

Wing Notes

Newsletter of the



October 2009



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Australian Wing Riders Association (Qld) Inc
P O Box 1321, BURPENGARY DC, Qld 4505



Wing Notes



OFFICIAL MAGAZINE OF THE AUSTRALIAN WING RIDERS ASSOCIATION QLD INCORPORATED

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Wing Notes is produced with the object of keeping members informed about matters of interest to AWRA members. An electronic copy of each issue is available to every financial member of the AWRA. Copies are also distributed to selected motorcycle dealers in the greater Brisbane area

Submissions for inclusion in *Wing Notes* should be with the Editor no later than the Friday following the monthly meeting, i.e.: Friday after the 1st Monday of the month.

DISCLAIMER: Although *Wing Notes* will endeavour to reproduce submissions in their original form it reserves the right to edit submissions as it sees fit. Views expressed in contributed articles in *Wing Notes* are not necessarily those of the AWRA or the Editor. *Wing Notes* is produced with care, in good faith and from sources believed to be accurate at the time of writing.

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Meetings:

Meetings are held on the
1st Monday of every month
 Next meeting: 7th September 2009
 7:30 pm
**Breakfast Creek Wharf, 192 Breakfast
 Creek Rd, Newstead, Brisbane**

Upcoming activities:

- 15th November** Club ride Mt Nebo/Mt Glorious
- 21st November** GillHooleys
- 4-6th December** Xmas Party Bribie Island

Change of Address

Could everyone please note a change of address for the association. It is now:

**AWRA (Qld) Inc
 P O Box 1321,
 BURPENGARY DC, Qld 4505**



Bob, a 70-year-old, extremely wealthy widower, shows up at the Country Club with a breathtakingly beautiful and very sexy 25-year-old blonde-haired woman who knocks everyone's socks off with her youthful sex appeal and charm and who hangs over Bob's arm and listens intently to his every word. His buddies at the club are all aghast. At the very first chance, they corner him and ask, 'Bob, how'd you get the trophy girlfriend?' Bob replies, 'Girlfriend? She's my wife!' They are knocked over, but continue to ask. 'So, how'd you persuade her to marry you?' 'I lied about my age', Bob replies. 'What, did you tell her you were only 50?' Bob smiles and says, 'No, I told her I was 90.'



The Editor Writes....

Hello again fellow Wing Riders , time for another edition of our magazine , hopefully this time I have managed not to duplicate any photos (no excuses offered) .

Well it looks like we have had some good turnouts to the last few rides and socials , maybe something to do with the weather being good or maybe it's the company of friends , either way it's great to see so many people attending.

On our last ride which was really enjoyable and relaxing , I saw some places that I haven't seen for quite a long time , the ride was superb and the food yummy , thanks to Larry and Annette for the ride and all who attended the day .

I have tried to please everybody who submitted stories and photos for the mag this month , so I hope everybody will be pleased with the result . Sometimes stories or reports take a little time to arrive to me so please be aware of this before saying anything about the mag not being up on the website any quicker , I am trying to make sure it happens as quickly as possible. Xmas is not that far away now and I for one am looking forward to a long break from work , relaxing and getting out riding as much as possible , who knows maybe another 24 hour ride !!!.

To take a phrase from the movie Forrest Gump “ Life is like a box of Chocolates , you never know what you'll get until you try them” , that is how I am taking life at the moment , every time I feel the urge to go on a ride I just Nike (do it) and I never seem to regret my decision , the satisfaction of knowing I just completed a ride makes me feel very relaxed.

That's all this month

Remember

“Stay upright”



The President Speaks....

My thanks to Larry and Annette and Trevor and Leigh for their efforts with our ride and social last month.

It was good to have a longer ride, although from the chatter on the CB the hunger pangs were biting at some, even so I think everyone enjoyed the relaxing spot we stopped at to enjoy our lunch when we did eventually get there.

The pizza night was also very enjoyable, a great out of the way spot with good food and pleasant company, a special thanks to Trevor for arranging the light show on the way that was great, luckily the rain managed to hold off.

Now that Clint has stopped tripping around the world he will once again be taking over the Web managers position, a special thanks to Geoff for his efforts in taking on the job for the past 6 mths especially when he didn't have much of an idea to start with, Thanks.

