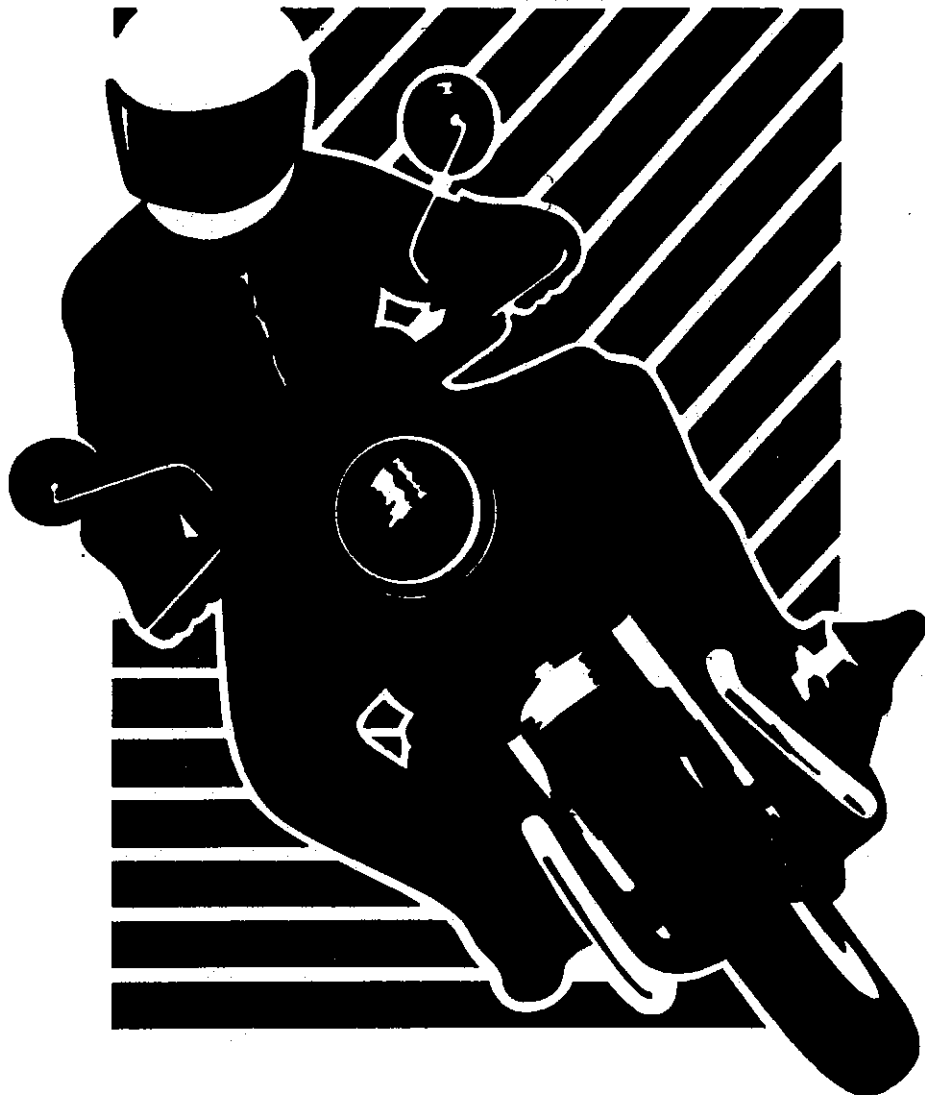


Sept 89

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria

**SWAP**

SUNDAY 10th.  
Mt. IDA,  
Fire Tower.  
Heathcote.  
9.30 KBCP.  
10.30 Whittlesea.  
Murray Browne leading.

Because of conflicting "non-official" club attendance at an alternative venue (Phillip Island) the Navigation Trial has been deferred until Sept.24th. This swap will enable a larger attendance by members at this specially organised event. Today's event will be a trip to the Forestry Commission's lookout tower perched on a hilltop on the outskirts of Heathcote

**Leisurely**

SUNDAY 17th.  
SCENIC WATERFALLS,  
G.O. Road,  
9.30 KBCP  
10.00 Laverton.  
Ben Warden leading.

The usual trip down to Anglesea then a change of pace as we begin our stop/start exploration of the many waterfalls that inhabit the Otways along this stretch of road to Apollo Bay. Home via Lorne and Deans Marsh.

SUNDAY 24th.  
NAVIGATION TRIAL.  
Yea.  
9.30 KBCP.  
10.30 Whittlesea.  
"Some dirt roads involved"

**SWAP**

Les Leahy has devised a simple trial that will encompass an easy ride starting & finishing in Yea. Your task will be to nominate an average speed around the course with the winner being the one closest to their nominated speed. Route maps will be supplied.

## OCTOBER

SUNDAY 1st.  
FLOWERDALE.  
Counter Lunch.  
9.30 KBCP.  
10.30 Whittlesea.  
Gary Clifton leading.

From Whittlesea, a round-about, appetite stimulating ride to the Flowerdale pub and our counter meal. The time spent socializing will depend on the members present, therefore the route home will rely on time available.

THURSDAY 5th.  
GENERAL MEETING.  
Club Hall 8.15 Sharp.

Through the generosity of Tom Saville & Steve Leyland a selection of motorcycling videos will be shown at this meeting. Includes Tom's home movie "A Blast thru the Spur"

SUNDAY 8th.  
AUSTRALIAN TRIALS  
CHAMPIONSHIPS.  
Tooborac.  
(5km South on L/field rd)  
9.30 KBCP.

Come along to view this highly skilled form of motorcycling as the best in Oz battle it out. Includes solos, Outfits & Classics. Admission charge & on-site eats. Short ride before and after this event.

MOTOR CYCLE TOURING CLUB OF VICTORIA ( INC )

GENERAL MEETING : Thursday August 3, 1989  
Jika Jika Community Hall Northcote

PRESENT : 24 Members and Visitors

CHAIR : Ian Payne

APOLOGIES : Colin Waddel., Harry Hangoff

VISITORS : The President extended a warm welcome to current member and past president - Vince Green of Taree NSW.

Minutes accepted by Tom Saville and Peter. P. after some discussion on the Snowy Mountains Weekend.

Treasurers Report : Incoming \$687-10  
Outgoing \$969-47

Bank  
Balance \$858-86

As of this date there are 34 financial members.

Correspondence : Some Subscriptions received by post.  
Post card received from Tony Gustus - sent from Assen - Holland.

Captains Report : NOOJEE TRESTLE BRIDGE AND TOORONGA FALLS

15 Bikes - 18 People.  
Weather fine all day.

At Yarra Glen, centre stand on Han's bike breaks, resulting in minor damage. Dean ( on his 3rd ride with the club ) " loses " his bike just out of Gembrook. This results in major damage but the bike is still rideable.

