hastings where we stopped at the bakery and warmed up over a coffee. It looked a bit brighter so maybe the weather would get better as the day wore on!

After a leisurely stop we were off again, this time through Bittern, Merricks and the coast road to Cape Schank. Although the weather conditions had improved, Nick was keeping the speed in check, more for his pillions benefit than anything else, as this was only the second time that Lisa had been on a bike! We reached the Cape Schank turn-off and proceeded to the car-park to book our tour. When fronting up, we were told not to expect too much as the low cloud and sea mist had just about obscured the coastal view completely. Imagine our surprise after walking down the path to the Lighthouse Station Reserve to find the sun shining brightly!

Our guide arrived and took us up into the 21 metre high tower, then onto the balcony where we had a 360-degree view of the surrounding area. Back inside, he explained that the buildings were originally built in 1859, with the light converted to electricity in 1939. It has a lead crystal lens with a replacement value of close to \$4 million dollars. The light revolves on a bed of liquid mercury, another costly item worth about \$3 million dollars! Incredibly, the small, 12 volt, 1000 watt, halogen lamp is visible 27 miles (43 km) out to sea and blinks the letter **M** in Morse code. About this time we started to lose all faith in our guide as he began to point out ordinary objects and explain their purpose, for example, the fire extinguisher hanging on the wall is for putting out fires, etc.! This was later reinforced in the museum when we discovered that the lighthouse actually blinks out the letter "L".

Afterwards we had a look around the Museum, took some photos, then headed back to the bikes. The weather was now very pleasant so a few of us decided on a walk along the boardwalk down to the sea. Rob set off for home while the rest stayed to play 20 questions with our guide. Ben, Julie and I headed for the boardwalk with the guide's words trailing after us; "Whose bike's the fastest? Who can do a mono? What's that turtle back thing for?" After our walk and photos we returned to find him still at it, with Jack having put in his earplugs, and Nick refusing to answer any more questions. We quickly departed for the inviting Arthur's Seat road only to find it immersed in heavy, thick fog. We decided to stop anyway and have a drink. During this stop a Moto Guzzi California pulled up. It was Graham Maizey; he had been out with the Club on the Maldon ride a few weeks ago. After a bit of a chat we headed down the foggy hill then along the coast to Mornington where the ride broke up.

Thanks to Nick for a well thought out ride. It was very informative with an interesting destination.

Ian Payne (Suzuki RF900)

Economy Ride Sunday 8th August

In preparing the route for this year's fuel economy run, I started with two things in mind. Firstly: nobody enjoys sitting down under the paint-work at 80 km/h on a major highway. Secondly: if the 'economy' part of the day was an enjoyable ride designed for lower speeds everyone would be better off. With this in mind I've strung together a series of reasonably obscure roads (how long is it since you've been through Darraweit Gum?) on which 85-90 km/h feels more comfortable. And I've managed to keep the obscurity to one section only of unsealed road about 6 kms in length. It joins the end of one bitumen section road to the start of another, so that's legitimate.

So --- throw one of your kids on the back; put your mother-in-law on the R1 pillion seat; or ride the 'bucket' that's been in the shed for years!

Smoko will be held in Woodend and 126 kms on the odometer will see us in Daylesford where final fuel consumption figures will be recorded for posterity. See ya at the Mobil Servo in Whittlesea before 10 am so we can fuel up and record details.

Les (smell of an oily rag) Leahy TT350

When a Ride Leader Cannot Lead

Occasionally (if not frequently) a ride leader needs to opt out of the responsibility, due to injury, illness, loss of license, bike troubles etc. Unfortunate, particularly if it is within days of the scheduled ride. It means the leader or someone else needs to find an alternate leader; not always easy. More often than not the problem falls back to the Committee people (to find a replacement or to do it themselves.)

To help smooth out the process I propose a listing of volunteer members who can be contacted to act as replacements. Of course, some, when contacted, cannot help due to injury, illness, etc. The listing should be updated regularly to ensure volunteers still want to be volunteers and should be available to all Committee members.

