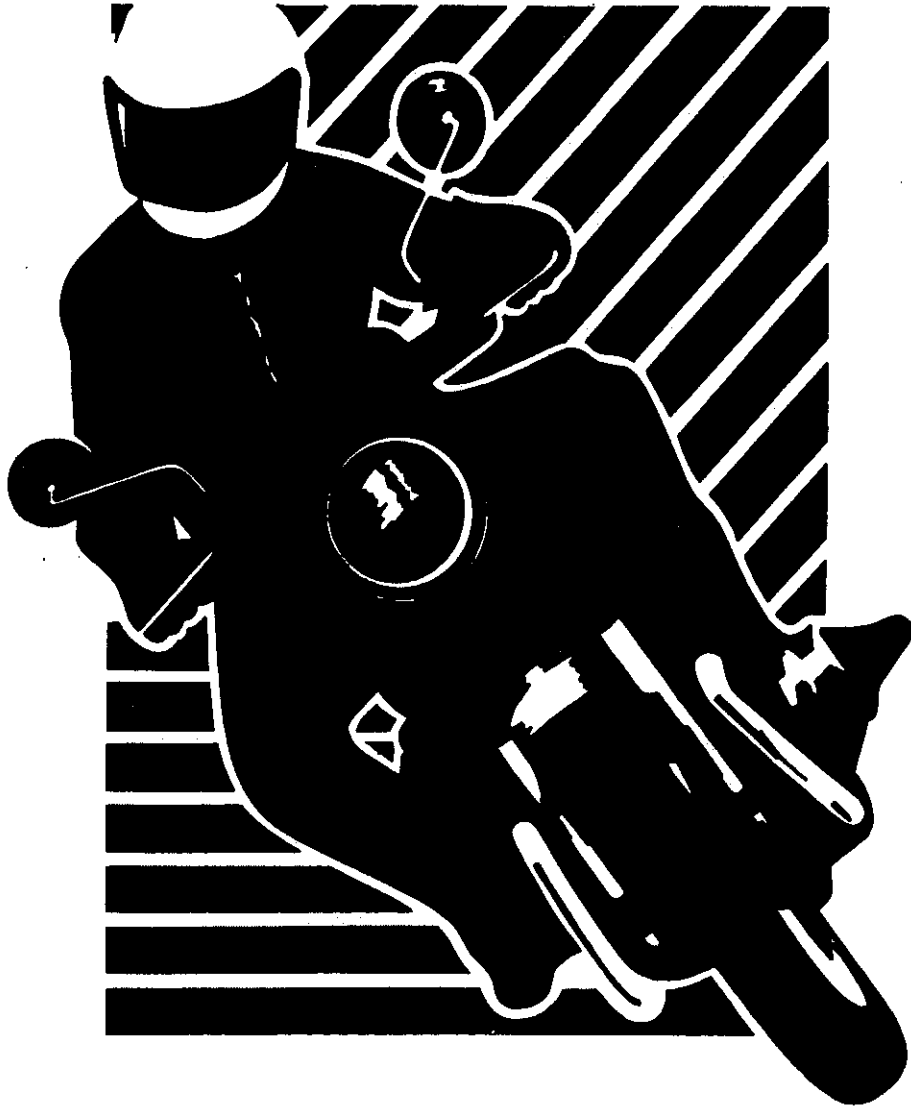


FEB 98

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA INC.

P.O. Box 453, Richmond 3121, Victoria

February 1999 Itinerary

Sunday 7th **Reefton Spur** Ben Warden leading
9.30 am KBCP, 10.30 am Yarra Glen

Tim Walker was going to lead this but due to an accident he is unable to, but he has suggested the following route: Yarra Glen, Healesville, Warburton, Doona Buang and back to Warburton for morning tea. Round the Reefton and lunch at Marysville at the bakery with all the other motorcyclists. Back across the Black Spur, up Myers Creek Rd, down Chum Creek Road to Healesville, back to Yarra Glen, around Christmas Hills Rd to break up at Kangaroo Ground. Plenty of corners. Have good tires!

Weekend **Port Campbell, Motel Accommodation** Ian Payne leading
13th – 14th 9.30 am West Gate Shell Servo.

Danny Vits was down to lead this ride but is committed to picking up his wife from the airport after her latest overseas junket. We will be staying overnight in the Twelve Apostles Motel, 6 km from the Great Ocean Road. It has a games room, indoor heated pool, and evening meals. We have stayed there twice before and found it to be an excellent venue. See Ian Payne with a deposit of \$30. Note: more information contained elsewhere in magazine.

Friday 19th **Night Ride, Steavenson's Falls** Darryn Webster leading
Cardinia Park Hotel, 6 pm. Melways Map 212 A 7

We will be eating at 6 pm for those with food on their mind, or otherwise departing on the ride at 7.45 pm. A bit of a ride through the Dandenongs up to Healesville and then across the black Spur. Usually plenty of wombats around so keep those peepers peeled! Note this ride takes the place of the Social Sip.

Sunday 21st **Strath Creek** Gerry East leading
9.30 am KBCP, 10.30 am Yarra Glen

All our favourite roads through the nearby eastern ranges.

Sunday 28th **Vaughan Springs** Les Leahy leading
9.00 am KBCP, 10 am Whittlesea

Note the early start. Open country out west. Should be a fairly leisurely and interesting day. Les always finds the unusual. Could suit a pillion.

March 1999

Thursday 4th **General Meeting, Club Hall, 8.15 pm, Inglebys Road**
Theatrette at rear of Camberwell Town Hall, Melways Ref 59J2

Weekend **MTCV Tour of Duty, Bombala Weekend** Ian Payne leading
6th – 8th Another trip into the best roads and country in Australia, and probably the last of the good weather. First night Bombala, second night Adaminaby. More details on last page. See Ian with your deposit money to secure a bed. Should be grouse.

Captains Report for January 1999

| | | | | | |
|----------------------|---------------|-----------------------|-----------------------|---------------|---------------------|
| Sun. 3 rd | Leader | Wayne Grant | Fri. 22 nd | Leader | Ben Warden |
| | Destination | Dams Ride | Tue 26 th | Destination | Tallangatta |
| | Weather | hot 35 deg C | | Weather | 30's |
| | No. of Riders | 12 bikes, 13 people | | No. of Riders | 9 bikes, 9 people |
| | Incidents | none | | Incidents | tyres |
| | Distance | 350 km | | Distance | 2850 km |
| Sun 10 th | Leader | Geoff Jones | Sun 31 st | Leader | Danny Vits |
| | Destination | Buningyong Fire Tower | | Destination | Cape Patterson |
| | Weather | hot 37 deg C | | Weather | hot |
| | No. of Riders | 13 bikes, 14 people | | Riders | 15 bikes, 15 people |
| | Incidents | none | | Incidents | lost someone! |
| | Distance | 380 km | | Distance | 460 km |
| Sun 17 th | Leader | Darryn Webster | | | |
| | Destination | Arthur's Seat | | | |
| | Weather | hot | | | |
| | No. of Riders | 15 bikes, 17 people | | | |
| | Incidents | none | | | |
| | Distance | 320 km | | | |

Who's News

Tim Walker crashed his ZX7 at Broadford on Sunday the 31st of January while attending the Superbike School run by Steve Broggy. He crashed at the end of the top straight atß the right hander – the worst place! He suffered a broken collar bone and a cracked rib. The bike is not too good. Tim can be reached at home on phone number 9551-1638. We wish him a speedy and full recovery.

John Willis high sided his near new TL1000 on the St Andrews Road while following Tom Saville on Sunday 24th. John has a sore and swollen right leg and has been hobbling around, continuing to work. The bike was not so lucky and may find a new owner within the Club. Similarly we wish John a full and speedy recovery and look forward to seeing him back in action.

Jack Youdan sent me a note: "There is excellent new road surfacing in the near-Gippsland area. Lyn will appreciate that the contractors have left it clean (no gravel). The Glen Alvie – Kernot – Woodleigh twities road has always been good but the recent resurfacing makes it like the Phillip Island Circuit (yes, it's that smooth/grippy) – particularly as there are no centre lines yet.magic stuff."