TURPING FALLS - KYNETON

10 Bikes - 14 People - 300 Kms.  
Weather fine all day.

Good to see Dean back after previous spill last ride ( \$700 damage to his bike ).  
No incidents to report.

WONTHAGGI COAL MINE

17 Bikes - 22 People - 400 Kms.  
Weather fine all day, but very cold.

The fee of \$2-00 to view the mine was excellent value. No incidents to report.

Captains Report Continued : SNOW RIDE

16 Bikes - 22 People - 350 Kms.  
Weather fine, except on the mountain.  
\$1-00 entrance fee.  
No incidents to report.

CRAZY HOUSE THEATRE RESTAURANT

14 Members/1 Visitor  
Noted that no person arrived on a motorcycle.

General Business

Discussion on future rides.

A number of members went to Phillip Island Race Track and had an excellent day. Apparently Tom Saville won every race including the 500CC race on Andrea's 250.

Racing at Phillip Island is on again in September. The track administrators need 30 riders at \$55-00 per head to break even. As the racing day will clash with Les Leahy's Navigation Trial, it was suggested that Les's ride be swapped with the Mt Ida Fire Tower ride.

A show of hands of members was taken and it was agreed that:- Sunday 10th September 1989 will be the Mt Ida Fire Tower ride.  
Sunday 24th September 1989 will be the Navigation Trial, Yea.

Tony Gustus advised members that QL Club will be running their 1989 Black Night rally on 9/10th September.

Murray Browne advised that the Melbourne Big listings are available at No Charge, however there are only some spaces available and there is no guarantee that we will be listed. First in First served.

Tom Saville is checking out the ad for AMCN.

Ian Payne reported on the " well run course " for learners and "P" platers by the Department of Transport and Communications produced by the Federal Office of Road Safety.

Ian stated that the format was good and it is a good way to brush up some correct riding procedures. Brochures were placed on committee table for members to take. Video's available for borrowing.

Ben advised that Canberra is the place to go to get your Learners/P Plates as there is a max. 600CC limit.

Further discussion on Tom's Snow Mountain Ride. Tom's van will be going ( has has conned someone to drive it ) and it will carry all camping gear, barbeques etc.

Members asked whether they would prefer to camp or motel it. Show of hand indicated 14 campers and 5 moteliars. This will assist Tom with planning for o'nite stops.

Door Prize : Won by Steve Kemke.  
( NOT a set of handcuffs )

# WHO's NEWS

The dams run being a stop/start type of an event soon had Hans complaining that taking his helmet on and off so often was wearing OUT HIS CHIN STRAP.

Ray Thomas, endeavoring to replace his ZX10's "lost" chain guard was having a hassle getting a new one, so thought "Bugger them I'll just BUY it" Boy was he glad he got a freebie as they retail for \$160-!!!!

IDEAS & LEADERS required for inclusion on the forthcoming itinerary that covers December 89 to March 90. Especially important are suggestions for a suitable site for our Christmas Camp between Dec 26th to Jan 1st.

Watch in forthcoming editions of AMCN for our MTCV advert advising the motorcycling public of our future rides. Thanks to Ray Thomas & Ben Warden.

??????? Date for the Aust. Motorcycle GP at Phillip Island has been set at April the 8th. In response to this the OZ GP RALLY has opened bookings for campsites with in walking distance to the track. For more info telephone (03) 571:5127.

Steve Leyland found out how GOOD the GPz900 brakes are recently when he grabbed a "BIG FISTFULL" while 'giving-way' to an approaching vehicle. Unfortunately with wheels locked bikes tend to be unstable - minor damage only!

What is it? We all peered at the gooey molten mass hanging amongst the header pipes of Gary's FJ12. After much head scratching, "It's the horn" Seems air pressure! had dislodged it from under the fairing. (How fast where you going up Pikes hill Gaz?)

On another occasion, Gary discovers the "left hand fairing air scoop" has disappeared!!!! Bloody air pressure again.

Prospective member John Adams found out how unstable his GSX1100F is when stationary, on the side stand, and leaning against it. All combined to exceed the point of equilibrium and over it went. "Fortunately" the Presidential XJ cushioned the fall, Minor damage to both bikes.

Also, lately John's bike was seen to be covered in ANTS! Not just your normal garden variety but Pro Hart types. Seems he met the famous artist on a recent trip to Broken Hill and Silverton.

Great to see ex-president Vince Green at the August meeting, down from Taree for a few days, couldn't persuade him to stay for the Sunday ride but perhaps next time? Incidentally, Vince we'd be interested in your assessment of the dual compound Bridge-stone tyres you fitted to the XJ for the return trip home!

After his recent court appearance, member Rod Miskin won't be able to attend many club functions in the next TWO MONTHS, so if down Mitcham way call in to see him as he's sure to be home or just gone for a WALK.

Seems while holidaying in NSW Ben Warden was required to contribute \$120 to that states Treasury Department.

The above could also apply to the Editor after a recent talking to by the constabulary, seems they object to the Arterial Road being used to check high speed handling?

## PHILLIP ISLAND, Sept 10th.

Due to the early start on Sunday some of our members, participating in the days events, are staying over on Saturday night at the;- Bridge Motel, 31 Forrest Ave. Newhaven. If you wish to join them phone the Motel on 059-567218.

At KBCP, Ian + Kerrie XJ900 (leader), Ken + ANN K100 (rear rider), Pam + Andrew K100, Gary FJ1200, Hans K100, Steve GPz900 & Ben, with the strangest ZX10 I've ever seen.

We leave the carpark on time heading for Yarra Glen via the Boulevard, Warrandyte & Christmas Hills where our numbers are swelled considerably by the presense of Harry FZ750, Ray ZX10 (completely different from Ben's - its black. 'Ha' you thought I was going to say "And in one piece" didn't ya, well I'm not), Jack K100, Eric GPz900, Luke + Sam GPX750 (2nd ride), John + daughter Vanessa GSX1100F (Ian Hans, Gary & myself had met John on the BMW Icicle ride) Ross + Christine GSX1100EFF Steve VF750 (1st ride) & Trevor XJ900 (2nd ride).