Obviously, suitable potential volunteers would be members who are familiar with Club procedures and fairly knowledgeable of country areas that are usually used for our rides. But given some days notice (or even 24 hours) most of us can plan a ride using a map!

Yes of course I will volunteer – phone 9802-3564.

Jack Youdan

Maldon Train Ride

Sunday 4th July 1999

As well as celebrating America's Independence Day (now they wish they weren't) This Sunday was Geoff Jones' ride to Maldon. Your scribe was on the ride only to the lunch stop cum train departure, so I hope someone can fill in the PM gap and fully list the starters. I can nominate Wayne Grant (rear rider), Ben warden, Mick Hanlon, and, of course Geoff Jones and me.

Starting a bit late from Whittlesea we went through Eden Park – that glorious road – then around and around for 90 plus kilometers to a Kyneton fuel stop. Our leader sure knows these roads and the scribe obviously doesn't. Strange weather: sunny at Whittlesea, cloudy – colder the further north we went.

More of Geoff's devious route was on. Plenty of low-traffic, bumpy, no takeaways, police-free roads to arrive at Maldon right on time for the departure of the Orient Express. No more to tell folks, as nobody ran out of fuel, was booked, punctured or had a nasty "incident". No more except – Geoff, how do you know these roads so well, with nary a map in sight?

Jack Youdan (Triumph Daytona 900)

Maldon Part II

Kawasaki ZX900 Wayne and Verity: rear riders, Verity freezing to death, left at Kyneton to go to the footy or feed the horses. Ben took over rear riding position.

Suzuki RF900 Ian Payne: never made the Whittlesea pickup but found himself taking to a bunch of bikies at Laverton. When he proffered an itinerary he realised the error of his ways and headed via the ring road to Whittlesea seeking bad advice at a service station along the way. At Whittlesea he coincidentally ran in to Derek.

Yamaha FZR1000 Derek Atkinson: missed Whittlesea pickup because Jumping Creek Road, Warrandyte was closed due to road works. He was also travelling slowly running in his freshly lubricated swing arm, shock linkage, and steering head bearings. He traveled with Ian to Maldon, then returned home, missing the train ride.

Yamaha FZR1000 Warwick Piper and Kim: long time non-members. There for the duration.

Guzzi 1100 Graeme Maizy: first ride. Tried hard. Bike handling not up to MTCV touring speeds. Read about the Club on the Internet. He'll be back.

Yamaha YZF600 Mick Hanlon: still had his sea legs and was riding very cautiously, hands suffering from vibration or cold.

Kawasaki ZXR750 Ben Warden: swapped bikes with Geoff from Maldon onwards. His 600 seems to have more power, geared 1000 rpm higher, sweeter gearbox, easy to ride, grounded peg – ground clearance less. Unable to evaluate handling at legal speeds – roads open and fast.

Kawasaki ZZR600 Geoff Jones: swapped bikes with Ben. ZXR seating position more crouched, floating disks rattly, heavier steering, harsher suspension.

Car Ron & Julie Johnson: got mixed up with ride on narrow roads. Met us at Maldon.

Taper Braking (off the web)

Here is another article off the web. The Englishs have the knack of putting everything in words. I have deleted stuff that is not applicable to Australians, and generally made it a bit easier to read. ...Ed.

Many motorcycle instructors still quote the following old chestnut: you brake 75% front and 25% rear on a dry road, 50%:50% in the wet. It is wrong.

Progress changes things.

The 75/25 rule made its first appearance a LONG time ago. The early diagrams explaining it show drum braked Triumph Speed Twins, so it's not unfair to assume that the same 75/25 rule has been around at least 25 or 30 years.

The old Speed Twins and their ilk had little in common with today's motorcycles. They had a twin leading shoe front brake of about 7 inch diameter (I can't find anyone who's old enough to be cert) operated by a bowden cable from a handbrake lever. The rear brake was single leading shoe, about 6 inches diameter, but operated by a sturdy 10 inch long footbrake lever, by a leg honed to muscular perfection by kick-starting the bike in the first place.

