

ITINERARY

SEPTEMBER 1985

Sunday GREAT OCEAN ROAD
8th 9.00 KBCP
10.00 Laverton

15th MALDON Mick Barnes leading via Castlemaine, possible dirt.
9.00 KBCP

22nd BREAKFAST RIDE breakfast at Denny's RINGWOOD, followed by a
8.00 KBCP ride through the Kinglake hills.
9.00 restaurant

29th QUEENSCLIFF Ken Wurster leading. Geelong, Bellarine Peninsular
9.00 KBCP

EDITORIAL

This is it folks, the beginning of a new chapter in the history of the Club Magazine. This issue is the first of a completely photo copied edition, the first of many, so that now the scope of material is vastly improved. Magazine articles, cartoons etc spring to mind AND I can put the duplicator in mothballs HOORAY!

While on the subject of new developments, check out the Christmas party proposal put forward by the committee. YUK POO!!

KEITH

COMMITTEE WAFFLE

A suggestion made at the last committee meeting was to make the December General meeting a combined effort. A short meeting followed by the Christmas Party, all to be held at the UFS hall. This affair would involve a BBQ, the drawing of the Christmas hamper (next point) and general partying. The hamper would involve each member bringing along a reasonable item to add to the hamper, (I'm bringing the Christmas cake!) on the night and the winner would be selected as per the monthly door prize tickets.

Good idea? RS idea? Well what do you think? It's your party. Please forward any suggestions to us, (the Committee).

Stay Upright (or scratch a lot, whichever)

Tony G.

P.S how are the raffle tickets selling? Remember all tickets MUST be in for the November meeting.

CHRISTMAS HAMPER

DOOR PRIZE AT CHRISTMAS MEETING: DECEMBER 6th.

Bring and donate a small item such as biscuits, wine, beer, nuts etc...but NOT fruit cake, I'm bringing that.

Orders are now being taken for windcheaters complete with the club's logo. All sizes available and in the same colour range as offered by Henry Ford at the release of the model "T".

PORT FRANKLIN 25.8.85

Saturday night is always a great night out on the town and this one was no exception, but, it only makes it all the harder to get up on time for Sunday's club ride.

Arriving home at 8.30am Sunday morning left us with just enough time to throw on the gear and head off to the KBCP for the 9.00am start, where we meet Danny (Z500) and Paul (moggy 900). Soon after Tony arrived on his GT750, followed by Ben and Janet on the GPz900.

The weather being warm and sunny, perfect for a day's ride we headed off towards the Hallam pick up with Ben and Janet at the helm and Danny picking up the rear. The road to Hallam was rather straight and boring; on arriving at Hallam we were met by another 4 riders, bob (FJ1100), Jack (K100RS), Geoff and Rhonda (Z500) and Bob (XJ750).

From Hallam it was down the back roads to Drouin where we had smoko while under observation of the locals in their hotted up cars. The next leg of the ride was supposed to take us to Poowong, but only 2 made it. 10ks out of Drouin on a nice sweeping right hand bend, Paul on hi Ducati got the wobbles and ended up going bush. He managed to hang on for a good 75 meters before parting company with his machine, when I rounded the bend there were bikes stopped on both sides of the road and Paul in a swamp like field pulling weeds off his bike.

While all of this was happening Ben and Janet were well on their way to Poowong with Tony in hot pursuit and could he catch them? NO WAY! Fortunately Paul came out without a scratch, but the Duke, a broken clip on brake lever and sticking throttle rendered it unrideable. It was quite a long trip back to Drouin, especially at 40kmh but with the help of Danny's tow rope, Ken with Jacinta as pillion holding the rope we managed to get Paul and the moggy back to Drouin. Tony caught up with Ben and Janet marking a corner at Poowong.

Now once again in Drouin we stashed Paul's bike at a garage to be picked up at a later date and as Bob (XJ750) was leaving us he offered to take Paul back to Melbourne. Now with 7 bikes left and it's already lunch time, we bypass Poowong and headed to Leongatha for lunch.

Lunch went down in a style depicting our good upbringing, then it was a debate whether to go through Wilson's Prom' or not. This decision was quickly made when someone said, "it cost money" to travel through. Finally remembering where the day's ride was supposed to go we again set off up through the hills to Port Franklin. Port Franklin turned out to be a quiet place where fishermen tie up their boats. We had a chat with an old guy who seemed to be the only person around.