Not much has happened this month, the number of items for the magazine have been limited.

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Where Service Isn't Stationary

The boss was concerned that his employees weren't giving him enough respect, so he tried an old fashioned method of persuasion: He brought in a sign that said "I'm the Boss" and taped it to his door. After lunch, he noticed someone had taped another note under his. "Your wife called. She wants her sign back!"

Roadvale to Boonah-Mt Lindsay- Lions Road 18/10/09

Great day for a ride.... Meeting at BP Stapylton 8.00 for 8.30 start with a good attendance of 22 people & 12 Goldwings

First we head up the Motorway via the Springfield area turning off & heading towards Peaks Crossing, Harrisville & on to Roadvale areas. We pass by a newly established bike museum; we'll visit that at another time as he wasn't ready for us just yet as they have only partly installed toilets etc. *That was supposed to be our smoko break.*

Smoko was at the Information Centre & park in Boonah instead, just up from the roundabout.



Everyone seemed to enjoy the break & giving 1500's a chance to fill up for the rest of the journey as there were very few fuel stops where we were heading. Leaving Boonah we headed south to Rathdowney, I found over every rise was another scenic photo opportunity. We turned right towards Mt Lindsay, hardly any traffic, good weather & good roads which made the riding over Mt Lindsay very enjoyable (for the boys anyway) & except for the dirt bit. (*And it wasn't there when we test rode the ride only a week earlier*) Sorry about that Thomo.



Now we were in NSW. Great ride & great scenery down the other side of Mt Lindsay heading towards Kyogle. Turning left onto the Lions Rd we travel a narrow winding road crossing over several little bridges & passing under a couple overhead railway crossings until we are back in Queensland again. Our next stop was at the park at Cougal (about the middle of the Lions Rd for those who don't know) where we all enjoyed a pot luck picnic lunch (thanks to ladies & Peter), a good old chat, a potty stop & a bit of a rest.



Back on the bikes again we continue through the Lions Rd enjoying the country scenery. Once back on

the Mt Lindsay Highway we finished off the day by heading for our usual coffee or ice cream break at Macca's in Beaudesert for our last farewells. Some of the gang did head straight for home as they had other commitments.



A very enjoyable day for us, hope everyone else enjoyed it also.
Larry & Annette



After a coffee it was out to the bikes. Christine thought we should don the wet gear, which we all did just to be on the safe side. We had barely left the servo when the rain came. It was then showers off and on for a fair part of the day, but that didn't dampen our enthusiasm. After we cruised along the new Geelong bypass (cutting 20 minutes off the old trip) we had a good run down to join the GOR just before Anglesea. At Lorne we turned back North and had a most enjoyable run up the climbing windy road to Deans Marsh for a rewarding coffee (don't ask me why it was rewarding - it just sounded good when I was writing this).

Back down to Lorne where we again joined the GOR for a run down to Skenes Creek where we would be staying the night. As always the view is magnificent and you have to concentrate not to be distracted by it. Due to this being Moto GP weekend there were hardly any bikes on the road, so we had a very pleasant run all day. At Skenes Creek, we passed our motel and headed North again on a great piece of road climbing up through Forrest and into Colac (well it was good after the car doing 50 km/h turned off). Colac was our spot for lunch where we all enjoyed the output of the local bakery. By this time it was a much better day and we could sit outside for lunch.



After lunch we headed back down to the GOR via Gellibrand to Lavers Hill, another great piece of road, followed by a great run from there down into Apollo Bay with a mix of climbs, descents and some great curves down on the flats. At Apollo Bay we took the opportunity to buy the provisions for the evening and then the final 5 k's to our motel. A pleasant early evening sitting on the lawn overlooking the ocean, with



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The Great Ocean Road on a quiet weekend...

On an overcast Saturday in October 5 Gold Wings met at the BP Service Station on the Geelong Freeway. We had Lindsay, John B, John G and Karen, Ken and Christine joining Julie and I at my first attempt as ride leader. In preparation for this momentous occasion, I had lashed out with new helmets for Julie and I, new J&M headsets, and the CB radio. All worked well except for the CB - back to the workshop.

the hills in the background, some nibblies and a few drinks, and a great bunch of people to enjoy it with. Isn't that what life is all about?