Leaving Yarra Glen, about 15mins late, we headed off through Healesville and up the Black Spur to Marysville for morning smoko. It was also here that we said our farewells to Hans & Ben (Ben & his ZX10 had collected a passenger car door recently and with his fairing off being repaired made for difficult riding. For those of you who didn't know & wondered what I was on about earlier)

So far the weather had been fine & for most part the roads dry, except for the Spur which is always damp early in the morning in winter. From Marysville its only a short ride to Lake Mountain where we paid our \$1 per bike (last year was free) and then we encountered thousands of cars, hundreds of buses & millions of people on our ride to the top. Bikes being what they are, little difficulty was experienced making it to the top carpark and finding a parking space,

Not as much snow as last year but heaps more people, not being too cold and with a light drizzle falling most of us headed for the lookout where snow aplenty was found for the usual snow fights etc. With just about everybody now WET (except Ray who had kept helmet and jacket on - experienced?) and exhausted we trundled back down to the carpark, met Dot (Gary's friend), a Q-U-I-C-K trip to the toilet and prepared to leave.

Ian, our leader, thought lunch at Yea would be nice, so off along the Maroondah, Molesworth rd and the Goulburn Valley Hwy we went. All dry and the further north we went the warmer it became, so by the time we reached Yea it was very pleasant. Being about 2.45pm mean't quite a late lunch, but no complaints, but then Ben had already left the ride...oops (can't wait for the 3 page reply!)

After lunch we split into two groups, with those living in the east heading back to Yarra Glen while the rest headed for Kinglake where the ride officially finished.

All in all a great fun filled day with  
no mishaps.

Steve GPz900.

# Lake Mountain



**MTCV Snow Bunnies & Hares**



**The Abominable SnowGaz**

**MOTOR CYCLE RIDERS ASSN.**

**TENTH ANNIVERSARY**



**MATHINNA**

**3<sup>RD</sup> 4<sup>TH</sup> & 5<sup>TH</sup> MARCH**

**YES FOLKS, NEXT YEAR WE CELEBRATE THE  
TENTH ANNIVERSARY OF TAS. RALLY**

**COME PARTY WITH US**

**\$12 PRE-ENTRIES ACCEPTED UNTIL THE END OF JAN. 1990  
SEND ENTRIES TO: MRA TAS. RALLY  
P.O. BOX 114, INVERMAY, TASMANIA 7248**

Like to attend this Apple Isle  
experience with other Club members?  
O.K. Name to Ben Warden then watch for  
details in future Club Newsletters.



# Fort Queenscliff

6th August, 1989.

Attendance: Ian & Kerry (Leading) XJ900, Gary FJ1200. Dean GPZ900, Ray ZX10, Andrew K100, Steve GPZ900, Andrea KR1, Tom R80, John & Vanessa (First Ride) Suzuki Hans K100, Ross XJ900, Barry & Rosemary GSX 750, Derek & Sandra CBR1000, Graeme (Rear Rider) BMW, first ride after accident.

16 Bikes, 21 people.

I met the ride at Laverton at 10-00. The weather forecast for the day was cold and showery, although at 10-00 the sun was shining through.

A good roll up of bikes were at the Laverton servo when I arrived.

We left Laverton with Ian leading the ride and Graeme as rear rider, - complete with walking stick - and travelled south along Geelong Road to Werribee. Riding through Werribee on the You Yangs road then across to the Geelong - Bacchus Marsh road, south west to Anakie, from where Ian led us over "Mad Max" territory - great motorcycling roads- to Bannockburn.

At Bannockburn we stopped for morning tea. While at Bannockburn Johns' Suzuki fell from its centre stand knocking over Ians' XJ in the process. Fortunately no damage to either bike. Hans left the ride here, and soon after the rain started.

On leaving Bannockburn, continued on good back roads circumventing Geelong, to Mt Moriac, then Barwon Heads where a few riders needed to fill with petrol, finally arriving at Queenscliff at 12-40.

A quick lunch stop as the guided tour of the fort commenced at 1-00. Gary fed fish to the seagulls in the main street of Queenscliff - provided they played in the traffic. Pleased to report no squashed seagulls.

John and Vanessa left the ride at Queenscliff, not wanting to visit the Fort.

The tour of Fort Queenscliff was very interesting and well worth the \$2-00 entrance fee. The Fort dates back to the days of the Crimean War (1853-56). Apart from the armaments, the Fort has remained basically the same. In 1946 it ceased being an active coast artillery unit, and is now the Australian Army Command and Staff College.

Our guide led us through the underground magazines and explained the functions of the Black and White lighthouses built for the navigation of shipping through the Rip. We were also able to see a complete 8 inch Breech Loading disappearing gun. We saw the remains of a similar unit at Fort Nepean earlier in the year. It was a good opportunity to compare the two Forts.

On the way out after we had inspected the fort museum, Gary could not resist the temptation to gong the large brass bell hanging on the guardroom wall to be followed by a few other so inclined club members.

I didn't notice Steve trying to "pick up" the guide on this occasion!!!

When we emerged from th fort the weather had deteriorated somewhat, cold wind and heavy rain. I more or less inadvertently left the ride at Queenscliff and returned to Melbourne after an enjoyable and interesting days ride.

Ross K XJ900.





DAMS RUN13/8/89

## Riders:

|        |            |         |                  |                  |        |
|--------|------------|---------|------------------|------------------|--------|
| Hans   | K100RS     | Ben     | ZX10             | Ian & Kerry      | XJ900  |
| Bruce  | K100RS     | Ray     | ZX10             | Murray & Annette | XJ900  |
| Andrea | KR1        | Steve   | GPZ900           | Sam & Rita       | GPZ900 |
| Tom    | FZR1000    | Eric    | GPZ900           | Dean & Evonne    | GPZ900 |
| John   | RG500      | Michael | GPZ550           | Dereck & Matthew | GPZ900 |
| Eric   | RG500      | Luke    | GPX750           |                  |        |
| Mick   | 750 Katana | John    | VF750 (1st ride) |                  |        |

## Absent Rider:

Jack Youdan & "THE" GSXR, does it really exist?

Well after laying around in bed fighting off the other half's romantic advances for an hour or so, I decided that a day's ride would be a much better idea than that other dirty habit. After all you can get a bit anytime, but the MCTCV Inc. will definately leave the pickup point at the appointed time (maybe).

I joined the ride at Yarra Glen and by 10.30 there was a fair sized group of 19 bikes assembled. Ben gave the usual talk and warned that there would be quite a few stops for the day as we would visit at least 3 dams and several scenic spots.

NEWS FLASH!!!! A GSXR1100 has been seen on one of the Spurs.... could this be the dreaded "Youdan Revenge" for being lapped at Phillip Island?

Back up the the Christmas Hills road for about 10 K's and the first stop, the Winneke Reservoir. Then to the Yean Reservoir via the worst 1/2 Km of dirt I've struck in a while, greasy soft clay. At this point the usual happened - yep, thats right, Hans left the ride, seems that taking your helmet off more than three times on a ride is just too much. Next stop was via Whittlesea to the Toorourrong Reservoir and a quick look see, then off thru the hills (naturally no one exceeded the speed limit) to Kinglake and lunch. At around this time a certain rider who shall remain nameless noticed that his rear engine mount was flapping in the breeze, tut tut, fingers are no substitute for torque wrenches.