Tyres: they were no wider than the widest mountain bike tyres of the 1990s; they were poorly designed even compared to the car tyres of the day (some cars already had tubeless tyres, but all motorcycle tyres were high aspect ratio cross-plyes). The usual tread pattern was ribbed front and block rear. The all-important contact patch was long and thin - not least because the wheels were 20 inches or more in diameter.

But above everything else, it is the design of motorcycle frames that has changed. The old Speed Twin and its like were TALL. The vertical engine, surmounted by a spine tube frame (with enough gap to allow daily tappet adjustment) meant a high riding position. The centre of gravity of a bike (with rider aboard) in the '60s was probably a foot or more, higher than it is on most 'bikes today.

And there were two sorts of **front forks:** (a) rock hard (race 'bikes and those carrying heavy Rickman fairings) and, (b) spongy soft - prone to dive to the fork bottoms under the lightest braking. The net result of either type was that, under braking, the front went almost rigid - like a pushbike's forks.

If you've got rigid forks, a narrow (low grip) front tyre, and a high centre of gravity that small planes have to detour around, it is not surprising that you're cautious using your front brake. If that brake is a grabby drum brake (they "self-servoed", so the braking effort was not proportional to how hard you squeezed the lever) you do as much braking as you can with the controllable rear brake. And, besides, a locked rear was controllable, even on a Speed Twin. Hence the 75/25 rule held true.

Motorcycle design has moved on since the old dogs of the 1960s. In fact, it had already moved on far enough to make the 75/25 rule questionable by the '80s.

The BIG sign that 75/25 is wrong is that most bikes these days can do 'stoppies' - and not crash immediately after. In a stoppie you push the front brake to its limits, you brake so hard that the rear leaves the ground. This is neither big nor clever; but it does prove to the most hide bound among us that that bike, at that instant, is stopping using 100% of the front brake.

I'd now like you to think about production racing. Production racing because the bikes used are close to those you meet on the road. Now, in a race, most competitors are trying to ride as fast as they can -

they are not there to put on a show of stunt riding to impress the crowd. Yet, horror of horrors, they do NOT brake 75/25. Standing at the braking point at the end of the straight (do not stand on the bend at the end of the straight: it's where riders usually crash into the crowd) you will see many of the riders lift their rear tyre clear of the deck under maximum braking. They are doing stoppies - they are braking 100% front brake and 0% rear brake. They are not doing this deliberately, to show off (apart from Jamie Whitham at the end of a race!). They are doing it because, nowadays, it's the natural, instinctive way to brake as hard as the 'bike' possibly can.

What's new, Pussycat? Modern motorcycles (this includes most road bikes designed since the RD350) are radically different from that old Speed Twin. The few that aren't, retro bikes like the Kawasaki Zephyr, and trail 'bikes, probably still brake 75/25.

(Apparently, one of the first things Geraint Jones teaches on his Moto-X school is how to brake. You do this by learning to stop a moto-crosser from 80 km/h, on mud, using only the front brake. So, even on the dirt, there's scope for more front brake use - if you have the guts!)

Modern bikes are lower - by about a foot (compare a Kawasaki GPZ500 with a 750 Triumph - the GPZ is more powerful, too). Modern bikes tend to be shorter, by around 5 inches. We have smaller wheels these days - fronts are 16 to 19 inches, they used to be 18 to 21 inches. The wheel widths, and hence the contact patches, are at least twice as wide as they used to be. The modern tyres are stickier - even in the wet. And they are radials (or bias belted) so they deform to grip the road far better, and the low sidewalls help the bike's centre of gravity stay low. Front suspension, even if you don't have upside down fork legs, is ten times better at absorbing ripples that might upset a tyre under braking.

Brakes

You'll notice I haven't mentioned the brakes. I think the grabbiness of 1960's brakes, and the need to stand on that big footbrake lever, is one of the root causes of the 75/25 rule. That was how people found they had to brake, so they assumed it was the best way to brake. Since then, Triumph have died, been reborn, died again, and been reborn as a far better bike. Rules for braking written to suit the 1990s SpeedTriple would differ a lot from those written for the Speed Twin of the '60s.