A BBQ was provided by the motel and we enjoyed a leisurely dinner over drinks - a great way to end the day.



A very nice breakfast was put on by the motel the next day and was a good start before our ride. Just before 9 we headed down the GOR through Apollo Bay to Lavers Hill then across another great stretch of road to Port Campbell where we had coffee overlooking the water. On the return journey we stopped in at the 12 Apostles for some great photo opportunities.

On the way back we had a short stop for fuel at Apollo Bay after enjoying those same great roads we had earlier. At lunchtime the bakery at Lorne beckoned - and we succumbed to some more great pies. Another great stretch of the GOR was before us on the way back up to Torquay. Just before the town, Ken and Christine veered off to the new Geelong bypass whilst the rest of us escorted Lindsay to his "conference" he had to attend - golf, surfing, wineries etc. It's a tough life for some.



Melbourne is undergoing major "improvements" (well at a cost of over a billion dollars they ought to be!) to improve the Westgate/CityLink/Monash freeway corridor and the weekends now are constant gridlock. Having better things to do with our time, we diverted to the seaside resort of Queenscliff and enjoyed the 1/2 hour journey on the car ferry over to Sorrento. Prior to disembarking we said our farewells after another thoroughly enjoyable weekend away together. I know we are all already looking forward to the next one.

Safe Riding.
John Gilbert

Three small kids were bragging about how tough they were. "I'm so tough", said the first little boy, "that I can wear out a pair of shoes in a week." The second little boy said, "I'm so tough, I can wear out a pair of jeans in a day." "That's nothing", said the third child. "When my parents take me to see my Grandma and Grandpa, I can wear them out in an hour."

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HOW DO WE RIDE?

I was prompted to write this following a comment by our President Eric on our trip home from Narrabri.

What Eric as our ride leader said were words to the effect of, "I will be riding on or a bit over 100kph; if anyone wants to go faster than that they can pass me". I thought at the time "yeah, that's right" and it made me think about how we ride in a group.

As you all know, it is our club's philosophy not to prescribe how you ride your bike, or what speed you ride it at. This is because the rider is the one in control of the bike and is the only person that has legal responsibility to ride in a safe and legally

compliant manner. The only things that the club asks is that the bike is road worthy, the rider is fit to ride, and rides in a legal and considerate manner.

So how do we ride in a group? The bottom line is, that is entirely up to you – within reason. We all ride at various times on our own, in small groups, and in larger groups on club rides, and all of them are very enjoyable – or should be. You see, we ride for the pleasure of the ride, the freedom only available on a motorcycle, and the camaraderie of like minded people.

If we all start the ride with freedom and enjoyment for ourselves and others in mind, and keep that philosophy throughout the ride, everyone goes home safe and happy.

This essay is not to make definite statements, but to open our minds, and to promote discussion about how we can foster enjoyment for ourselves and others on group rides.

So, the first thing that we should do is agree on the correct speed to travel at – NOT. We will never dictate that as people vary in their riding styles, and the speed at which they are comfortable at. I sometimes say when riding or driving on the M1 that people that drive faster than me are bl—dy idiots, and those that drive slower than me are bl—dy nuisances. Do you ever feel that way? Guess what; they are probably saying that about you and I.

Personally, I like to ride on or about the speed limit. Not fast enough to get booked, but not to drop below too far either. There are some that say I ride fast, but obviously I don't think so. I like to think I ride consistently. If I am leading, I tend to ride a little slower than I would on my own, but I won't be far off the speed limit - consistently.

The trouble is in a group, you get the “whip effect”. That is, unless everyone keeps up, the group spreads out more and more until the last riders are considerably behind and often feel they have to speed to catch up, (they don't have to as we will wait at any turnoff). The larger the group, the further it gets spread out. I have heard people say at the rest stops that they had to do excessive speeds to keep up, but that is not necessary.

Mary & I used to ride with the Gold Coast Social Ride Group and they had a pretty good philosophy about group riding. That group had riders of both sexes with a huge skill variance and bikes of just about every style and capacity yet they functioned quite well as a ride group. Their philosophy was that those on sports bikes that wanted to ride faster could do so, and those that wanted to ride slower could do so also. They would just meet up at the pre-determined rest stops and socialise the same as we do.