For Sale: never worn *Extreme* dirt bike nylon pants. Size medium, fluro yellow, green and purple. Slightly shop soiled – been to the Northern Territory and back. Marked at \$225, sell \$100. Alpine Star touring boots, Goretex (100% waterproof), worn twice, size 44, cost mega bucks, sell \$200. Ring Ben on 040- 900-1618.

For Sale: CBR600 K&N air filter suit 95-98; GSXR600 K&N air filter, GSXR600 White Power springs, rear sprockets, race foot peg brackets, pegs, gear change; brake and clutch levers, clip on handlebars, pads (suit Kawasaki front 4 piston ZXR etc). Ring Ben for details, prices etc.

Tallangatta 1999

Friday, Day 1

Made the choice to take the car and trailer the bike. This seemed like the woose way out until I worked out that it costs around \$0.20 per kilometer (insurance, rego,tyres and servicing only, add fuel and it only gets better) to ride the GSXR and with around 800 km to Tallangatta and back I could get there for less than \$160.00 using the car. This would also help preserve the D207GPs bought especially for the occasion (another good move as it turns out). Taking the car also allowed more gear to be carted and some spare tyres to be taken (Good idea number 2).

Driving up in the pouring rain and thunder storm Gerry and I were laughing uproariously at those who were riding. This helped to cement the decision as the right one. I must thank Lynn Duncan for the last minute use of her bike trailer. An absolute dream to tow and held the two bikes quite nicely. Lynne, you're a legend !

A quick check of the participants showed that Suzuki needs to pull their act up. Three Kwaka 750s lead to the moniker "Team Green" being applied. 2 Yamahas, 2 Hondas and the lone Suzuki. But when you've got the epitome of the 750 class sports bike you don't care about being a loner (When I learn to ride the beast I will be able to boast even better!).

Saturday, Day 2

Got up all keen to go riding. This is the first Club weekend I have attended and was hoping that the reality lived up to the urban legends that have grown up around these weekends. (I wasn't disappointed.) I would describe the route taken if I knew where I went. I thought I had a good sense of direction but with Ben leading it got screwed big time. Doesn't matter though. I was quite happy to go along for the ride.

The day wasn't without incident though not of the terminal kind. Having had the Suzuki for 4 months it's fuel economy (or lack there of) leaves me speechless. A couple of days before I had had to roll through the Black Spur (Dom Dom saddle to Fenchurch Park) as the fuel light was hard on just after leaving Buxton. Arriving at Healesville showed 220 km on the odometer. The 18 litre tank took 17.62 litres. (Most of this riding was pretty easy to.)

Anyway a misunderstanding ensured that the route for the day had to be changed to cater for the poorest fuel economy of the assembled bikes (mine !!!). Later checking showed that fuel consumption can get even worse. Using the kms travelled and fuel used figures on the run from somewhere to somewhere else (I said I didn't know where I was!) it calculated out to be 207 km (!!!) from the 18 litre tank.

Had a great day though the Granya Pass was covered in twigs and bark. Then there was the rabbit which nearly wore a size 9 Frank Thomas boot in the head. I swear I was trying to avoid it. I went left, it went left, I went right, it went right, I went straight ahead, it didn't move.

We went a whole lot of other places (Tumut was one of them I think?). Got back to Tallangatta, awed with the roads travelled. Still can't tell you where we went. The only real smelly part was the Elliot Way. A goat track barely worth the name "goat track".

Sunday, Day 3

Not feeling real good but must get out there and make the most of it. Got to Corryong and Gerry pulled out in obvious pain from her neck and shoulder. It's a shame that her motorcycle

induced injuries restrict her obvious love of riding (with the number of crashes in the last 12 months a message for us all ?)

Again another day of following people to places that I have no idea where they are. Checked out some great dams and views. Rode some sensational roads. Found a number of cars that like to cut the apex. While I am fond of the BMW Z3, getting nailed by one, even one with the number plate CUTEBM, isn't my idea of a good day!

Pulled into Adaminaby only to discover I had picked up a nail in the rear tyre. Which by the stage was looking a little worn anyway. A quick pressure check showed it had a slow leak and was down a couple of pounds. Just what you need. A good thing I was carrying a can of tyre repair and inflator left over from my trip to Tasmania over Christmas.

Ended up in Jindabyne at some stage. Still not feeling great and with a dodgy rear tyre I decided to head straight back to Khancoban while the lads did an extra 80 km loop through Charlottes Pass. I was warned that the Alpine Way contained some dirt but it has certainly been reduced (only 7 km).

Really got back on the pace (well my pace anyway) coming through here. I encountered a K1200RS who wanted a run. I'm not quite sure what he was thinking his fully loaded 2 up K1200RS could do, but it was fun until just having passed him through a right-hander, I found a ute coming the other way had decided to utilise my side of the road to set up for the coming left-hander. I thought it was very close. According to the K1200RS rider at Khancoban it was closer than what I thought!

The ride from Khancoban to Corryong was uneventful but the sweepers from Corryong to Tallangatta did provide some fast fun and a chance to find out what happens to a front D207GP under repeated cornering stresses. (All at legal speed limits of course; breaking any road traffic rule is an offence under the Club Constitution, and with a possible penalty of expulsion, I'm not up for it.)

Monday, Day 4

Another big day planned though first order of the day was for Ben, Danny and myself to head into Albury and get some new tyres. Ben's front was 60% slick i.e. the only tread to be seen was about an inch wide through the centre. Danny's front was just slick and my Suzi's rear had the nail in it. This is where bringing the car paid off big time. I had an old D207, taken off the Suzi at 6,600 km that I threw in for a last resort. This I sold to Ben for \$50, a bonus considering it had been in my garage for about 3 months and was ready to go to the tip. I had the Michelin HiSport that came off the rear when I put the D207GP on, so off we headed into Albury.

It was quite a site, Ben riding with his new possession around his waste and Danny sporting my 190/55 HiSport around his waste. I will have to get the photo up on the web site for all to view. All credit to Honda Motorcycles in Albury. After being refused service by the Wodonga Suzuki dealer, the Honda shop went out of their way to accommodate us. Back to get the others by 11 am.

At least I had some idea of where I was going today. The ride to Dartmouth Dam and back to Mitta Mitta was uneventful except for scoring a sparrow in the chin piece of my helmet. (This is bird number 2! I copped a sparrow in the side of the helmet at 150 km/h (not on a Club ride of course!) when in Tassie.)

One thing became clear at this stage. Three days of continuous 500 km + rides with riders with more experience really helps your own riding. Pushing the envelope of your own experience is essential to improving your skills.

Cruised (HA HA Ha!) via Dederang Gap and Ovens down to Porepunkah for a run up the Mt Buffalo Rd. This is where it was demonstrated to me that skill and experience will always out do sheer horsepower, brute force and ignorance. Chasing Gerry and Rhys up the mountain, it didn't

matter how much of the Suzuki's (claimed) rear wheel 114 hp I could get to the road, I still couldn't get close to them. With Gerry on a YZF600, described in one mag. as a "chubby pony", this only made the lesson that much harder to stomach.

Fantastic place Mt. Buffalo, watching the hang gliders and para-gliders. Could have stayed there all day had the ride down not been calling. Back to Bright for an ice cream. Then we went over the Tawonga Gap. Got dragged through here by Ben (if he can do that speed so can I!) Fantastic. Except for two things: scraping the pegs on the GSXR (an act I was later abused for by Yoda, my riding skills mentor (quite rightly so to!)) and hearing that sickening tinkling sound of gravel hitting the fairings when you're committed (hard).

Then back to Tallangata via Bonegilla, around the Lake, and the Granya Gap again. I learnt another lesson here: it is very difficult to ride with out a centre white line. It didn't seem to matter how hard I tried I always apexed the corner on the wrong side of the road. I must work on this!

Tuesday, Day 5

Loaded the Suzi on the trailer. Gerry was riding back through Hotham and Omeo with the boys. After three days and about 1800 km I was stuffed (language used here much softer than if you asked me in male only company!) and had had more than enough. The front D207GP was looking very worse for wear and will need to be replaced when home.