The next problem arose with Dean and Evonne leaving the ride with quote, "no fork oil and a drain plug loose", tut tut again. Also Ben's ex, the GPZ550, decided that seeing as how Ben was around it would sulk and not start. So for the rest of the day poor Mich had to park the bike facing downhill so he could clutch start the bike. Next stop was Mason Falls and a slip and slide stroll to look at the falls, some were heard to remark "very scenic". Off again thru the hills, via such well known club haunts as Kinglake East and Toolangi to the Maroonda Dam. On the Toolangi road the locals did their best to demonstrate some creative driving techniques in their Commodores, scary.

Unfortunately dear reader, Murray and Annette, Mich and I left the ride at this time so I am unable to report on the drag race

to Narbethong and back thru the Black Spur. At a rough guess I would say that it would be Ben leading, with Tom, Eric, John and Eric(RG) up his clacker.

So there it was, a lovely Spring day, scenic views and the odd thrash thru the hills. Back home in time to finish something that had started that morning.

Ray Thomas, ZX10

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# SNOWY MOUNTAINS WEEKEND - NOV. 4th/7th.

## Itinerary;

SATURDAY. Leave Hallam (9.30am) for Omeo.....approx 400kms.

SUNDAY. From Omeo to Three Mile Dam (near Adaminaby).....approx 700kms.

MONDAY. Three Mile Dam to Harrietville.....approx 450kms.

TUESDAY. Harrietville back to Melbourne.....approx 350kms.

## Transport:

As the transport van will not be leaving or travelling with the bike group, Tom suggests, those going who want their camping gear carried in the van to bring the bulky items along to the Nov.2nd meeting where the van will be in attendance. Try to keep it to the basics as the van will already contain, a Portable shower, Gas stove, Water supply, Charcoal BBQ, some Cooking pots and a small Fridge. It is envisaged that the van & driver (Arthur) will proceed directly to the over-night camp sites and set up tents, BBQ's campfire etc well before arrival of the bikes.

## Food:

You must cater for Breakfast and Evening meals, lunch will be obtained at a suitable stop during the day. Try and structure your meals around BBQ and campfire type menus. Unless suitable shops are found, you should stock up for;

Saturday Night - BYO meats etc from home, or buy during the trip to Omeo.

Sunday Breakfast & Sunday evening meal - BYO from home, or as above.

Monday Breakfast - BYO from home or bought during Saturday.

Monday Evening meal - Buy during the day.

\* Those going could form groups and bulk cater for themselves?

## Drinks;

Obtain as required.

## Hotel / Motel Accommodation;

Contact Ben Warden.

## Tents;

If you don't mind "sharing," LARGE tents can be arranged which will save the need for individual tents. Let Tom know your thoughts on this so the necessary arrangements can be made.

## Shelter;

Apart from the tents a large TARP will be taken to provide shelter in case of inclement weather.

BALLARAT FAUNA PARK:

SUNDAY AUGUST 20th. 1989.

12 People:      10 Bikes.

|           |        |               |           |
|-----------|--------|---------------|-----------|
| FJ 1200   | Brian. | Ian & Kerry.  | XJ 900.   |
| GPZ 550   | Mick.  | Andrew & Pam. | K 100 RS. |
| K 100 RS. | Hans.  | Ray           | ZX 10.    |
| FJ 1200.  | Gary.  | Steve.        | GPZ 900.  |
| GBR 1000  | Derik. | Les.          | K 100.    |

After waking early it only took a quick look outside to convince me that it would be a fine day for a ride.

Although it was rather cold at that time of the morning, at least the sun was shining, and the forecast was for clear skies.

Following a quick fuel stop, Pam and I arrived at K.B.C.P. - late as usual - just in time to get a run-down of the day's itinerary from trip leader Gary.

Before we had reached the West Gate Bridge we were informed that a rider was down. Apparently Steve did not see the stretched limousine until the last moment. Grabbing a handful of front brake, Steve and his bike parted company. The bike suffered only superficial damage with the loss of an indicator and minor scratches. Apart from a dent to his pride Steve was more concerned with the scratch to his new leather pants.

Regrouping, we headed over the West Gate Bridge towards Ballan for morning tea. On arrival, it was noted that Garry's horn had gone on a "mission impossible" and decided to self-destruct without warning, falling down on to the hot exhaust pipes. After retrieving what looked like a piece of burnt toast, or a relic from an atomic blast, Garry was forced to remove his petrol tank to get at the exposed wires to prevent a short circuit. We enjoyed the extended tea break as it allowed time for that second cup of coffee.

On the road again, and only a short distance to our destination, the Ballarat Fauna Park. By this time the sunshine made it a pleasure to be outdoors. We paid our entrance fee and wandered about the menagerie of reptiles, birds, and animals. First stop was the reptile display - snakes, crocodiles and exotic fish - all safely looked away behind glass. Back in the sunshine again, I made a great hit with

with the kangaroos. How did they know that I had a bag full of apples.

We all met up at the kiosk for lunch then departed for Daylesford via the back roads. We regrouped in Blackwood, then headed back to Melbourne via the Western Highway. At Melton we stopped at that well known Scottish Restaurant - McDonald's - for those who were still hungry, then we all went our separate ways.

In summary, a very pleasant day, no rain, not too long in the saddle, but a good fast and safe ride. Thank you Garry.

Pam and Andrew - K. 100 RS.