Where does it say that as a group we have to be together all the way? I have found it highly cringe worthy at times when we have been quite a large group acting as a mobile road block for other road users. There are many benefits for riding in a couple of smaller groups rather than one big one.

I have come to expect that a common ride speed for our group is between 5 and 20 kph below the speed limit depending on the number in the group and my place in the ride order.

Can you imagine the frustration of a motorist coming up behind a group of 10 – 15 motorcycles travelling 10 or 20 kilometers below the speed limit? I know we regularly make derogatory comments over our CBs when they roar past and cut in to the middle of our group. Quite often we have created the situation that provides the other motorist with only two choices: 1/ follow us or 2/ pass us at speed and a few at a time. I think that we should never become so arrogant that we have a “stuff ‘em” attitude and ignore their needs as well as our own.

On the ride to Narrabri I thought John Reid did a very good thing. For a fair way, he was last and I was second last. He obviously wanted to ride with a larger gap between himself and the rider in front, (probably because it was me), and wanted to ride, at times, a little slower than the group. He did the right thing and rode at the rear where he could set his own pace and not cause others to fall behind. At times he was completely out of sight, but he seemed to be able to catch up at all of the appropriate times.

I can remember a past club member that as a ride leader would ride quite fast, sometimes very fast. The same rider though if he was not the leader, would lag behind by hundreds of metres or more regardless of how slow the leader was. He just wanted to be in front, even if it meant slowing down until the lead group was out of sight. Frankly, I thought that was a bl--dy nuisance. Seventy or eighty kph on the M1 in a 110 kph zone is downright dangerous. Unfortunately, being the polite group that we are, no one would pass him so we would finish up with two groups and plenty of people grumbling and not enjoying the ride.

How do we manage it? My suggestion is this: if the group is riding faster than you are comfortable with, maintain a pace that you are comfortable at, but signal other riders past that may wish to ride a little faster. If we all do that, we will finish up with the slower riders at the rear and the faster riders at the front. We have a Tail End Charlie and CBs to stay in touch so it should not present a problem. If you are consistently a slower rider, volunteer to be Tail End Charlie.

What about riders that want to go for a “blat”, or ride faster than the lead? I think they should be catered

for too. If the rest stops are pre-determined, and everyone knows where they are, the group could meet there anyway. Personally, I don't think this will occur that often. I know that I have been on rides where the lead riders 'took off' and had a play on some good corners. Sometimes I followed, and sometimes I didn't. It never worried me either way but I have heard others complain that the lead group rode too fast. The times that I recall that happening, the faster riders waited for the group at the next turnoff so I could never understand the complaints.

What about long rides, (like Narrabri)? I LOVE cruise control. My first car with cruise control was a company car that I drove all over QLD. Before that I would not have paid one cent more for cruise control, but now I am a convert. Car or bike I find that I arrive much fresher if I am using cruise control as I don't have to concentrate on my speed. Travelling in the country I find it very amusing when other motorists are on cruise control when I am. We seem to drive the road like we are towing one and other.

Conversely, if I am following someone that is not using cruise control I find that my concentration level and as a result my fatigue level goes up dramatically. It is impossible to ride or drive at a consistent speed without it. Depending of your concentration levels your speed will vary by up to 20 kph without cruise control. That isn't a problem if you are leading a ride, but if there are 5 or 10 or 15 bikes in a group and the lead bike is constantly dropping speed and picking it back up again it is multiplied by the time it gets back to the last bikes. Very stressful.

As a conclusion, I would just like to say that individually, we have a responsibility to add to the enjoyment of other riders as well as maintain our own enjoyment levels. We also have an obligation not to unnecessarily increase the stress levels of other road users. Have you ever been stuck behind a "slow coach"? If we antagonise other road users, that only increases the possibility of an accident; and there is no up side for us if that happens. Ride considerately regardless of what speed you choose.