Homeward bound took us back through the hills towards Mirboo and into rain. Stopping for petrol along the way out come the wet weathers. Here we lost Geoff and Rhonda, who decided to take the easy way home through Morwell and at Mirboo Nth Tony stopped to visit a friend. "And then there were five"

After once again passing through Drouin we travelled down the Princes highway for a distance, it was here we lost Danny. We waited for him, Jack went looking for him, but there was no sign of him. It was suggested he may have taken the turn off to Melbourne, for it wasn't officially corner marked.

Now with 4 riders left, Ken and Jacinta taking over as rear rider we all headed off into the sunset to break up at Berwick at 5.30pm

KEN AND JACINTA ... GPz900R

"I'm sorry to have to tell you this," the Psychiatrist said to his motorcyclist patient, "but I've concluded that you're crazy."

"CRAZY!" shrieked the man. "What do you mean I'm crazy? I demand a second opinion!"

"Okay," the Psychiatrist remarked. "You're UGLY too."

STOP PRESS: BMW K series reliability takes a nose dive. It seems the rear shocker can't hack the pace set by Hans on the way to Ayers Rock. The big "clunk" came at Cooper Pedy.

DAYLESFORD RIDE, 18/8/85.

Starters:- Ian & Kerry GT750 - Rob GPz750
 Peter P. GT750 - Bob XJ750
 Ben GPz900R - John BMW R80
 Shaun BMW K100RS - Hans BMW K100RS

At about 7.30am on Sunday, 18th August, looked out the window to be greeted by a bleak day. It was drizzling rain and on checking the skies could see no relief. This was 'the morning after then night before' and still a bit seedy and sleepy after our club's very successful social night out at the Crystal Palace where we had a Chinese Banquet and 31 members turned up to partake.

I thought I'd better set some sort of an example and show the flag at the KBCP so got my bum into gear and headed into town to the car park in the rain. (Ken with is 'Bundy Rum and Coke" eyes said it was too wet for him and gave it a miss). Anyway, arrived at the KBCP just as Ben got there and we found the others under the railway lines (Overpass) keeping out of the rain. One can always see who the real enthusiasts are when the weather is bad. We had a bit of a talk together and looked at Shaun's K100RS. We all admired the workmanship of the repairer of his bike. One could not find any marks of the accident on it at all. No wonder, it was BRAND NEW. It was the same colour but with only 140k's on the clock. Seems he did a deal with his insurance company.

At 9.30am we left the car park with Ben leading and Shaun the rear rider because of the new bike. We rode out of the city to east Melbourne, Clifton Hill, Northcote, Reservoir, Woodend, and Wandong to Broadford where we stopped for morning tea. The rain had now stopped and the weather started to clear. Then headed to Pyalong, Lancefield, Rochford, Newham, and bypassing Woodend rode to Kyneton. From there we went across to Drummond, Glenlyon and to Daylesford for lunch. The weather was now quite good and most of the roads dry.

After lunch, with Peter P now rear rider as Shaun's K100 was now apparently run in, (240ks) we headed to Trentham and then via Barry's Reef, Blackwood, Greendale to this side of Ballan and along the old western highway to Melton. It was very enjoyable coming through the hills between Daylesford – Trentham – Greendale areas with the very fast sweepers to keep us on the ball and on the boil.

After arriving at Melton, Ben suddenly pointed at the headlight of my K100Rs and laughed. I looked and saw that the Perspex cover and the headlight had a large hole in it. Obviously hit by a

'rock'. I didn't see the funny side of it at all and thinking back recalled being hit by a stone. I heard the thud but thought no more about it. At that time I was following Ben of all people. I think I'll send him the bill. (\$24.24 Glass only & a 3 hour job to put it in according to BMW).

We broke up at Melton and for a day that started wet and miserable it certainly turned into a nice one and I am sure that everyone enjoyed the 350ks (approx) of this ride.

Hans Wurster K100RS.

MT. BULLER 1.9.85

Bikes: K100RS (Jack), GS1000 (Gary), GS850 (Erica), Katana 750 (Peter), R80 (John), R80 G/S(Frank), GPz900R (Ben).