## Rebus Answers

|  |                                 |                       |                                       |   |                                      |                                |
|--|---------------------------------|-----------------------|---------------------------------------|---|--------------------------------------|--------------------------------|
| T R N  | INILT                           | EYEBROWS              | R I<br>D N<br>S K<br>HOUSE            | IMORET<br>THANI                           | EVER<br>EVER<br>EVER<br>EVER<br>EVER | amUous                         |
| NO "U"<br>TURN                               | NIL-IN-IT<br>NOTHING<br>IN IT   | RAISED<br>EYEBROWS    | ROUND<br>OF DRINKS<br>ON THE<br>HOUSE | MORE-IN<br>IT<br>THAN MEETS<br>THE EYE    | 4<br>EVER<br>&<br>EVER               | AM-<br>BIG-U-OUS<br>AMBIGUOUS  |
| polmumice                                    | YYY<br>MEN                      | agb                   | AT<br>THE<br>OF<br>ON                 | STEP<br>PETS<br>PETS                      | B<br>A E<br>DUMR                     | J<br>U<br>S<br>T<br>YOU ME     |
| MUM-IN-<br>POLICE =<br>MOTHER<br>IN<br>LAW   | 3-Y'S =<br>THREE<br>WISE<br>MEN | MIXED<br>BAG          | AT<br>THE POINT<br>OF<br>NO RETURN    | ONG STEP<br>FORWARD,<br>TWO STEPS<br>BACK | BERMUDA<br>TRIANGLE                  | JUST<br>BETWEEN<br>YOU<br>& ME |
| ONE<br>T<br>S                                | timing<br>tim ing               | N<br>I<br>P           | DdD<br>dWd<br>DdD                     | ON<br>THE THE                             | ANIMATION                            | HAIR_____                      |
| CORNER<br>STONE                              | SPLIT<br>2ND<br>TIMING          | PIN<br>UP             | W-IN<br>D'S =<br>WINDIES              | ON<br>THE<br>DOUBLE                       | SUSPENDED<br>ANIMATION               | RECEDING<br>HAIR<br>LINE       |
| GIVE GET<br>GIVE GET<br>GIVE GET<br>GIVE GET | Symphon                         | FAREDGE               | ping WILLOW                           | CYCLE<br>CYCLE<br>CYCLE                   | VAD ERS                              | DNA4TH                         |
| 4 GIVE<br>&<br>4 GET                         | UNFINISHED<br>SYMPHON<br>X      | RED-IN<br>THE<br>FACE | WEE<br>PING<br>WILLOW                 | TRI<br>CYCLE                              | SPACE<br>IN<br>VADERS                | BACK<br>AND,<br>4TH.           |

## 18 People, 12 Bikes

|          |                |        |                 |
|----------|----------------|--------|-----------------|
| FJ1200   | Gary Clifton   | ZX10   | Ben Warden      |
| FJ1200   | Peter Moreland | GPz900 | Dean von Schill |
| XJ900    | Ian / Kerrie   | GPz900 | Eric Hobert     |
| K100RS   | Andrew / Pam   | GPz900 | Steve Leyland   |
| CBR1000  | Derek / Sandra | GPz550 | Michael Chan    |
| GSX1100F | John / Vanessa | K100RT | Graeme Frampton |
| Car      | Sue / Scott    |        |                 |

*Vicki and I travelled up to Toronto (Newcastle) on the ZX10 to attend Vicki's brother's wedding. We took a week off work and visited friends and relatives including staying a couple of very pleasant nights at Vince (Green) and Sue's new abode. (Thanks, Vince and Sue, for the hospitality and grease. (I greased the swing-arm and monoshock nipples.) Greatly appreciated.) I won't bore you how wonderful Kawasaki's are, and in particular ZX10's, and how it performed faultlessly, never missing a beat. (Well, a couple of screws vibrated out, and the chain needed adjusting twice.) Just a few statistics.*

*For those misguided owners of guzzling Yamahas, Suzukis and Hondas, I suggest you skip following details.*

*The trip, Friday 18th - Saturday 26th (9 days), was 2900 km long, including 1,008 km up via the Hume in one day (equals sore bums), and 1,150 km home via Bathurst, Wagga, and Shepparton over two days staying at Junee overnight.*

### Economy:

*Conditions: (two-up plus gearsack), cruising 130-140 km/h.*

*best: 18.6 km/l (52.7 m/gal)*

*worst: 16.1 km/l (45.5 m/gal)*

*average: 17.2 km/l (48.6 m/gal)*

*Costs: petrol \$122 (52.9 c/l to 65.9 c/l)*

*Error in figures due to odometer reading about 3% high.*

### High points :

- Bells Line of Road (Blue Mountains)
- 4th gear overtaking power - a real buzz
- surviving "Road Closed to Light Vehicles" : indicated 20cm deep by about 100 feet long flood water on pot-holed road.
- weather: dry, 17-19 degrees C everyday

### Low points:

- Mobile radar, Bells Line of Road (\$120)
- Rain and cold, Junee to Melbourne.

So the next morning I turned up at KBCP, albeit a bit tired.

With the corner marking spiel dispensed with, Ian (and Kerrie) soon had us on our machines heading for Hallam, the scheduled pickup point. Derek and Sandra were rear riders for the day.

Due to roadworks at the South Eastern Freeway entrance near the Yarra Boulevard (Richmond), we were forced to do a U-turn back along St Georges Road to Toorak Road, picking up the freeway further along.

Gary was stopped at the Toorak Road lights, and in an effort to catch the group, lost a fairing side panel, due to excessive "wind pressure". It was only noticed at Hallam where Peter (immaculate FJ12) asked Gary if he had dropped it. (Gary was having a bad day - something to do with a grandchild crying on the hour, every hour. He had already had water in the petrol down the Tullamarine Freeway - cleared itself, and would drop his helmet twice during the day. All on top of last week's horn burning incident.)

We headed north from Hallam taking the back roads around to Berwick and on to Cranbourne and Moorooduc to the Australian Museum of Modern Media. (The bumps and roadworks were already taking their toll on my rear end.) A group concession reduced the entrance fee from \$4 to \$2. Sue and baby son Scott Moreland arrived in their 4 wheeled vehicle to share in the activities.

About an one and a half hours were spent merrily wandering around this smallish museum. Most interest revolved around the "modern" television and Rock industry. Graeme recognised all of the names and faces, Ian not far behind. We spent a deal of time laughing and joking around a TV showing a compilation of highlights from by-gone rock eras - almost ridiculously "nice" by modern "standards".

On to Mornington for lunch and a chance to catch up on the "Who's News". Sue and Scott joined us for lunch as well.

With the overcast and gloomy skies now doing more than just threatening, a large contingent of the ride sort comfort in more northern climes, and headed off home or to visit friends. The remaining die-hards were capably lead by Ian down to Dromana via the coast road and up Arthurs Seat for very scenic views of the bays. It was the first time for Eric and Michael up the mountain, and the first time up the tower for me. Cameras were clicking frantically.

Around through Flinders and Shoreham, then north to Lyndhurst (on the South Gippsland Highway) for petrol, food, and break up. More camera talk, then a fast blast home via the freeways, Gary leading, Michael in tow.

Good day, shame about the weather (it only rained at Mornington), though I did feel every bump. Must let some air out of that rear shocker! The bike has done 30,000 km, and is going well, though it has quite an appetite for tyres, and, chain and sprockets look like proving costly as after-market items don't exist yet. (ZX's have "532" dimensions rather than the more available "530" dimensions.) Hohum.