I was so stuffed on the way home that I was ringing people just to talk to someone and hopefully stay awake. There were several long blinks taken for sure. Would have been good to have some company.

Round up.

Had a HUGE time, both on the bike and off.

Do it again without a thought (Bombala is coming up in March. Be there or be somewhere else.)

D207GPs are good for about 3,000km on the GSXR750. At \$735.00 (new retail) a set I don't think I will be running these often though the grip is just AWESOME....

Tallangatta is a sensational social event and a great way to learn heaps.

In the words of the greatest philosopher of the 20th century "A man's gotta know his limitations" (Guess who ?)

I was thinking about trading the GSXR750 shortly. After catching a glimpse of what the total package is capable of though I don't know what I would replace it with. (Why doesn't it do more at WSB level?)

Michelin HiSports don't like white lines

Skill and experience are far more valuable than the latest technology big horse power bike (though horse power does help make up some of the deficiency).

The 750 shared jointly (with Wayne's ZX9R) in the weekends "Top Speed" shoot out. Though seeing as no road rules were broken everyone shared as the top speed for the weekend was no more than the open road legal speed limit of 100kmh.

Darryn Webster (GSXR750)

Tallangatta Day 1 - Saturday 23rd January 1999

Riders – see day two

With a last minute unsuccessful bid to purchase some wet weather gear, Derek and I had left Warrandyte at 3.00pm, Friday. The ride up was uneventful. The horizon was dark and foreboding. Hmm. It wasn't a question of if it was going to rain, but when! Well, just out of Benalla a few splotches, quickly developing into a steady fall, then pelting down. I was fortunate enough to have a rain jacket. Derek - well I don't think he was too happy. There was one consolation (or I thought so) - a spectacular lightning display. Derek was thinking more along the lines of being fried. As discussed later, what does happen if lightning strikes a motorcycle? General consensus: we'd rather not think about it!

On the last 20 km to Tallangatta, it was evident there had been a bit of wind (not to mention rain). Several trees were blown down along the road, the sky still looking ominous. It was good to reach the pub, and be greeted by Gerry, Tim, Darryn, Ben and Rhys, who all looked quite comfy and settled (especially the "Happy Wanderer" Rhys, who had been comfortable since arriving at 3.30 pm, after travelling and exploring many back roads. Those red lines on the map must surely have been getting blurry!) Wayne arrived later that night, having kept dry as he had towed the bike up.

Room 5 beckoned us. We had this room last year - nothing had changed. Ah, there's nothing like bed spring indentations in your back! And we learnt the next morning Darryn had a comfy bed as well - one that gave you a sinking experience. Oh well, you can't expect luxury for \$15 a night. Saturday dawned fine. Derek discovered the Weetbix tasted like cardboard and were to be avoided at all costs. Sunday morning brekky provided another dilemma - the toaster was missing ! It took a woman's know how and kitchen sense to locate it: on the kitchen bench. Well done Gerry! As for the males (who shall remain nameless), they looked high and low and could not find it. (I'm not really saying guys have no kitchen sense.....) Anyway, back to Saturday.

The route was through some twisties to Granya, avoiding the bark and leaf litter which was covering some parts of the road, to Walwa for morning tea. It was decided to change the planned route, as Darryn appeared to be getting only 11 km per litre. The new route included a couple of extra fuel stops. On to Tumbarumba via Tintaldra and Tooma for fuel and visor clean. Tumut via Rosewood was the lunch stop, then on our way to Talbingo for a quick fuel stop. Then along the Snowy Mountains Highway where we encountered some rain. Luckily the rain did not last long - about 10km. At Kiandra we turned left and headed for Cabramurra, followed by the descent and ascent of Elliots Way - no time for lack of concentration here. Some gravelly patches and occasional fallen rocks to make it more interesting, not that it needed it.

Back to Corryong for a quick top up (fuel and food), then it was a sprint for home, due to the black clouds in the distance. We all managed to make it home before the rain. The whole day was filled with spectacular roads, scenery and enjoyment. Thanks to Ben for leading another great ride.

Kathy Robinson (CBR600)

Tallangatta Day 2 - Sunday 24th January 1999

| | | | |
|---------------------|---------|-----------------------|---------|
| Ben Warden (Leader) | ZXR750 | Derek Atkinson (Rear) | FZR1000 |
| Rhys Williams | ZX7R | Gerry East | YZF600 |
| Wayne Grant | ZX9R | Danny Kosinski | VFR750 |
| Darryn Webster | GSXR750 | Tim Walker | ZX7R |

After a typical late night of lies, jokes, gossip, tall stories and eventually playing pool, most of the troops assembled at the servo at the end of the street at 9:00 am. Kathy had decided to have a rest day. (*She rode down to Mitta Mitta and back – 250 km Ed.*) Ben lead us out along the familiar fast sweepers towards Corryong. About half way we approached a group of slower moving bikes, but as we overtook them the lead bike of the three became a faster moving bike, and slotted in behind Ben. When we stopped at the Corryong servo we found that the rider was a local from Tallangatta, out for a burn on his Ducatti 750F1. His two mates were from the Albury/Wodonga area.

At this point Gerry decided to return to Tallangatta, her neck and shoulder hurting, to also have a rest day. The rest of us continued on. Pretty straight roads for the next 50 km or so, then some 30 k's of tight twisty stuff leading to the Tumut Pond where we had another stop to regroup. Photographs taken, we're off again, eventually finding our way onto the Snowy Mountains Highway and into Adaminaby for an early lunch stop.

We relaxed, soaking in the perfect weather. Another large group of touring bikes was also in town and had established themselves on the other side of the street. Danny adjusted the damping in his rear shock absorber, and later confirmed that it made a noticeable improvement.

Off again to Jindabyne via Berridale and Dalgety. Another short stop before tackling the 82 km to Charlottes Pass and back. A toll has to be paid to enter the Alpine Park. Four of us had stopped and as Wayne approached Ben asked for "five, make that four tickets" as Wayne blasted through. "Do you know him?" "Nope" and we all shook our heads. "Could be a \$150 fine for that" she said.

We reached the top and Wayne appeared shortly after, having layed low for a while. We walked a couple of hundred metres up along the wooden path to the lookout where Danny read the tourist information and regurgitated it all back to us. Back down at the bottom of the path our tour *guide* again enjoyed sharing his new found knowledge with a group of scouts.

Back to Jindabyne and onto the road to Thredbo. Fairly straight and fast, where we come across, and cut up, six Harleys. At Thredbo Village the Alpine Way is closed for more consolidation work after the landslide, and we were diverted down through the back streets. After Thredbo we came to the 7 kms of gravel still remaining, and regroup once more at the end of the dirt. From here to Khancoban is 53 kms of the grousest road. Tight twisties cut through the mountains under the forest canopy. I followed Ben out, but soon lost touch. Danny passed me and soon had Ben in his sights, giving Ben a wake up call. Rhys' headlight soon appeared in my mirrors giving me the wake up call, and both pairs of riders had a ball stretching and shrinking the imaginary piece of elastic all the way to Khancoban. A thought from Rhys half way down says it all "This is mint - but it just keeps getting better!".

After a break at the servo Derek and Wayne headed back to Corryong and I followed shortly after. The others waited a few more minutes till after the Harleys left - just to enjoy cutting them up once more.

Great days ride. 630 kms approx.

Tim Walker. ZX7R.

Tallangatta Weekend – Day 2 (23/01/1999)

The previous night we had agreed to leave at nine which for me meant up at eight. It always takes at least an hour to eat, change and get the bike ready. Though the accommodation was humble I certainly slept well and the beds were comfortable, the breakfast being thrown in was a bonus. Toast would be in order; I just can't eat cereal when away. Too much like wet cement, not that I have tried that either but I figure it must be similar and as for porridge, well that's prison grub. All this was being discussed with Danny and by 8.55 am Ben's saying we leave in 5 minutes!