Erica and Peter were on their first club ride. Gary and John rolled in at the last minute. Gary was still using last year's itinerary, thinking the date was a day out. (He waited for an hour at Lilydale last week and wondered why no one came)

I led, with Frank the rear rider, out through Warrandyte and Yarra Glen to Yea for morning tea. The weather had cleared and it was actually warm. The new riders seemed to be keeping up (and staying on).

The cold and boredom of travelling along the highway to Mansfield was broken by the sight of snow capped Mt Buller looming up, the gap ever closing. After regrouping at Mansfield, we pressed onwards, the scenery magnificent.

A dollar each (cars \$7.50) at the bottom gate allowed us to charge up the 16km of twisty, dry, all weather bitumen to the village near the top of the mountain. We ignored the "*Authorised Vehicles Only Beyond this Sign*" and parked right at the top, bluffing a couple of attendants along the way.

We wandered around at the bottom of "Bourke St.", the tows in full swing. It was very bright. After a time it began to snow. Time to leave;

An equivalent of Melbourne's Grey Ghost informed me that illegal parking carried a fine of \$40 for each bike. The game was up. We gingerly moved each bike out onto the roadside. They were parked on a ledge of hard packed icy snow. Each bike had to be turned around.

Falling snow at the top was rain further down. Back to the big roadhouse at Mansfield for lunch. It poured almost all the way.

Home via Yea and Flowerdale breaking up at Whittlesea at 4:30pm. Jack and Gary left for Yarra Glen at Yea and John took over the rear riding position. Round trip of 450km. The bike has now travelled 39,500km.

Ben (GPz900R)

Stay Upright Motorcycle Techniques

“A professional defensive riding scheme for motorcyclists”

Course 2: 4 hours theory from 6:45pm on 26/3/85 at Uniting Church Hall, Cnr. Glendearg Grove and Hunter St., Malvern.

8 hours practical from 8.30am on 27/3/85 at Calder. Cost \$100.00 per person.

Instructors:

Max Withers

- 3 years experience training NSW Police motorcyclists and drivers;
- Success in competitive motor sport including rallying, motocross and short circuit racing;
- Qualified motor mechanic;
- Unrestricted Pilot's Licence;
- Criss-crossed Australia by motorcycle, four-wheel drive, and aeroplane;
- As mechanic participated in London to Sydney marathon Australia leg.

Warwick Schuberg

- 15 years experience in all aspects of motorcycling (including competition), trials, motocross, trail and road;
- Past 12 years training NSW Police motorcyclists, also training instructors for Army, Commonwealth Police and Queensland Road Safety Council;
- Member of Police Motorcycle Team that set a new Around Australia Endurance Record 1977;
- In 1981 received from Rotary International a Pride of Workmanship Award in appreciation of his contribution to Community Service and National Pride.

Agent: Mr Blythe Osbourne.

THEORY NIGHT

The evening consisted of at least 4 hours intensive theory. Max or Warwick would speak for an interval, and then swap over. In the first instance we were not to ask questions. We were bombarded with many ideas, thoughts, and facts to which we mentally agreed or disagreed, all the time trying to absorb. Near the end we saw an American Motorcycle Safety film which we picked to pieces. At some stage Max disappeared outside to feature in an interview for a Tasmanian T.V. station. Below are a few ideas I jotted down as the night proceeded:

General Philosophies

“Riding skills may be judged by the ability of the rider to avoid conflict situations caused by himself or others.”

Why are motorcyclists involved in more accidents than cars (relatively) when motorcycles have better braking (dry weather), better acceleration and better visibility? Answer: Most “accidents” on public streets are due to human error. Human error can in many ways be attributed to rider attitude.

Attitude can be improved by using “The System” – a way of thinking and riding safely.

We were individually asked to consider and tell how we rated ourselves in the following 10 areas: Use of The System, Concentration, Aggressive, Defensive, Attitude, Respect, Contempt, Frame of Mind, Skill – Mental and Physical, and Experience. A discussion ensued.

Specific Riding Pointers

Every time stop: left foot down, right foot up (Laverdas and other exotica accepted (rhs gear change), 1st gear, check mirrors and cover levers. If stopped for a period (e.g. lights), then right

foot down, left foot up (covering gear change lever ready for quick exit), and in neutral – to relieve stresses on clutch. Lights about to change – in gear, left foot down, right foot up, levers, mirrors.