Ben (Vice Captain)

# Managing A Suspected Spinal Cord Injury

**Too often, a car or motorcycle accident means permanent spinal cord damage for the victim. This month's *Emergency Photo Guide* shows you how to immobilize a victim's cervical spine and assess his other injuries, so you can give him the best chance at a full recovery.**

\* ALTHOUGH AN AMERICAN ARTICLE, MANY RELEVANT POINTS CAN BE GAINED FROM IT.

**A** person who suffers a spinal cord injury (SCI) has about one chance in two of walking again if he gets proper care within the first hour—the so-called “Golden Hour”—after the accident. So it's crucial that you respond quickly by immobilizing him and assessing his injuries.

Immobilization is essential because of the spinal cord's vulnerability to injury. The spinal cord is protected by only a small amount of cerebrospinal fluid (CSF), and it's surrounded by hard, rough bone with spicules. The most vulnerable part of the spinal cord, the cervical spine, must support the head, which weighs about 15 pounds. The cervical spine is the starting point for many critical nerve routes—for instance, the phrenic nerve originates at the C3 to C4 level.

## Cautious assumption

When you arrive at an accident scene, you won't always know whether the victim has an SCI. That's why it pays to err on the side of caution. Always assume that any trauma victim, con-

scious or unconscious, has an SCI. If he's able to talk, ask him what happened. Learning the mechanism of injury may help you determine whether he has an SCI. If, for example, the accident involved sudden acceleration or deceleration, you'd suspect spinal cord damage.

Sometimes, a patient with an SCI will think he's fine. We know of an elderly man who fell from a stepladder. He insisted there was nothing wrong with him, that he just needed help getting up. But a nurse who lived next door gently touched his neck—and he winced. His right hand grasp was weaker than his left, and when she stroked his right arm, he said he could barely feel her touch. As a precaution, she immobilized his cervical spine. Later, they learned that he had indeed suffered an SCI.

After an accident, an SCI victim may even be walking around, trying to help others. So assess *all* accident victims—no matter how well they say they feel. If someone has numbness or tingling in his arms or legs, reduced motor or sensory function, or pain in his neck or back, immobilize him immediately. If he continues walking around, he risks permanent paralysis.

## Setting priorities

Depending on the situation, immobilization might not always be your first priority. If the victim isn't breathing and you're the only rescuer, you should perform cardiopulmonary resuscitation

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(CPR) first. Obviously, when there's more than one rescuer, you won't have to make such choices. One rescuer can give rescue breathing while another immobilizes the cervical spine. A third rescuer can compress a bleeding artery.

The point is that each accident presents its own special problems. And you need to establish appropriate priorities based on the situation.

Suppose you come upon a car accident in which the driver is unconscious. He isn't wearing a seat belt, and there's a spiderweb-like crack in the windshield where he hit his head. You'd need to deal with two life-threatening emergencies—a possible SCI and a

head injury. As you immobilize his head and neck, you'd also need to keep in mind other potential complications of his injuries, such as hypoxia, hypotension, and increased intracranial pressure.

#### **Preventing further damage**

What you do first may vary from accident to accident. But some guidelines for immobilizing a victim's head and neck are always the same. When you suspect that someone has an SCI, maintain his neck in a neutral position. If you must turn him, use the logrolling technique. Should he need CPR, open his airway using the jaw-thrust maneu-

ver—not the head-tilt/chin-lift maneuver. That way, you'll avoid hyperextending his neck. Always keep the victim immobilized until X-rays and a physical examination rule out an SCI.

Keeping these simple rescue tips in mind will help you prevent further damage to an injured spinal cord. And acting quickly will help you prevent other complications such as hypotension, hemorrhage, hypovolemic shock, spinal shock, hypoxia, and respiratory arrest.

The following photographs and instructions provide a detailed look at how to give first aid to a trauma victim you suspect has an SCI.



1. Suppose you're driving down the street when you see another car suddenly cut in front of a young man on a motorcycle. The cyclist brakes hard to avoid a collision, but his bike rams the car's rear bumper. He's hurled through the air and lands on his back in the middle of the street.

Before approaching the victim, inspect the scene for hazards, such as traffic, downed electrical wires, fire, or gasoline leaks. Keep in mind that *your* safety comes first. You can't help a victim if you're injured. If you can approach the scene,

turn off the motor of his vehicle.

Sometimes, it may be safe for you to approach the victim, but he may be in danger—for instance, if he's lying in the middle of the street. In such cases, you must weigh the risks of treating the victim where he is against the risks of moving him. Remember, in a rescue situation there are no hard-and-fast rules, but many judgment calls. Usually, though, you won't have to move a victim because of the risk of an explosion after an accident. Such explosions are extremely rare.





**2.** If possible, approach the victim from behind his head. Approaching him from the side may cause him to turn his head to look at you. If you can't approach him from behind, say, "Keep your head still as I speak to you." If possible, lift his helmet face plate so you can observe his face.

Note whether he's conscious and breathing. If he is, immobilize the cervical spine by placing your hands on the sides of his head and spreading your fingers as wide as possible, as shown. As you do this, introduce yourself and tell him that you're a nurse. Usually, you should try to align the neck in the neutral position. But in some cases, you may have to immobilize it in the position you find it.

If he appears unconscious, quickly check his airway by looking and listening for respirations. Then assess his breathing by observing his chest to see if it's rising and falling. Note the depth, pattern, and rate of respirations. If you see abdominal respirations and diminished chest movement, suspect a cervical spine injury. If the victim isn't breathing, perform rescue breathing. Even if he appears unconscious, introduce yourself and tell him what you're doing.

If you're the only trained person at the scene, maintain cervical spine immobilization and airway patency. As other people arrive, direct someone to contact the emergency medical service (EMS) and have the others assist as needed.

*Controversy:* There's some debate about whether you should remove a motorcyclist's helmet. Here's the protocol we follow: When we suspect a cervical spine injury, we usually don't remove the helmet because of the risk of further cervical damage. We do remove it, however, using the procedure shown in Steps 10 through 13, when the victim's airway is obstructed, when we suspect respiratory difficulty may develop, or when we see evidence of severe bleeding under the helmet.



**3.** If another rescuer is immobilizing the cervical spine, check the victim's airway and breathing again. Then palpate his carotid pulse, as shown. Assess his level of consciousness. Ask him his name, where he is, and what happened. Also ask him what time, day, and year it is. If he answers appropriately, you know his cerebral function is intact.



**4.** Inspect his head and neck for signs of trauma, such as contusions, bulging neck veins, or tracheal deviation. Look for dents in the helmet. Also, observe for blood-tinged CSF coming from the nose (and the ears, if the helmet is off). Reassure the victim and explain what you're doing as you assess him.