But the masters of motorcycle design are the Japanese. Now, believe it or not, they tend to design things to do their job. Very occasionally they screw up, but most things they get right. Mudguards keep the mud off; foot-pegs don't bend under your weight, etc. You can reach the levers and the switches at the same time. (The old Triumphs, sad to relate, didn't manage any of these things.)

So we'd expect modern Japanese bikes to have brakes suited to their function - stopping the bike as quickly as possible. So, how do they set up their brakes?

Front	Two 320 mm disks, each gripped by a 6-piston calliper
Rear	One 220 mm disk, gripped by a 2-piston calliper.

(These specifications are from the current Kawasaki 750, but just about any 1995 onwards roadbike has a similar setup).

At a conservative estimate, the front brakes are 5 times as powerful as the rear (remember the diameter of the disk has a big effect). And I'd bet that the foot lever is now as short as the handbrake lever. So why have the Japanese fitted brakes so out of line with the 75/25 rule? Are they foolish? Is it some sort of "look at the size of my brakes, darling" fashion accessory? Or is the 75/25 rule just plain wrong these days?

Answer: the 75/25 rule *is* just plain wrong these days (for most modern bikes on most dry roads).

What's the truth? The truth is, there is NO truth. Any fixed apportionment of braking effort front to rear is wrong. In cars, they teach taper braking - you bring the pressure up gently, to avoid a skid until the weight transfers forwards; at which point you can brake hard; and you let it off gently as you roll to a halt, to avoid a jerk when you stop.

Motorcyclists, too, need to learn taper braking. But as we have separate front and rear brakes, we also need to learn to taper the force from rear to front and back to rear again as we slow.

(Owners of Moto Guzzi and Honda linked brake systems can leave now - but remember, as you depart, that racing Guzzis always removed the linked brakes - they aren't quite as good as separate systems right at the limit.)

An ideal stop goes something like this: you apply both brakes gradually and with almost equal force for the first phase of your braking. The weight will transfer forwards as the front suspension compresses, and your arms bend. There's now more weight on the front (up to 100% if you're braking at 1g - and modern road bikes can brake at up to 1.2g). You now let off most - or all - of the rear brake and increase pressure on the front, which now has most, or all of, the grip. This middle phase of braking can be 100% front/0% back brake - if it is less than 85% front brake, you probably aren't braking near your bike's limits.

The bike slows and the forces you are exerting through the brakes and tyres diminish (the energy in the bike is proportional to the square of the speed). The front begins to rise back up on its suspension. You taper off on the front brake - to prevent a slow speed lock up - and increase the rear brake pressure once more.

Even stopping from 160 km/h, the last 8 km/h is slow riding, and you should only use the rear brake for slow riding. So you do the final phase of stopping 0% front brake, and 100% rear brake.

If you **MUST** quote a fixed apportionment of effort - I'd say it is 85/15 - which is in line with the way Japanese motorcycle designers set up the brakes.

But the truth is, situations will vary, which is why we should forget 75/25 rule. Motorcyclists need to learn to taper brake; to balance front and rear brakes in a sensitive, reactive fashion - not to follow an outdated mathematical tenet.

Hoddy Hodson

29/3/96

This article expresses the views of the author. All care and due diligence has been taken in its composition and I fully believe it to be correct, but then I think water is wet, so who am I to judge. Feel free to copy and circulate this article, but only with this disclaimer!

Calder Park, 2 plus 4 Sunday 25th July

Rhys Williams, Ben Warden and Julie McCall eventually found each other. Not sure if any other members attended. Weather was superb, bright blue sky, no clouds, cool but not cold. Racing reasonable, visibility excellent, crashes spectacular. Suzuki GSXR750 won first race from Dukes, R1 hassling. Race 2 abandoned after 260 km/h high-side spitting O'Connell off Duke in a straight line, bike continuing on. Two following riders crashed into debris and crashed. All suffered bad bruising. Lownes V8 - unbelievable 6 spin 180 km/h crash on front straight at start. All over evening news and daily papers. Bikes quicker lap times than V8s. Pits open for all and sundry. Spoke to Ken Wooten. Top day.