Use only rear brake below 15km/h (especially when turning) – front brake too severe – bike falls “in”.

Flash brake lights – at least motorists see something.

Brake and finish gear changes before corner.

Blip throttle on changing down gears for smoothness.

On tour be aware of “rain belts” and hence the likelihood of animals.

Keep blood sugar content high by eating at regular intervals while touring. Low blood sugar content leads to loss of concentration, fatigue, and tunnel vision – field of vision narrows. It is thought to contribute to 52 percent of motorcycle accidents.

Check mirrors every 3 or 4 seconds.

Hit animals and pot holes under power. Brake first, then power on so that the forks are at maximum extension ready for shock.

When passing an oncoming truck, move left and power on through wind barrier to avoid being sucked into path of next vehicle (e.g. trucks in convoy). They lost a friend this way. Trucks with spoilers produce more suction at rear – hence dirty rear doors.

Use scanning, braking, and counter steering techniques.

Abide by “Ten Commandments of Motor Cycling”. (See pages 6 and 7).

Ride smidge left of middle of your lane. Give the car on the other side of the road half your lane as well. Obviously this is more important in corners. Apexing corners are for the racetrack only.

Move to centre of lane when travelling past parked cars.

When travelling between lanes of slow moving vehicles (e.g. freeway bank up), to avoid colliding with a vehicle changing lane unexpectedly, cover levers, look for front wheels turning (the first part of a car to move is its wheels), anticipate cars moving into spaces; expect space in front of trucks; “scruffy” cars don’t carry insurance and are accident prone; novice drivers (P platers) often act impetuously.

Open “angles”, especially at intersections.

Keep buffer zone “2 second gap”. There is a 1 second average reaction time to visual stimulus. At 120km/h you travel 33.3 metres every second. Reaction time increases with the use of prescription drugs, alcohol, illicit drugs and age.

People react quicker to audio stimuli than visual stimuli. So a good horn helps.

Travel in groups no larger than 3 or 4 bikes.

In an emergency stop, have alternative escape routes planned.

Other Information:

- Cannot cross single continuous line in SNW,

- 56 percent of cars have no left hand side mirror.

After all this, I needed a good sleep to recover for Calder the next morning.

CALDER PRACTICAL SESSION

After hastily washing off some of the “Shepparton via Tolmie” mud and road grime, checking pressures (gauge died), being held up by road works, and slowed by radar trap, I eventually arrived, second last.

Machines included: GSX250 x3, XL250, RGS1000, GSX750, GPz750, VF500, XJ600, XJ900, CX500, R100RT x2, and an RD350. The instructors rode Matich sponsored VF750's with radial tyres.

People were milling around, adjusting chains and checking tyre suspension settings.

Warwick climbed aboard a Z750 and talked about seating ergonomics: foot brake lever low enough so that you did not have to lift your foot off the peg to apply the brake (otherwise promotes rear wheel lock-up during emergency braking due to stomping action), clutch and brake levers fall to hand, mirrors, gear change lever positioned correctly. He found a problem with no free play in the front brake lever. The lever was stopping the piston returning fully, thereby covering up a little hole which allows fluid to circulate. The result is that the brakes could fail under repeated heavy loads, not because brake fluid is contaminated, but because the same fluid is trapped. Apparently BM's have cable adjustment of the brake lever, Yamahas screw adjustment, and the rest nothing. Hmmm.

Practice Emergency Braking: down main straight in six groups of 4 riders “competing” against machines in the same class (capacity), the idea being to apply the front brake softly at first, the bike takes up a new attitude (forks compress), then apply the brakes hard to the point of lock up. Avoid stabbing at the brakes which applies a turning motion to the handle bars which can be enough to spit you off. (Ask me about the time I fell off at 120km/h in a straight line on the freeway running into Benalla, roads dry, weather fine)

Braking Demonstration: Max used an old Honda 750 K4 fitted with Pirellis from 60 km/h, then 120 km/h. as expected, both brakes applied together narrowly beat all front brake. All rear brake from 120km/h resulted in a 140m black rubber trail fish tailing down the straight. They proved the point. Correct braking from 120 km/h was approximately 31m, with the front wheel chirping. Very impressive.