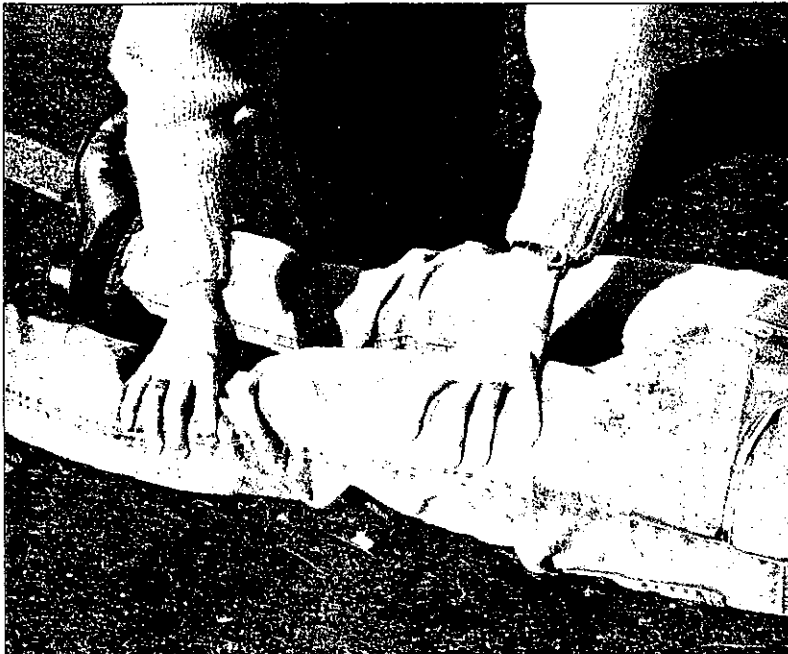


**5.** Check for impaired motor function by telling him to squeeze and release your hand. Then ask him to move his toes and fingers.



**6.** Apply enough pressure at various points on his body to stimulate sensory function. Ask if he feels anything. He may feel pain to the touch or complain of warmth, burning, or tingling. Whether you detect any of these symptoms or not, continue treating the trauma victim as though he had an SCI. Also, check his skin temperature. If his skin is cold and clammy, he may be in shock from bleeding. Cover him immediately.

With a trauma victim, there's always a risk of vomiting and aspiration. If you see that he's going to vomit, logroll him to one side and immobilize him in that position if possible. If he can't be turned, use your finger to clear his mouth of vomitus and keep his airway patent.



**7.** Palpate the victim from head to toe, checking for other injuries. If you don't detect a fracture or if the patient is moving his legs, straighten them. If you suspect a fracture or dislocation, report it to the emergency medical technicians (EMTs) when they arrive. You shouldn't try to splint the fracture unless you have the proper equipment and the EMTs won't be arriving right away. What you want to do is keep the patient as still as possible. And the fracture itself will help you. Because of the pain, the patient will be reluctant to move.

If he needs help and you're the only one on the scene, you may have to leave him to call the EMS. However, you shouldn't leave a victim who's in acute distress. If you think it's safe to leave him for a short time, explain that you must go for help. Then tell him to stay still, pace his breathing with slow, deep breaths, and wiggle his toes or fingers for circulation. Assure him that you will return as soon as possible.

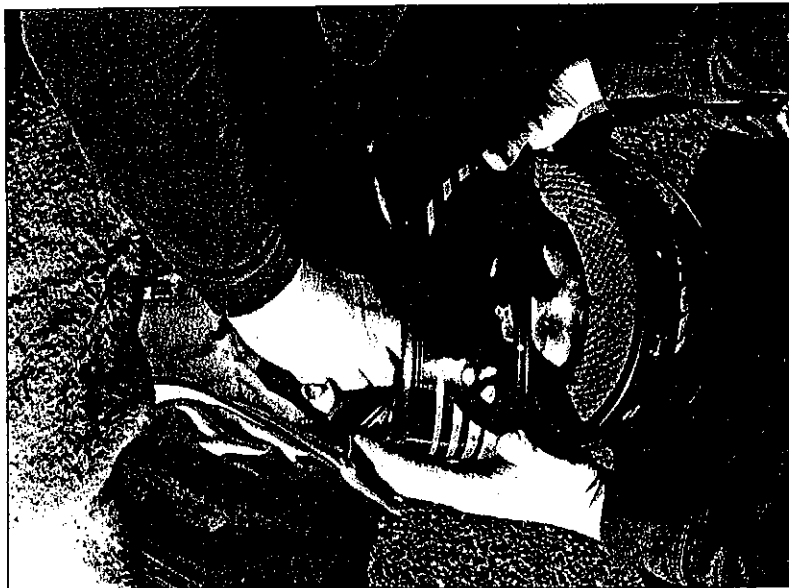


**8.** As you wait for the EMTs to arrive, cover the victim with a blanket. Also, place rolled-up towels, scarves, or other suitable material at the sides of his helmet to help immobilize his head and neck.



**9.** When the ambulance arrives, give the EMTs a brief report on the victim's status; be sure to note his level of consciousness. They may call for a helicopter to speed the transfer. A helicopter also provides a smooth ride—a key consideration for a victim who may have an SCI.

**10.** The EMTs will usually apply a rigid cervical collar. Depending on the type of helmet, however, they may have to remove it before they can apply the collar. If so, one EMT will kneel behind the victim's head with his hands on the sides of the helmet.



**11.** The second EMT should kneel beside the victim, remove the towels from the sides of the helmet, and unfasten the helmet strap. Next, he should place one hand on the victim's mandible, with his thumb on one side and fingers on the other. Then he should place his other hand at the level of the occiput and hold the victim's head with his fingers.

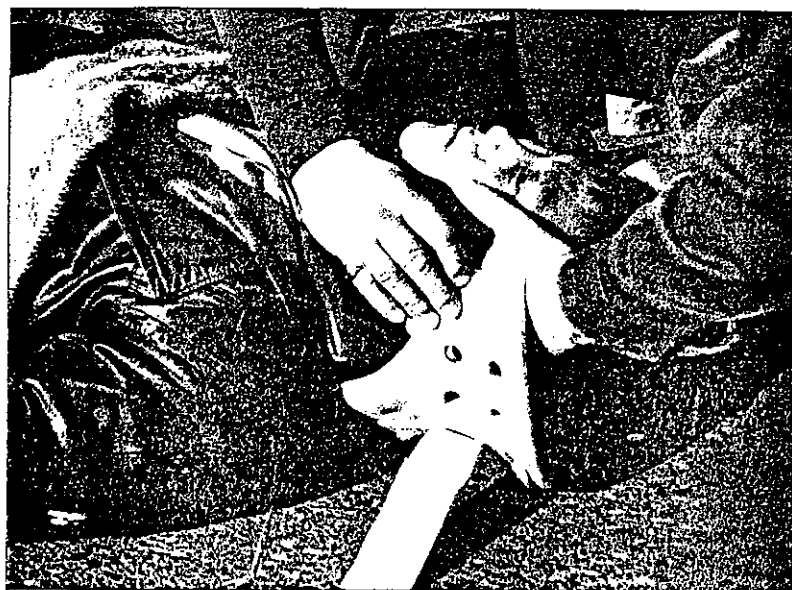


**12.** The second EMT should maintain in-line immobilization as the first EMT slowly removes the helmet. He'll raise it, expand it laterally to clear the ears, then slide it out from under the victim's head.