The first thing to do at Tallangatta on any ride is get petrol first as some towns can be further apart than first thought so it was off to the servo. The first town for the day was to be Corryong. This is a great 80 kilometre stretch where there were no lights, no intersections and just no stopping. What speed you decided upon was more up to yourself than any restriction the actual road may impose. If long quick sweepers are what turn you on then this road would be highly recommended. At this point Gerry was in serious discomfort and figured it was a nice day to let the body recover. So that was where she left us.

Corryong is where you enter the Great Dividing Range featuring more winding roads with nobody using them. The ride gets pretty well spread out through these parts as different riders prefer to travel at differing speeds so I usually only get to ride with other Club members for a short time before they are pulling away, or just leaving me for dead. One such person was Danny who seemed to be on a bit of a mission. Judging by appearance one could be forgiven for underestimating both rider and bike. Anyway he was at the pointy end with Ben having a ball.

Probably the best road of the weekend is from Cabramurra to Adaminaby, via Kiandra. Up to Kiandra is just a taste of how good this is all going to become, however, from Kiandra the road really is something else. The surface was super clean and looked like it had been put down just for our indulgence. When riding this road it feels like the Australia answer to the Isle of Mann, that good.

We stopped at Adaminaby to regroup, as the long fast roads tend to spread the group. This was a beautiful little spot buried in the mountains. However it does get frightfully cold. We all enjoyed a bite to eat and just a chance to have a drink and get ones breath back. These were the sort of roads you just could not tackle half asleep as the orange poles along the roadside mean the end of the roadside and unless you had wings (there were no angels amongst this lot) going over meant the hospital or the cemetery. So it was good to have a break. This place is distinctive by the huge rainbow trout statue featured in the park.

Rhys thought there were no more mysteries to Danny and his bike however could not help but shake his head when Danny removed this tool kit from under the seat. The tools were being kept in a sock! I kid you not, next time he is about you should ask, it is worth seeing.

The journey continued through to Jindabyne via Berrydale and Dalgety. Jindabyne is nice spot and we needed another little break. Even though the days were not hot they were tiring, I think from concentration as much as anything physical. I must admit at this point I was absolutely bugged and probably could've fallen asleep if given the chance. The group were taking about the next stage which is a 40 km ride in and out of the snowfields up to Charlottes Pass. When I was told this road is tolled I just could not believe it. A public road where there is NO alternate route and the authorities feel they need to bang a charge on it, an absolute outrage. Rhys had said the views are worth it so I decided to be part of it. Darryn was feeling fairly tired as well (a dog had been snoring outside his bedroom window, apparently) and decide to head back from Jindabyne.

As my form of protest I rode through the exit gate at speed while Ben was arranging for the 5 passes that were needed. As I went through Ben had to change his request saying he now only

needed 4 and that nobody knew who I was; just as well the fine is \$150! Is this a printing press for Government coffers or what. This too was a take no prisoner's road with those orange poles placed one ft away from what is effectively a cliff. I knew the parking people were going to be about so I didn't park for too long at the top while Ben, Rhys and Tim did the touristy thing. The problem with racing the gate is that only one road leads into the place which means you really have to also race out. So we do what we have to do.

Meeting back at Jindabyne Tim said he did not like associating himself with crims and gave me a couple of silent minutes where he wasn't talking to me, but then enjoyed letting me know that to avoid tolls there was another gate to be speed through. This was starting to become a lot of work for \$3.50 however it was the principle of the thing more than the money. Riding through Thredbo was an interesting experience given the recent events there. Some buildings still seem to be hanging onto vertical cliff faces although I know they have all been checked. The television reports just are not able to show how steep these mountains really are, and it is to the builder's credit that anything is still there. You would not have had to study rocket science to know that building on such steep mountains involves some degree of risk.

At Thredbo the main road was closed so we were being detoured all through the village. The place looks like a building site at the moment although don't be surprised if all this new accommodation isn't filled mid winter.

Gravel was to be the next hurdle and I am one person who hates the stuff and makes no apologies for this. I know if I keep riding a totally inappropriate bike on gravel I will get better at it, however I do not want to become accustomed to a road bike slipping it's way through gravel. I would also get used to having piles, but I don't want to. Ben knows my feelings about gravel so made allowances for the extra time it takes, the important thing was we all made it unscathed. Ben had said there was about 12 km of gravel and after three it had turned to bitumen. Ha!, I thought for once he's got it wrong, however the road turned back to gravel. This is another mystery of mine, why bitumen a section of road in the middle of gravel roads? Maybe they were going to do the lot and the truck ran out of bitumen, who knows.

Previous to the gravel we had passed a heap (and I use that word deliberately) of Harleys. After riding the gravel we took a break and sure enough they rode past us. I guess the gravel wasn't that bad? Next stop Khancoban where fuel was needed and the Harleys caught up yet again, although Derek was playing rear rider for them. In amongst them was a P plater on a Virago and I couldn't help but have some sympathy. Her aspirations will be to spend a fortune on some fat, overweight chrome anchor and figure this is motorcycling. People such as that need rescuing.

From here it was all easy stuff with familiar roads from Corryong to Tallangatta. All up a great day with no incidents. Thanks Ben.

Wayne Grant

PORT CAMPBELL WEEKEND - 13th & 14th FEB

DETAILS:

For this weekend we will base ourselves near Port Campbell at the *Apostles View Motel & Country Retreat* which is situated just off the Great Ocean Road at the Twelve Apostles, approximately 250 km west of Melbourne. The complex is fully self-contained with dining room, games room, heated indoor swimming pool and 3.5 star rating rooms.

ITINERARY:

Saturday 13th

Leave at an **early** 9.30 am from the **West Gate Shell Servo** and proceed directly down the Great Ocean Road to Port Campbell where we will book into our accommodation. For the afternoon we can either go for short ride to Colac and back to Lavers Hill (great roads), check-out the coastal rock formations such as Loch Ard Gorge, London Bridge, Bay of Islands, or just relax around the complex.

Sunday 14th

Head back to Melbourne along the Ocean Road until Apollo Bay then inland at Skenes Creek to Forest, Moriac and Lara.

If you wish to join the Club on this weekend, fill in the form below and forward to Ian Payne with a deposit ASAP.

Port Campbell Weekend 13 & 14 Feb.

Name _____ Phone _____

Please book for me: -

Saturday 13th.....Single/Twin/Double Room at \$35 per person \$ _____

LESS DEPOSIT: \$20.00

Balance \$ _____

Forward to:- Ian Payne, 6 Peter St. Springvale 3171. Ph 9558-4740 (H)

Tallangatta Highlights

Tim and Ben left from Whittlesea on Friday 2.30 pm for Tallangatta only to encounter a fierce rain storm from Swanpool onwards. We spent about 2 hours in the eye of the storm, the rain absolutely thrashing down, lightening bouncing all around, wondering if we were going to survive. Tim reckons there was half an inch of water on the road, not to mention all the leaf litter and twigs. Lots of banging was going on underneath the fairing and I whacked my left foot a couple of times as branches ricocheted into me. My DriRider acted in its usual sponge fashion and it wasn't long before I was drenched. All the clothes in my bag got wet – I wrung out my gloves the next morning, and it would take a day and a half before my boots were dry. Ho-hum. Tim just followed my tail light – it was very dark – and visibility was poor. I was down to 90 km/h. Of course we went all the tight and twisty back roads including getting a little lost! One kilometer from Tallangatta we rode out into bright sunshine and dry roads.

Monday required downing of tools and remedying of the tyre situation. I had another day's life at least (D204 GPs don't have any tread grooves on the sides from new – they look like a slick – and hence look far worse than they really are. Darryn had the puncture and Danny The Honda shop was fantastic allowing us free use of wheel stands and tools. Danny and I got stuck into removing axles and brake calipers and getting all greasy and generally having fun. Danny had scavenged a front from the Suzuki throw away pile but when we came to fit it the tyre mechanic pointed out a 10 cm slash rendering it useless. The salesman then produced a new old style Sportsmax at a good price, except that it was \$150 more than Danny wanted to spend. Sanity prevailed and Danny improved the value of his bike to \$150 Rhys later quipped. In fact Rhys was dropping one liners all weekend and it was a pleasure to be in his company, reducing us to tears at times.