Our turn. Bike at far left nominated as ‘pacer’. Other three would stick with him. Instructor would hold up hands, blow whistle, or flash red light to indicate stop. We would come to a complete stop in 1st gear (remembering to let lever return after each down change), left foot down, check mirrors – be ready for quick exit. We did 3 or 4 runs at 60 km/h, then 3 or 4 at 90 km/h, each time returning up the inside of the track to Glowave corner. Problems encountered: at 90 km/h could not hear whistle; seeing the red light was a problem in the dazzling sunshine (weather amazing) (red light problem is to be remedied); and insufficient guts to get the front wheel chirping.

Next, emergency braking off the end of the main straight in pairs. There was bitumen for a few metres, then a bumpy gravelly drop, then slippery grass. You could do this at whatever speed you liked. 90 km/h was a bit hairy. (The riders were split into 2 groups of 12 doing this at separate places on the track.) I locked up the front wheel in the grass one time and caught it by throwing out my foot, instead of releasing the front brake lever, and allowing the front wheel to regain rotational stability.

Lunch: 50 minutes including a chalk and black board lesson on “lines”.

Mid corner braking – again pairs. I locked sensitive rear a couple of times. No drama. Again 1st gear, left foot down, right foot up, hands covering levers, mirrors.

Counter Steering – “out-tracking” e.g. ride one-handed (throttle hand) and notice to go right must push right handlebar away (i.e. apparently turn left). The higher the speed, the more obvious. Use this fact to steer in a more positive way. E.g. if a corner tightens up, just push the bike over (apply more force to the handlebar). There is a knack, and it does take a while to learn. I felt it was taught better at the ‘Advanced Riding Course’ I did last year.

Demonstration: water was tipped on the track. Max headed for the witches hats at 90 km/h. At about 4m before impact he applied counter steering, and missed easily. The route of the tyre was displayed by the wet tyre track. Clearly the front wheel had gone left before going right.

When counter steering I always wondered if it was better to push, say, the right handlebar, or pull the left, or do both. At touring speeds it is easier to pull the appropriate bar, which has the effect of pulling your head out of the wind stream. I think I do both.

Another drill: Indian file anticlockwise around circuit. Stop signal given, emergency braking between 2 rows of witches hats, right or left signal given, squirt away around “truck”; horn goes, stop again, beep-beep, away. Strategically placed witches hats located around the remaining track to practise out-tracking. Repeat three or four times. This drill really keeps the pressure on, concentrating all the time.

The final drill: two groups of 12, Indian file follow the instructor around the track slowly, clockwise (normal) route, the idea being to learn the racing lines, braking areas, and when and where to look through the corners. Back at the pits the first two bikes dropped off and rejoined at the rear of the snake. After six laps each pair had had a turn behind the instructor, and I was back at the front again. This time I lead the instructor round. He checked my lines and made sure I knew the track sufficiently well enough to ‘go alone’. He pointed out that if I did not hang off (and keep more of the tyre on the road), then I would lose traction. This was the only encouragement I needed.

I now had a free reign, practise, practise. Gradually the track was filling up. After 6 or 7 laps I headed down to the slow speed area (run off bitumen at the end of the main straight). Here witches hats and chalk lines set out an “obstacle” course. Slalom, figure eight, tight circles, a clover leaf, 2 rows of close parallel broom sticks (simulating lines of traffic I guess) had to be negotiated. Been there, done that (900 heavy at low speed anyway). Back to the track!

After a time when everyone had been circulating, we were pulled over to the side of the track to watch Max through the esses. Max seemed to swoop through the corners: constant speed around to apex, power on to stand the bike up, shift body weight to the other side preparing for the next corner, constant speed around to apex, power on to stand the bike up, weight transferral etc. I watched like a hawk.

Though not in favour of hanging off on the street Max and Warrick were aware that 5 or 6 of us would benefit from learning the technique. Smoothness is the key. Be too violent when counter steering and the front wheel will lift off the ground (explaining another little drama I had on a club ride once). We were warned of over exuberance. Only 2 days earlier Warrick had decked a customer’s GPz900 while “testing” it. \$1500 damage; apparently low pressures all round contributed substantially.

More practice. A lapse in concentration exiting Gloweave saw me wander over to the drag start area – a thick greasy patch. I lost the front and rear ends, the bike doing a merry jug before straightening up. Phew. The correct line apexing two thirds of the way round (note concrete berm) easily misses this danger area.