Seymour

30th May 1999

Not a very exciting title, is it? Probably why we had only five riders on the day. What we need is a little more literary license for otherwise boring destinations on the itinerary. What about ___ "Expose in Kosovo Kountry"! Yeaahh, that's it. That'd be good for at least ten or twelve riders.

I forgot to mention that it was wet and reasonably miserable leaving home on the Sunday morning. O.K. How would you like to ride your motorbike to Seymour in the rain? You wouldn't. Oh, all right. Then five is probably a pretty good turn out.

Geoff Jones (lead rider)	Kawasaki ZZR 600
Craig Morley	Yamaha YZF 750
Jack Youdan	Triumph Daytona 900
Ray W Suzuki (I think)	GSXR 750 with Honda duck tail.
Les Leahy (rear rider)	Yamaha TT350 Grande Turismo.

In the words of Australian motocross champion Garry Flood, "when it's raining and the track is a mess, always ride your smallest bike." And so I did.

Oddly enough, while waiting at Whittlesea, great areas of blue sky opened up and I foolishly removed the waterproofs. Stupid move, for as we headed north we were quickly enveloped on the Kinglake ranges by a murky and impenetrable cloud of mist. Ever the optimist I pushed on until quite wet and convinced that the foreseeable future would not bring dry roads. And then I put the waterproofs on. I've been doing this all my motorcycling life. Get wet; put the waterproofs on. When am I going to learn.

It seemed no time at all that we were riding into busy, down-town, Sunday morning Seymour. By the time that I flicked down the side stand, Geoff was already on the mobile blower to Val, saying to back-off on the six dozen sausage rolls 'cos there weren't great numbers of us. And that we'd be over sooner rather than later as it wasn't turning out to be a whole lot of fun.

In the meantime the local Seymour bakery lured us in with aromas of hot cooked things. Their *piece de resistance* was 'frog in a pond'. A real eye catcher of a chocolate frog emerging from the center of a doughnut covered in the greenest lime icing I have ever seen.

We knew the Kosova were not far away, as there was a printed sheet taped to the door of the push-bike shop reading "Welcome" in Albanian. Although I am not fluent in Albanian, I knew that it spelt "welcome" because it was translated in English underneath. It just goes to show that travel (if only as far as Seymour does broaden the mind.

After filling the petrol tanks we splashed off in the general direction of Pyalong. After Pyalong the weather really got serious as we took the road to Kyneton. Visibility was down to 100 meters. It was that road that we normally take. You know! the one with the few hundred meters of sandy dirt that no self respecting sportsbike rider would go on in a fit except that it's the only way to get from bitumen A to bitumen B. What with the wet sandy gravel and the mist, Garry Flood was right: "Always take your smallest bike."

Kyneton was wet. Ray needed something from a hardware store to keep the Suzuki going, and without much ado we were soon rotating the wheels to Trentham. I'm almost sure I could hear the sausage-rolls of Melton calling to me. Calling, calling.

The mist and rain persisted to Blackwood. And if you know Blackwood at all you'll know what they don't come much mistier and much wetter. Ten k's out of Blackwood we rolled over the crest of a hill and there it was! Yes, dear reader. Dazzling sunshine, a dry wind, bone-dry bitumen. I felt such a fool. Thermal underwear, down west, vinyl wet-weather jacket, vinyl wet-weather trousers, rubber over-boots, waterproof gloves and over mittens. And riding around in sunny, bone-dry western Victoria.

At the freeway, Jack bade us farewell to attend to other appointments and than there were four.

By now I was down to reserve on the 9 litre fuel tank so I took the side chute up and across the bridge into Bacchus Marsh, confident that Geoff would be heading straight down the freeway to Melton. Fuelled up, I pressed on to Melton to discover no corner markers on the highway exit. "Funny", says I. Yes, between the 'in' road to Bacchus Marsh and the 'out' road, Geoff had turned off to take a more interesting back-road to his place.

As I wandered around the streets of Melton, not having a clue where Geoff's place was (as I had only been there once before) I could hear the calling of the sausage rolls becoming fainter and fainter. Then, as if by sheer chance, there were 3 motorbikes on the other side of the roundabout! "It's them", I cheered into my helmet. And the calling of the sausage rolls become louder and louder.