Get a few beers into Wayne and he is a scream blessing us with true stories of the antics he used to get up into his youth – like a couple of years ago! He has gone through various old style cars (V8s, Monaros, Kingswoods) – him and a mate – blowing them up in all manner of inventive ways, mainly through stupidity (burnouts, doughnuts), and then attempting to fix broken axles, diffs etc, further compounding the problem, eventually taking the whole mess around to the local mechanic to fix. Wayne and his mate were the mechanics dream, because it was always expensive! Real petrol heads. We normally see the Wayne the Mr Conservative, financial advisor, ex-smoker, rational, politically correct, mild mannered, all round nice guy. I'll never think of him in the same way. Of course Rhys sees it from the other side of the fence and has many stories like people asking for their 4 cylinder car to sound like a V8. He obliges, suggesting that the new note is really "cool", but not as cool as the owner!

Riding with Danny Kosinski is great fun. Highlights were the Tom Groggin to Khancoban section and around the Lake from Bonegilla (near Albury) and back across the Granya Pass. His youth and raw talent is matched by my experience and rat cunning. Put him on a bike with some ground clearance and we wouldn't see which way he went.

At the top of Mt Buffalo we sat and for an hour or so watching 3 hang gliders and one para-glider (a square parachute launched by running off a hill) thermalling up and into the clouds, far away in the distance, mere specs. Fantastic, particularly with the aid of Rhys' binoculars. If we had enough guts we'd be doing it too.

Sensational weather apart from Friday night: 27, 31, 32, 34 deg. C. Roads in very good condition generally, grip never an issue.

Cheap everything: accommodation \$15 per night including breakfast; evening smorgasboard \$6; \$15 to fit and balance a tyre – we gave them \$20 each because their service was so good; even petrol wasn't too bad.

Gerry suggesting we do more riding (after we had already done 400 km) – approach Granya Pass from the far side which meant going around the Lake again. Mind you it was already getting late and we would certainly miss the evening meal. Everyone agreed, which indicated to me that everyone was having a grouse time and they weren't ready to go "home".

The ZXR clocked over 100,000 km early Saturday morning (purchased March '95 with 6,500 km). It has been pretty reliable considering the abuse it has endured. Technically speaking it got new fully floating disks at 58,000 km (originals warped and thin), replacement fuel pump at 72,000 km, new battery at 78,000 km, rechromed forks at 85,000 km, a couple of replacement tanks under warranty, a couple of dented rims rolled out, one minor crash avoiding someone running a red light, some paint and welding on the top fairing after hitting a kangaroo, and of course a million tyres. Improvements to standard include an Ohlins rear shock and revalved front forks, floating disks. Problem areas: muffler mounting bracket.

The general good will of everyone from Tony the hotel custodian who could not do enough for us, to the bike shop mechanics and salesmen whose customer relations was excellent.

Ben Warden (ZXR750)

INJURED?

KNOW YOUR RIGHTS

Whether you have had a work or car
accident, you may have valuable
rights to compensation

We practice in :-

- | | |
|------------------------|-------------------|
| ■ Personal Injuries | ■ Commercial |
| ■ Motor Vehicle Claims | ■ Conveyancing |
| ■ Workplace Accidents | ■ Wills & Probate |
| ■ Family Law | ■ Criminal Law |

*Contact Philip Cottier, the Yarra Valley's only
Accredited Personal Injury Specialist for
sound legal advice.*

FREE FIRST INTERVIEW

GRICE & GRICE
Solicitors and Executors
Telephone (03) 9730 2133 Yarra Glen
Telephone (03) 9836 6922 Balwyn

Arthurs Seat - Sunday 18th January

Riders:

| | | |
|---|-----------------------------------|-----------------------------------|
| Ben Warden – ZXR750 | David Ward – ER 5 | Wayne Grant – ZX9 |
| Danny Vits– R1100S | Rhys Williams – ZX7R | Jon Riddett –SZR660 |
| Terry – VFR800 (1 st) | Kevin – VFR800 (1 st) | Ian Payne – RF900 |
| Bernie – VFR800 (1 st) | Barry Pritchett – TRX850 | John Moore & Francine –Bandit1200 |
| Darryn Webster– GSXR750 (leader) | | Ian McFarlane – Vmax |
| Trent & Heath Brinsley – FZR250 (rear rider) | | |

17 people, 15 bikes, 10 members.

The Ride:

Darryn gave the pre-ride talk and Wayne explained the corner making system to the newer riders while Trent made the hard decision of volunteering for rear rider. He thought with his brother on the pillion seat the little FZR may be struggling. Then when he was given the emergency kit he knew he would be struggling just to fit them all on the bike! But Dave Ward to the rescue, he offered to pillion Heath on the Kawasaki ER5 loan bike he was riding and boy was he “RIDING” it!

We left Hallam and headed to Harkaway and Upper Beaconsfield then the fast flowing roads up and into Jockatoo. Out to Yellingbo where en-route, a line of slow moving cars hampered our progress. Danny then attempted to overtake and found a car turning right across his path!

Across to Silvan at a relaxed pace as one of the locals had warned “*tell your mates there’s coppers down the road with a speed camera*”, though we didn’t actually see one until Emerald! Through Monbulk then a stop at the Emerald bakery for morning tea.

This was Darryn’s first ride as leader and the thought & planning he had put in was showing through with no wrong turns or fumbling for maps. He could also modify the planned route to suit the progress of the group; quite impressive! What made it all the more impressive was he was riding his new GSXR750 and had had only about 2 hours sleep the night before. The break also gave us a chance to talk to the new riders and to Ian the owner of the Vmax, with the most common question WHY? Ian had previously owned a ZX6 but found he tended to speed on it hence he thought a “cruiser” would better preserve his licence.

We soon left, bidding farewell to Jon & Wayne and headed for Upper Beaconsfield, Berwick, Clyde Five Ways Tyabb & Balnarring. We then picked up the good roads around Red Hill where one 60km corner might a few out! Up the back of Arthurs Seat then down to Dromana for fuel.

The sighting lap down Arthurs Seat showed that double white lines had now been installed but no police were seen; therefore the run back up was a bit more spirited. This was our lunch stop and the top café proved quite popular, but as we chatted with the group it became apparent that many had decided to leave from here as it was after 2 pm and quite warm. At final count left 3 of us to continue the ride but after some discussion it was decided to ‘call it quits’ as this would allow Darryn to catch up on some well needed sleep and Ben could service his bike in preparation for the Tallangatta weekend. I could join my younger brother down at Balnarring at the Mud Bash.

Thanks to Darryn for a well thought out first ride of which he had more planned for the afternoon. Thanks also to Trent for the rear riding duties.

Ian Payne (Suzuki RF900)

p.s. the Mud Bash was quite a show as highly modified 4WD’s (454ci V8 powered) racing through a series of deep mud filled depressions and jumps are quite unstable, so out-of-control vehicles, roll-overs and breakages were quite common. Very entertaining.

Summary of Trial of inductive loop sensor activation by motorcycles: 21st January 1999.
Conducted at Vic Roads Ferntree Gully Road Depot.
(Traffic light signal activator)

Participants:

| | |
|------------------|----------------------------|
| Linda Williams | 100cc Honda Bali (scooter) |
| Justin Law | 125cc Aprillia RS125 |
| Rod Chapman | 250cc Aprillia RS250 |
| Moirra Stewart | 600cc Ducati M600 |
| Detlef Lamp | 750cc BMW R75/6 |
| Lyn Duncan | 750cc Suzuki GSXR750 |
| Simon Styles | 850cc Moto Guzzi Le Mans |
| Rob Smith | 900cc Triumph T509 |
| Andrew Davenport | 1000cc BMW R100/7 |
| Rod Howard | 1100cc Suzuki GSX |

The outcome was:

1. That all motorcycles (except the scooter) triggered the sensor when they passed over the outside line or anywhere within the loop, at all levels of operation.
2. No motorcycles triggered the sensor when ridden outside the loop, even a couple of inches outside at all levels of operation.
3. The scooter did not trigger the sensor when ridden on the left hand line of the loop, however it did activate the sensor when ridden on the right hand line.