I did a few more laps, coaching myself through the corners, and then stopped for a drink – keep the blood sugar level up. (*I could do with one new. Imagine if it takes this long to read, how long it takes me to type*)

Another pep-talk; anyone with a problem – handling, engine, or otherwise, could talk to the instructors. Or else continue. Many chose to stand by the side-lines, not wishing to exert themselves or bikes anymore. I just circulated. It was the last 25 minutes.

Cruising down the main straight Max (I think) shot out of the pits in front of me and motioned me to slot in behind him. With hand signals – left hand chop, chop – down 2 gears, or right hand sweeping the horizon indicating when and where he was looking, he guided me for a fast 2 laps around the circuit. They were the best 2 laps of the day. I was wrapped. Personalised tuition;

I practised what I had been shown. The VF500 was again pursuing me. Missing a gear down the main straight, the tacho disappeared into the never, never. Images of Bent valves and holed pistons clouded my brains. We survived.

The back tyre slid once around the big sweeper. Limits were being reached. The sun was sinking fast. At 5pm, a few diehards remaining were signalled off the track, sadly. I was very tired.

I spoke to Max thanking him for his expert tuition and talked about the difficulty I was having apexing Gloweave two thirds the way around and not half way. He said the secret was to look right through the corner. Next time;

Dawdling I was last to leave. PETROL – I had hit reserve ages ago. When I finally bought some I had done 83km on reserve – which as other 900 owners will agree – is heaps.

Statistics: 170km round the track – about 30km worth of braking drills and the like. Fuel economy for the tank worked out at 15.0km/1 (42.4m/gal). The motor was rarely above 7000 rpm, mainly between 4500 to 6500 rpm.

Days later: my legs from the knees upwards are stiff and sore, probably as a result of hanging-off during cornering. It was only down the main straight that you had time to actually sit on the seat, otherwise the weight was all on your legs.

And yes, the courses do teach you to ride harder, faster – but do it easier and safer. I hope what I have learnt stays with me – but as a precautionary measure, I will repeat this course. The benefits are that great.

The bike has now done 22,000km.

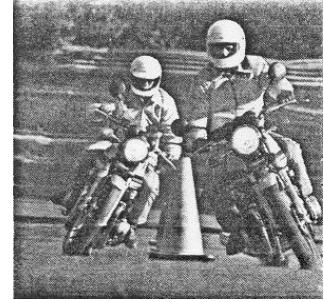
Ben (GPz900R)

STAY UPRIGHT MOTOR CYCLE TECHNIQUES

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Office & Postal Address:
AMAROO PARK RACEWAY,
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TEN COMMANDMENTS OF MOTOR CYCLING

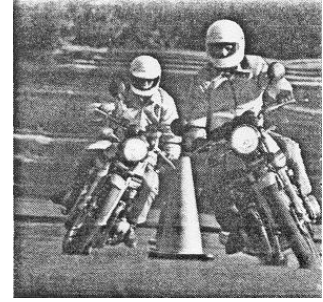
1. HAVE A THOROUGH KNOWLEDGE OF THE MOTOR TRAFFIC ACT AND REGULATIONS AND PUT THEM INTO PRACTICE. The Motor Traffic Act and Regulations handbook is the road users' bible and by adhering to its precepts you will do much to make our highways safe and pleasant for all. Issued under authority of Parliament, the Motor Traffic Act and Regulations sets forth rules by which all classes of road users are encouraged to govern their road behaviour. Drive according to the Motor Traffic Act and Regulations and you will ride safely and well.
2. CONCENTRATE ALL THE TIME AND YOU WILL AVOID ACCIDENTS. Concentration is the cornerstone of all good riding. It is a primary duty but often a neglected one. Complete concentration will enable you to see and take notice of every detail. It is often the smallest detail that will give the clue to what will probably happen. If you miss such a detail, an accident, or at least an unpleasant experience may result. Concentration will also ensure skilful handling of your cycle. It will prevent bad gear changes, also late and fierce braking and practically do away with involuntary skids. These are usually caused by the locking of the wheels after fierce braking on bad surfaces. Concentration assists anticipation.
3. THINK BEFORE ACTING. The theory that a good rider rides automatically is a fallacy. To the uninitiated he may appear to, but the truth is that by continually concentrating and thinking, he has raised motor cycling to an art. Every corner, bend, gear change, in fact every riding operation is a problem which, like every other problem, can only be solved by thinking. A thoughtful rider carries out every operation or manoeuvre in plenty of time and consequently is in the happy position of being able to accelerate from danger or stop to avoid it. Think and avoid accidents.
4. EXERCISE RESTRAINT AND "HANG BACK" WHEN NECESSARY. To hang back is to follow at a safe distance, a preceding vehicle which you eventually intend to overtake, until you see the road ahead is clear for sufficient distance to allow you to overtake with safety. This will call for the utmost restraint, especially when riding a fast motor cycle, but never be tempted to overtake or carry out any other manoeuvre, unless it can be accomplished with 100% safety. By exercising restraint, you automatically eliminate any tendency to impede other vehicles by pulling in too quickly after overtaking, an action often referred to as "cutting in". A good maxim is "Whenever in doubt, hang back".
5. DRIVE WITH DELIBERATION AND OVERTAKE AS QUICKLY AS POSSIBLE. Good motor cycling continually calls for the making of quick and correct decisions, all of which must be carried out with deliberation. Overtaking must always be accomplished in the minimum of time, leaving the road clear for others who may be travelling in the opposite direction or behind you. For the "Don'ts" often advocated in the textbooks, substitute "Deliberation". A driver with a negative complex will sooner or later hesitate at the crucial moment, possibly with fatal results. Deliberation eliminates uncertainty.