Bill Carter

Vice President

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AUSTRALIAN WING RIDERS ASSOCIATION (QLD) INCORPORATED

QUEENSLAND RIDE and SOCIAL CALENDAR

| Date | Start Point | Destination | Ride / Social Event | Ride Leaders |
|------------------|---|----------------------------------|--|--------------------------------|
| 15 Nov Ride | Shell Truck Stop Rocklea 8.30 for 9am start | Mt Nebo / Glorious | Trip encompasses Mt Nebo/Mt Glorious and country ride taking in some of the locales that we haven't seen for awhile, returning to start point for coffees or ice-creams. | Peter |
| 21 Nov Social | BP Coomera 4.30 for 5.00pm | Gillhooleys Loganholme | Ride up and over Tamborine and finish up at Loganlea Hyperdome for dinner. | Bill and Mary |
| 4-6 Dec Extra | Your Place | Waterways Motel Bribie Island | AWRA Christmas Party | Committee |
| ?? Dec | TBA | TBA | Brizzy Xmas Lights Ride | Clint and Charleen (PLEASE) |
| 17 Jan Ride | TBA | TBA | TBA | TBA |
| 23 Jan Social | TBA | TBA | TBA | Larry and Annette |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

Ride Co-ordinator – Phil Merlo - Tel: 07 5533 7260 ; Mobile: 0419 140 957

<mailto:philandvicki@bigpond.com>

- **RIDE DATES;** Unless otherwise arranged, rides will be on the 3rd Sunday of the month, and Social rides, the following weekend, with other social events as announced throughout the year.
- All monthly and social rides are for the enjoyment of members and guests. They are not race or competition events; please ride at your own skill level and observe the road rules.

ATTN: Ride Leaders

- Please check the details of your ride and let me know of any changes.
- Organize 2 raffle prizes for your ride. Suggested value approximately \$10.00 each. Raffle tickets will be made available from Bill Carter.
- **IMPORTANT:** Even if you have not finalized the details of your ride, just supply the start time & location, the general direction of the ride, and the meal arrangements.
- Please provide a short pre-ride briefing that outlines the basic safety precautions that we in the AWRA like to observe when riding in groups, and a little about the ride and the rest stop locations.

PERSONAL RESPONSIBILITY ON RIDES:

Each motorcyclist is responsible for their own safety, adherence to the road rules and must ensure the following;

- The roadworthiness of your vehicle (including trailer)
- That you are in a fit condition to control the vehicle, (including trailer)
- Make sure you have a full tank of fuel before departing on a ride.
- That you obey all the traffic rules and ride in a safe manner.
- That you ride in a considerate manner that does not endanger, or unnecessarily inconvenience other road users.
- To be correctly attired for safe motorcycling
- To have fun and enjoy the day, and the company.

Thanks for all those that have offered to organize rides and socials. That is what makes this club so great. If you are yet to conduct a ride or organize a social, please start to plan something so that when your turn arrives you will be ready. You don't have to wait to be asked, just let me know.

**AUSTRALIAN WING RIDERS ASSOCIATION (QLD) INCORPORATED
VICTORIAN RIDE CALENDAR 2009/2010**

| Date | | | | |
|------------------|---|-------------------------|--|-------------------------|
| Date | Start Point 9:00 Sharp | Destination | Ride / Social Event | Ride Leaders |
| 21– 22 Nov 09 | BP service station on Geelong road | GOR o/n Skenes creek | Overnight ride | Craig |
| 24- 26 Jan 09 | <u>Real</u> Early start Service centre on Hume hwy passed Kilmore turn off | Corryong | Overnight ride Xmas Party | JohnG |
| 31 Jan 09 | <u>Real</u> Early start Service centre on Hume hwy passed Kilmore turn off | Coonabarabran | Meet in the middle | JohnG |
| 20–21 Feb 10 | | | Ride day | Ken |
| 20-21 Mar 10 | New Service station on Princess freeway near langwarren | Loch Sport | Over night ride | Steve |
| April | McDonalds nth bound lane of ring road | Horsham | Overnight ride | JohnB |
| | <u>Real</u> Early start Service centre on Hume hwy passed Kilmore turn off | QLD | AGM via a different road then the <u>Newell</u> | JohnG |

PERSONAL RESPONSIBILITY ON RIDES:

- Each motorcyclist is responsible for at least the following;
- The roadworthiness of your vehicle (including trailer)
- That you are in a fit condition to control the vehicle, (including trailer)
- Make sure you have a full tank of fuel before departing on a ride.
- That you obey all the traffic rules and ride in a safe manner.
- That you ride in a considerate manner that does not endanger, or unnecessarily inconvenience other road users.
- To be correctly attired for safe motorcycling.
- To have fun and enjoy the day, and the company.