Conclusions:

1. The inductive loop sensors can be activated by motorcycles when ridden on the edge or inside the loops.
2. There may be problem sites where the loops are put in places where motorcyclists don't usually ride. Motorcyclists avoid the centre of the traffic lane where the pavement is more greasy. Some intersections may have a wider patch which would deter riders from riding through loops.
3. Only one motorcycle need be used to test the problem sites as all motorcycles were equivalent for this task.

Recommendations:

1. To maximise detection, motorcycles need to ride within the area of the loop detector, ie, inside the area bounded by the lines on the road.
2. Problem sites should be inspected by staff from Traffic System Implementation Group to check whether a problem can be identified. These sites could be classified into groups with possibly similar problems.
3. Any sites that can be altered in some way to save the problem should be improved.
4. On road trials involving one motorcycle should be conducted at a representative site for each type of problem, if there is more than one type of problem.
5. The trial should continue until the best solution using the existing loops is decided.

My opinion:

Could be viewed as a positive outcome from the infamous "Inquiry into the Review of Motorcycle Safety in Victoria" (the government propaganda blue book that was brought to your attention last year) Has at least got response from Vic Roads to acknowledge the problem of traffic lights not always functioning properly for motorcycles. Vic roads are actively trying to rectify situation. Possibly preparing a program to check existing sites that are reported as malfunctioning. So if you are aware of a problem spot please report now to 131170. With street names as identification.

Note: it is my understanding the sensor cannot be set at a sensitivity to pickup the scooter because it may pick up semi trailers in next lane. We argue this problem should be rectified so certain road users (scooter riders) are not disadvantaged.

I disagree with conclusion no. 3. It was proven at the test that all motorcycles aren't equivalent, the scooter wasn't being picked up. So I still think there is a problem with there attitude the whole operation.

An article publicising the above trial will appear in AMCN 5th FEB.

Lyn GSXR

Buninyong Fire Tower - 10th Jan 1999

| | | | |
|---------------------------|---------|-----------------------|-------------|
| Geoff Jones (Leader) | RZ350 | Les Leahy_ (Rear) | Ténére |
| Craig Morley | YZF750 | Tim Walker | ZX7R |
| Theo Kalkandis | R1 | Ray Walker | GSXR750 |
| Steve Leyland & Sue Wells | R1100GS | John Moore & Francine | Bandit 1200 |
| Ian | GPZ900 | Brendan | CX500 |
| Mike | ZX9R | Scott | CBR600 |
| Walter | VFR800 | | |

A strange start to the day: I'm less than 1 km from home, making my way to the KBCP, when I stop at set of lights behind a car. The old duck in the car ahead crawls off the line when the lights turn green, so, naturally I overtake, building up a bit of speed in the process. I've pulled in front of her when an oncoming car flashes its lights. "Ah, speed camera ahead" I think. "Thanks mate". I make eye contact with the driver and he waves his finger at me like a granny reprimanding a naughty five year old. Kept my front wheel on the ground? Didn't even cross double lines! Just warming up for another day out with the MTCV. Very strange.

I arrive about five minutes early and see about eight bikes already in the KBCP. Having seen Geoff's entry in the visitor's book on the MTCV Internet home page I have a quick chat with him about his new iMac. Pretty soon it's time to go, and we're off to Whittlesea.

Unusually no one was waiting at Whittlesea, but a few more arrive over the next ten minutes. Geoff gives us the run down of the ride, the corner marking spiel for the first timers, and tells us that the ride will finish at Melton, finishing with the statement that "Val is cookin' up a storm" and that we're all welcome back at his place at the finish.

Geoff led us out, and took the turn off to Eden Park. Three police vehicles were spotted in the run through to Wallan, but we all got through unscathed. We then took the turn off to Romsey, onto one of Craig's favourite roads, where he was seen to be enjoying himself as he crested the hills. Turning north, we headed through Lancefield to our morning tea stop at Pyalong. It was very hot.

As I walked toward the store for a drink I was intercepted by an old cove who wanted to talk about bikes. It turned out that he used to race a Triumph Thunderbolt in the early fifties, before he had a 'major', smashing many bones and requiring 33 stitches to patch him up. When recovered he moved to four wheels, racing at Albert Park with the likes of Reg Hunt. He's now into property subdivisions and claimed he owned most of the land we could see to the east of where we were standing. I heard Geoff smoke up the two-stroke again and we were off. I never did get that drink.

Heading north we took the turn-off just out of town towards Kyneton. After Kyneton we travelled on some back roads via the Lauriston Reservoir, Spring Hill, Little Hampton, and Musk to our lunch stop at Daylesford. Geoff stopped on the outskirts of town, and we parked our bikes under the shade of some big gums. Looking forward to the 'storm' Geoff and I don't bother to eat, but I was parched and had two 600 ml bottles of Coke.

After lunch we headed south along more back roads (are there any other sort?) and eventually we arrive at the Buninyong fire tower. The last couple of k's to the tower is a one way road that crosses the one way road coming down about half way - the vehicles coming down giving way to those going up at the crossing. It's a rough goat track with patches of loose gravel, but I give it my

best shot, surprised by the sudden finish, where I come to a stop almost in the doorway of the gents toilet.

Most of us climb the tower to admire the 360° view. It's pretty much flat uninteresting country all around.

We're off again and I'm approaching the intersection with the road up. To see if there is any oncoming traffic I have to look about 120 degrees over my right shoulder which is next to impossible on a ZX7. You turn your head and you're looking up, not behind. As I stop to have a good look a Rolls-Royce cruises through! We continue on to Buninyong for another short break where together with Steve & Sue I check out the Buninyong Hotel. It's the one being raffled to raise money for the Olympics. Valued at \$665,000 the barman tells us that only 5000 of the \$100 tickets have so far been sold. By the time you read this the raffle will have already been drawn on Australia day.

We headed back the same way we had come for a while before turning towards Ballan. Then on through Greendale, and eventually back to the Western Freeway for the run in to Melton.

About half of the group took up Geoff's invitation and followed him back to his home for the 'storm'. We were a bit later than expected, but no worries. Cool drinks, sausage rolls, scones with jam and cream, lemon pie, chocolate fudge and more. All homemade! Thanks Val - it was simply superb.

We'd been at Geoff's for close on an hour when Ben Warden, with pillion Julie McCall, shot up the drive. Having missed the start he'd enjoyed a private ride to the Buninyong Fire Tower, trying to double guess our moves without success.

Rumour has it that our captain Wayne, also missed the start, and that he also enjoyed a private ride to the Buninyong Fire Tower on a very hot January afternoon.

Tim Walker. ZX7R.

NOVA HONDA

A.C.N. 006 881 765

"The Best in Service & Advice"

SPARE PARTS

SMASH REPAIRS

TYRES

SERVICING ALL MAKES AND MODELS

INSURANCE

ACCESSORIES

FRAME STRAIGHTENING

FINANCE T.A.P

Get a better deal for M.T.C.V. members.

4/70 MAROONDAH HWY RINGWOOD 3134

PH (03) 9870 2222

FAX (03) 9879 6791

Porepukah Christmas Camp, 1998

The word going around at the December social sip was that Porepukah was just too hot. Too hot! Stone crows, don't people understand that this is Victoria. And yes, that was Snows falling on Mount Hotham, just up the road from the Porepukah camp ground. Come Boxing Day, I had the year ready to roll, and after a quick oil change the T.T. (that stands for "TERRIFIC TOURER") 350 was straining at the leash. If only that confounded rain would stop. I'll wait a little longer; the storms will blow themselves out soon.

By lunchtime not only was the cricket well and truly off for the rest of the day, but I had resigned to donning the waterproofs and setting sail on the good ship Yamaha. There probably has been heavier rain, but I'm darned if I can remember when. It was coming down the inside of my visor; it was all over my glasses. Cars had pulled over to the side of the road. Oncoming vehicles had been reduced to grey blobs. Just hope like hell that nobody shunts me from behind.