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TEN COMMANDMENTS OF MOTOR CYCLING PAGE 2

6. USE SPEED INTELLIGENTLY AND RIDE FAST ONLY IN THE RIGHT PLACES. It is not always safe to ride at the maximum permitted speed in restricted areas, despite the fact that a 60 k.p.h. speed limit is posted. In some circumstances such a speed is definitely dangerous. Where conditions permit it is best to ride at an even speed as it assists in keeping traffic moving in an orderly and constant stream. High speeds are safe only when a clear view of the road ahead is possible for a considerable distance. The speed in all cases must be governed by the amount of road that can be seen to be clear. Remember that at 80 k.p.h. a vehicle travels a distance of 22 metres in one second. With many riders a second elapses and alertness is therefore absolutely imperative. Any fool can ride fast enough to be dangerous.

7. DEVELOP YOUR VEHICLE SENSE AND REDUCE WEAR & TEAR TO A MINIMUM. Vehicle sense is the ability to get the best out of your vehicle with entire absence of jerks and vibration. It entails smooth and thoughtful operation of the controls. This can only be achieved if the operations are carried out in plenty of time. Vehicle sense adds to your safety factor as you will be in the right gear at the right time. Good vehicle sense increases the life of your motor cycle.

8. USE YOUR HORN THOUGHTFULLY AND GIVE PROPER SIGNALS. Many motorists do not use their horn at all, some use it aggressively, others automatically and often unnecessarily. It is every bit as important that a person in front should be acquainted with your intentions as a person behind, yet many motorists who never omit to give hand signals, consistently fail to give audible warning of their presence. Use the signals given in the Motor Traffic Act and Regulations. An ambiguous signal is misleading and dangerous. Give good signals and earn the praise of fellow road users.

9. BE SURE YOUR VEHICLE IS ROADWORTH & KNOW ITS CAPABILITIES. A defective motor cycle must never be taken out on the road. To prevent this, check your vehicle. Before attempting to ride a strange motor cycle fast, get accustomed to its controls, acceleration, braking capabilities and characteristics. Vehicle and rider must blend harmoniously to ensure good riding.

10. PERFECT YOUR ROADCRAFT & ACKNOWLEDGE COURTESIES EXTENDED TO YOU BY OTHER ROAD USERS. Roadcraft includes every phase of motor cycling. It is something more than road sense. Many people possess the latter, but do not make the best use of it, owing to lack of control, inability to use the road and position their cycle to the best advantage. A rider with good roadcraft knows how to avoid awkward and possibly dangerous situations. Good roadcraft not only prevents accidents but makes riding less arduous. The Motor Traffic Act & Regulations urges all to be courteous, but a good rider goes further and acknowledges the courtesies extended to him by every class of road user. By doing this, he sets a splendid example and does much to engender the spirit of chivalry so badly needed on our roads. Courtesy is a great factor in road safety.