Removing the helmet may not be easy—especially if it's a full-coverage type. Normally, a helmet fits snugly; with blood and sweat underneath it, the fit will be even tighter.



**13.** Once the first EMT has removed the helmet, he should relieve the second EMT by placing his hands on the sides of the victim's head and spreading his fingers. He shouldn't let the victim's head rest on the ground. From this position, the first EMT should be able to assess for bilateral chest movement, spontaneous limb movement, and any unusual posturing.



**14.** While the first EMT maintains in-line immobilization, the second EMT should apply an appropriate cervical immobilization device.



**15.** Now, you and the other rescuers should logroll the victim onto a spineboard and secure him to it. One rescuer should place the spineboard next to the victim, while two rescuers kneel on the other side of him.



**16.** When the EMT maintaining in-line immobilization counts to three, the rescuers should slowly logroll the victim to minimize any movement of the spine.



**17.** The rescuer with the spineboard should slide it under the victim.



**18.** On the count of three, the rescuers should logroll him onto the spineboard, secure the straps, then place a folded towel under his head to fill the space between the occiput and the board. Blanket rolls or cervical immobilization devices should be applied to prevent lateral movement. When this is done, the rescuer maintaining cervical immobilization can remove his hands from the victim's head.

**19.** Patient should now be transferred to an Intensive care Hospital ASAP.





# Fort Queenscliff

6th August, 1989.

Attendance: Ian & Kerry (Leading) XJ900, Gary FJ1200. Dean GPZ900, Ray ZX10, Andrew K100, Steve GPZ900, Andrea KR1, Tom R80, John & Vanessa (First Ride) Suzuki Hans K100, Ross XJ900, Barry & Rosemary GSX 750, Derek & Sandra CBR1000, Graeme (Rear Rider) BMW, first ride after accident.

16 Bikes, 21 people.

I met the ride at Laverton at 10-00. The weather forecast for the day was cold and showery, although at 10-00 the sun was shining through.

A good roll up of bikes were at the Laverton servo when I arrived.

We left Laverton with Ian leading the ride and Graeme as rear rider, - complete with walking stick - and travelled south along Geelong Road to Werribee. Riding through Werribee on the You Yangs road then across to the Geelong - Bacchus Marsh road, south west to Anakie, from where Ian led us over "Mad Max" territory - great motorcycling roads- to Bannockburn.

At Bannockburn we stopped for morning tea. While at Bannockburn Johns' Suzuki fell from its centre stand knocking over Ians' XJ in the process. Fortunately no damage to either bike. Hans left the ride here, and soon after the rain started.

On leaving Bannockburn, continued on good back roads circumventing Geelong, to Mt Moriac, then Barwon Heads where a few riders needed to fill with petrol, finally arriving at Queenscliff at 12-40.

A quick lunch stop as the guided tour of the fort commenced at 1-00. Gary fed fish to the seagulls in the main street of Queenscliff - provided they played in the traffic. Pleased to report no squashed seagulls.

John and Vanessa left the ride at Queenscliff, not wanting to visit the Fort.

The tour of Fort Queenscliff was very interesting and well worth the \$2-00 entrance fee. The Fort dates back to the days of the Crimean War (1853-56). Apart from the armaments, the Fort has remained basically the same. In 1946 it ceased being an active coast artillery unit, and is now the Australian Army Command and Staff College.

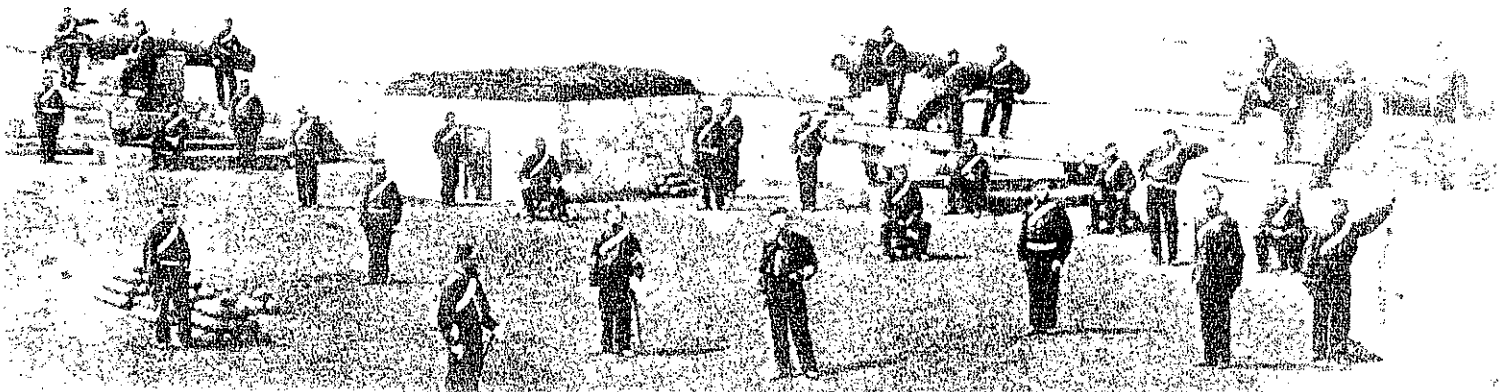
Our guide led us through the underground magazines and explained the functions of the Black and White lighthouses built for the navigation of shipping through the Rip. We were also able to see a complete 8 inch Breech Loading disappearing gun. We saw the remains of a similar unit at Fort Nepean earlier in the year. It was a good opportunity to compare the two Forts.

On the way out after we had inspected the fort museum, Gary could not resist the temptation to gong the large brass bell hanging on the guardroom wall to be followed by a few other so inclined club members.

I didn't notice Steve trying to "pick up" the guide on this occasion!!!

When we emerged from the fort the weather had deteriorated somewhat, cold wind and heavy rain. I more or less inadvertently left the ride at Queenscliff and returned to Melbourne after an enjoyable and interesting days ride.

Ross K XJ900.





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