The precipitation reduced marginally on the Melba Highway. Going up the Great Divide...Whoa!... suddenly the car in front diverged to the shoulder of the road and slammed on the brakes. The driver's door shot open and a liquid vomit jettisoned horizontally through the air for two meters. Nice one, mate. Obviously a post-Christmas liquid lunch that hadn't settled too well.

Rain all the way to Yea.....Ah, at last, a little dry road after Yarck. Ooh, look at all the trees bending over in the wind. At Mansfield, I paid the petrol bill with a few coins from petty cash. Wow, some tailwind. I'd been getting over thirty kilometers to the litre. By now the gloves were sodden inside the wet-weather mittens and there was a decidedly damp feeling around the bum.

Still the rain came down as the T.T. and I pressed on to Whitfield. For years I had always turned right out of Whitfields and covered the 32 kilometers of dusty and rough gravel road to Dandongadale. Not now. If you turn left and cross the river at the camping ground a series of farm access roads take you through the forestry and towards Carboon. Here even the gravel ceases and a tiny dirt track continues through the tall timber to eventually exit and rejoin the bitumen at Lake Buffalo. Magic.

The moment my front tyre touched the dirt track, the mother of all hail storms let loose. "Oh my Gawd" I panicked." This hail will dent my tank! How stupid can you get; the little T.T. is plastic from stem to stern. Snick it down a gear, wind it up and slip slide down the red earth track. Thank goodness I was running street-legal knobbies. Myrtleford and I'm almost there. Phew, it's quite a trip with all the camping gear on board.

Can't say I was expecting hoards of Touring Club members at the Mt. Buffalo Caravan Park on Saturday evening. Our usual spot was deserted, but there was Robbie Langer's van parked up on the embankment with the venerable Dominator propped beside. Rob had arrived the day before and had become bogged after following directions from the proprietor on where to camp. Lucky they had a tractor to tow him out.

The next day, Sunday, dawned cold and miserable. Snow had fallen overnight at Hotham and Falls Creek. Normally we'd have been off like a shot for a trail ride. But no thank you, not today. The best we could do was to drive into Bright and shiver with all the other tourists. The bakery was doing a great trade in coffee and buns. We bought a few bike magazines and a newspaper and wandered off to the local pub. Didn't drink anything stronger than a lemon squash, it was the warmth we were after.

Later in the day we drove back to the Buffalo camp ground to find, yep, you guessed it, still nobody from the Touring Club. Just as we given up hope of anyone arriving that day, Rob noticed a trailer with a 750cc Kwacka on board and a spare set of wheels. "What dick-head would be driving around with a road bike

and a set of extra wheels”, we wondered. Well, you know the answer to that don’t you. And so did we when Ben ambled around the corner of the maintenance shed. So we quickly set to and gave him a hand to unload the green meanie from its moorings, all the while giving loads of lip about his engineering of brackets and supports.

From here on I sort of lost track of who arrived when...but there was Julie and her three (count them) children, Kathy in the car and Derek on the Honda 600, Kerrie in the Mazda and Ian on the Suzuki 900 and at close of play on the Monday, Dave and Bronwyn in the van with the 750 Duke and a very new RGV on board.

Thank goodness, cold, miserable Sunday was soon over and sunny Monday had dawned.

Last year, John Willis and a few of us had put in quite a bit of time finding a trail leading from just down the road at Porepunkah right through to Harrierville. Fortunately my Alzheimer’s disease hadn’t erased the details and Robbie and I were soon at 4,000 feet on top of Snake Ridge. Just as we killed the motors for a look around, four enduro bikes roared up the steep incline, front wheels pawing the air. One KTM 400cc four-stroke, two KTM 300cc two-strokes and a Yamaha WR 400cc four-stroke. Very classy equipment indeed. After a quick chat, they invited us to join them but we declined on the grounds that we’d look like a couple of dorks. Anyway, Robbie and I just want you to know, for the record, that we beat them into Harrierville. Yeah, one of the KTM’s pulled a flat tyre. Tough!

Snake Ridge leads into Demon Ridge and on the way back we took Mongrel Creek track down through the valley into Wandiligong. Great names. It’s worth doing the ride for the sign posts alone. This whole run is a stunner, very high altitude but not too difficult. Just the perfect recipe for holidays. On the way back to Bright we saw a gaggle of para-gliders soaring and hovering high above Huggins lookout from where they launch. Now, there is an interesting looking hobby!

Back at the campsite everyone had now settled into the holiday mood. The boy and girl racers had done their evening race track warm-up lap up Mt. Buffalo and back. Of course, this happens only after the National Park entry fee office has packed up and gone home. Robbie was feeling so relaxed he thought he’d go down to Porepunkah and back on his pushie. Guess what? He got lumbered by the local copper for not having a helmet. No fine apparently, just a stern letter to come from the appropriate government department.

Tuesday morning dawned another perfect day as I packed up my campsite to hit the road. Which road? The Dog’s Grave Road of course!

I’d forgotten how steeply and how long the Alpine Road climbs up to Hotham. Talk about fresh at the top. Phaaaw.... Finding where High Plains tracks come out onto major roads can be difficult at the best of times, but it didn’t take me too long to pick-up on the Dinner Plain track. This skirts around the back of the Dinner Plain Village and two stony wheel ruts disappeared into the distance among the snowgums. A beautiful little track that is quite easy to ride and winds it’s way through the alpine tableland and eventually down to the Birregun road. This is where a memorial tombstone is placed to mark the burial site of ‘Boney’. Peter Meighan, a stockman, buried his faithful dog here in 1863 when it took a dingo bait and died.

I thought the road back to Dargo would be easy going, but from Mt. Birregun down to the Dargo River you lose altitude like a fighter pilot whose just run out of petrol. Wow! So, as I rolled into Dargo and the usual hubub of 4WD turkeys, my official Christmas Club Camp and subsequent ride came to a close.

Les (T.T.350)

A bit of light holiday reading for the mathematically minded member. Reproduced without permission from "Motorcycle Tuning - Chassis" by John Robinson. (ISBN 0 7506 0798 X) I thoroughly recommend this book. It is great reading, and has heaps of cool pictures too! Think of this as just a taster, pp2-8. Who thought steering a motorcycle was simple?

All diagrams and tables omitted. CoG==Centre of Gravity.

Enjoy... Tim Walker ZX7R

STEERING AND HANDLING OF MOTORCYCLES

The way in which a bike steers is the focal point of its handling and stability. At very low speeds, a bike steers by turning the front wheel into the corner. With the bike essentially vertical, the trail shifts the front tyres contact patch to the left in a right turn. This means that the CoG is now to the right of a line drawn between the two contact patches - the line on which the bike is supported. It would, therefore, try to fall over to the right.

At the same time it is moving in an arc to the right; the centre of this curve would be where lines drawn through each wheel spindle cross one another. It has acceleration (centripetal acceleration) towards this point, even though its speed, as recorded by a speedometer, is constant. The acceleration is v^2/r , where v is the speed and r is the radius of the arc which the bike is following. The force which provides this acceleration is mv^2/r , where m is the mass of the bike, and it is generated at ground level. The reaction caused by the inertia of the bike equals this force but is in the opposite direction, away from the centre of the turn (centrifugal force) and is considered to act through the bikes CoG - which is well above ground level.

The centrifugal force sets up a couple which tries to make the bike fall over to the left. The strength of this couple is ymv^2/r , where y is the height of the CoG. The couple trying to make the bike topple to the right is mgx , where mg is the total weight and x is the amount the CoG has been displaced from the bikes line of support.

When the bike is turning in a balanced fashion it does not fall over, so these two must be equal:
 $ymv^2/r = mgx$, or $v^2 = rgx/y$

Now g is constant, and so is y for a given bike, while x depends on the steering geometry and the steer angle, and r also depends on the steer angle. For a given bike and a given steer angle, rgx/y is constant. There can be only one value for the speed v which will satisfy this and keep the bike in balance (there are two actually, $+v$ and $-v$, because the maths allows for you to be able to ride backwards at the same speed).