The ordeal had been worth it. With each mouthful of sausage roll and each mouthful of a choice of not one but two of Val's cakes, the hardship of the days exhausting, cold, wet ride to Seymour began to slip away and was soon only a distant memory.

Les Leahy TT350

Excessive Front Tire Wear (off the Web)

Excessive tire wear, and/or cupping, is a problem that most motorcyclists experience over time. Too often this is simply the result of failing to maintain proper tire pressure. However, this is far from a complete answer.

Cupping is a phenomenon that is absolutely normal! Excessive cupping or excessive wear on one side of the tire as compared to the other is not. There are at least seven causes of cupping and/or uneven wear in the front tire other than tire air pressure:

1. Most roads are banked away from the center. Thus, if you ride vertical, the side of your tire closest to the center of the road wears more.
2. Your tires 'scuff' when you force a speed change with them. The rear tire scuffs when you accelerate and when you brake (and every time you ride in a direction other than straight ahead.) Thus, it tends to have even 'cupping' as compared to the front tire (which scuffs when you brake but not when you accelerate.)
3. While alignment is not usually a problem with motorcycles - it can be.
4. Carrying an unevenly divided load (all your tools, jumper cable, etc.) in one saddlebag can result in your riding the bike other than vertical most of the time.
5. Setting your anti-dive (some eighties bikes) unequally can easily cause uneven tire wear.
6. If one of your front shocks is defective you will experience uneven tire wear.
7. Excessive use of the front brake will result in excessive cupping.

By James R. Davis

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Even More Who's News

The Committee is in the process of formulating a **new itinerary** for the months October, November, December and January. If you have suggestions for ride destinations, or are willing to lead a ride, please notify any of the Committee members. Any help would be appreciated.

Melbourne Cup long weekend. The first Tuesday in November falls on Tuesday 2nd and the Club normally turns this into a 4 day weekend. This year we plan to head into the fantastic riding country around southern New South Wales including the Snowy Mountains. A rough plan at this stage is Day 1, Orbost via Dargo, Day 2: Cann River Hwy, back to the coast via Rockton Junction Road, up to Eden, back inland through Cathcart (*Australian Motorcycle News* country) and Wyndham to stay at either Bombala, Cooma or Adaminaby. Day three exploring around Bega, Brown Mountain. Day 4: home via Snowy Mountains Highway, Jindabyne, Thredbo, Alpine Way (*Dumb and Dumber*), Corryong, Tallangatta, Bright, Mansfield and Yea. Bigger than Ben Hur. Book your leave now. See Ben with money.

Ian Payne's new email address is ianpay@bigpond.com Mind you it could change at the drop of a hat.

Rob Matricciani's new email address is robmat@bigpond.com

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Captains Report for JUNE 1999

<u>Sun 4th</u>	Leader	Geoff Jones	<u>Sun 25th</u>	Leader	Ian Payne
	Destination	Maldon Train Ride		Destination	Calder Park
	Weather	fine		Weather	glorious
	No of Riders	9 bikes, 1 car, 13 ppl		No of Riders	3 so far
	Incidents	\$9 for train		Incidents	Ian sick on day
	Distance	350 km		Distance	
<u>Sun 11th</u>	Leader	Nick Casemore	<u>Sun 1st</u>	Leader	Geoff Barton
	Destination	Cape Schank	<u>Aug.</u>	Destination	Foster
	Weather	Wet, foggy, sea mist		Weather	14 deg C, cool
	No of Riders	6 bikes, 8 people		No of Riders	13 bikes, 14 people
	Incidents	\$6 L'House Tour		Incidents	none
	Distance	240 km		Distance	510 km
<u>Sun 18th</u>	Leader	Danny Kosinski	<u>Thurs</u>	Social Sip	Baden Powell Hotel
	Destination	Mt Donna Buang	<u>17th</u>		13 people
	Weather	Cold, wet roads			
	No of riders	7 bikes, 8 people			
	Incidents	No snow!			
	Distance	250 km			