If the rider goes slower, then ymv^2/r will be too small and the bike will fall to the right, into the turn. If the rider goes faster, ymv^2/r will be too big, and the bike will fall to the left, away from the turn.

As an aside, the rider can shift the CoG, especially on a very light bike, by standing up (increase y) and by leaning his body to one side (increase or reduce x). So by making x and y variable, a trials rider can give himself a range of speeds for which the bike is balanced in a given turn.

If v is steadily increased and the height of the CoG stays the same, then the term rx will also have to be increased. To increase x , the steering has to be turned further into the turn, but this action reduces r , the radius of the turn, so we quickly reach a value v for which the steering geometry cannot cope. It happens, on conventional machines, at something in the region of 2 to 4 ft/s, but it is worth remembering that this critical speed exists.

If the speed is too great - as it must be if the bike is to exceed 4 ft/s - then the effect of a right steer effort is to make the machine fall, or roll, to the left. So now we have a bike travelling at very low speed, but more than 4 ft/s, and the result of applying a right steer angle is that it rolls left. The immediate effect of this is that the CoG is now displaced to the left of the line on which the bike is supported, and both wheels are leaning (or are cambered) to the left.

So far our bike would have steered and generally behaved as predicted if the wheels had simply been thick wooden discs. Now the tyres begin to do something: they generate what is known as camber thrust. Because the tyre can deform to a flat contact patch where it meets the ground it can, when it is leaning over, behave like a section of a large cone, lying on its side. If you roll such a cone it will turn in a circle which has the tip of the cone at its centre. If you take a tyre, lean it about 30 degrees from the vertical and roll it slowly forward, it will behave in the same way.

The bikes inertia wants it to keep travelling in a straight line. The camber thrust from the banked tyres wants it to turn in quite a tight circle. The force generated is not enough for this rate of turn, but it is a force and it does make the bike turn. The force acting on the mass of the bike gives it an acceleration to its left. The value of this equals v^2/r , so the bike proceeds at whatever speed v happens to be, to turn on a radius of r .

As the bike rolls left, the reaction of the ground supporting the front tyre also tends to turn the steering to the left; the rider will feel this as a reaction in the handlebar which he can either oppose, ignore or augment.

We now have a situation which is very similar to the first one: the bike is steering left, is generating cornering thrust to the left (at both wheels this time) and has displaced its CoG (considerably further) from the line on which it is supported. As before, if the force trying to make it roll left (mgx) equals the centrifugal reaction (mv^2y/r) then the bike will be balanced and will follow a circular path, radius r , at a constant speed v .

The displacement x is now a function of lean angle as well as steer angle ($x=y\cos(\theta)$, where θ is the lean angle of the bike to the horizontal) and the value mgx can satisfy a much greater range of speed and radius (v^2/r) values. An increasing lean angle also lowers the height of the CoG, which reduces the tendency for the bike to roll to the outside under the influence of centrifugal force. The equation now becomes: $mg y \cos(\theta) = mv^2 y \sin(\theta)/r$ or $v^2/r = g/\tan(\theta)$ (this ignores any displacement owing to steer angle). The bikes lateral acceleration becomes $1g$ at an angle of lean of 45 degrees and Table 1.1 shows the speed at which curves of various radius can be taken with this acceleration and smaller acceleration values.

(table of theoretical speeds deleted)

This ignores any effect made by the steering being turned, which would displace the CoG further still. It also ignores a couple of other effects produced by the tyres.

Because the tyres are relatively wide and more or less circular in section, the contact patches move to the left as the bike rolls to the left, that is, it is no longer supported on its centreline, as the calculations assume. The implications of this are:

- 1) The CoG is not displaced as far as we thought it was, so the cornering force has to be reduced proportionately for a given angle of lean.
- 2) Bikes with a lower CoG will have to lean further to achieve the same balance as those with a higher CoG.
- 3) The wider the tyre, the worse it gets.

The second aspect has been hinted at: the tyre wants to run on one course but is forced away from it by the inertia of the bike. In addition the tyre contact patch can be regarded as part of a cone, that is, it has a greater radius on the outside edge than on the near side edge so the outside edge will travel correspondingly faster. It is not allowed to do this, so part of the contact patch must slip. The tyre can also run at a small angle to the one in which it is pointing and the more it is loaded, the more it is inclined to do this. The angle is called the slip angle and if the rear tyre has a different slip angle to the front, then the bike will rotate, it will turn to one side as it travels along. If the slip angle is bigger at the rear than at the front, the bike will rotate into the turn. This is called oversteer. The rider can reduce his steering effort and still hold the same rate of turn. Depending on the tyre construction and the compound from which it is made, this slip can increase the grip available. As the slip is increased, the grip also increases, reaching a peak when the slip is a few per cent higher than the tyre's average speed. Beyond this peak the grip falls away again; when the tyre begins to slide or spin, the grip falls away more severely.

All this has been applied to a bike moving at steady speed. If the bike is also accelerating then it must be transmitting torque through the rear contact patch, and this will induce more slip at the rear tyre. This helps the cornering power because a certain amount of slip gives more tractive effort at the tyre and this can now be controlled using engine power as well as speed and angle of lean. It is also easier to control in this way. And it is creating more slip at the rear wheel, which leads to oversteer - which accounts for the sensation of 'drifting' when cornering under power and is the reason that bikes feel more secure and controllable in this condition.

Oversteer is a natural tendency for bikes because they have rear-wheel drive. It is also the safest condition because it 'pushes' the back tyre and, if this should spin or slide, it is easier to control than a front wheel slide. Most passenger cars, on the other hand, are set up to understeer (so that the front slip angles are greater than those at the rear). This is because the steering is more predictable - more effort equals more turn - and, if the front should lose traction, backing off the power will be enough to regain control. An oversteering car requires much more skill to control and once the back wheels lose traction the car is likely to spin whether the driver applies power or takes power off.

Factors which tend to increase the slip angle at a tyre are:

- 1) Flexible tread pattern
- 2) Flexible sidewalls
- 3) Flexible carcass
- 4) Lower coefficient of friction
- 5) Less pressure
- 6) Transmitting engine or braking torque
- 7) Larger section

The grip available for cornering, braking and acceleration depends mainly on the tyre compound (and the road compound too). The construction of the tyre gives it the ability to use soft compounds without overheating while the construction of the bike's frame and suspension hold the wheels in the attitude which gives maximum traction. This is the requirement for good road holding.

MTCV Tour of Duty

LABOUR DAY LONG WEEKEND

Saturday 6th, Sunday 7th & Monday 8th MARCH

Details :-

- # This round trip will encompass approximately 1600 km.
- # We are staying overnight at Bombala & Adaminaby.
- # Bookings have been made under the name of Ian Payne.

Saturday Itinerary:

- # We will leave from the normal Hallam servo pickup at 10.00 am, Proceeding along the back roads to Moe, Bairnsdale, Cann River then Bombala for our over-night stay at the **Imperial Hotel**. approx. 520 km

Sunday Itinerary:

- # East to Cathcart & Candelo then Jindabyne & Thredbo (maybe Charlottes Pass for a look) then into Adaminaby and overnight at the **Tanderra Lodge**. The Lodge proprietor has offered us the bargain of Dinner, Bed & Cooked Breakfast for \$45. approx. 500 km

Monday Itinerary:

- # Home to Melbourne via Kiandra and Corryong then around the Lake to Walwa and Myrtleford. Then Whitfield, Mansfield, Merton & Yea. approx 560 km
- # For more details contact **Ian Payne** Ph. 9558-4740 (H) or 9550-6312 (W) or **Ben Warden**: mobile 040-900-1618.

Tour of Duty Weekend, 6th to 8th of March

Name _____ Phone _____

Please book for me: -

| | |
|---|----------------|
| Saturday 6th.....Single/Twin/Double Room at \$20 BLB per person | \$ _____ |
| Sunday 7th.....Single/Twin/Double Room at \$45 DBB per person | \$ _____ |
| | Total \$ _____ |

LESS DEPOSIT: \$20.00

Balance \$ _____

Forward to: Ian Payne, 6 Peter St. Springvale 3171. Ph 9558-4740 (H)