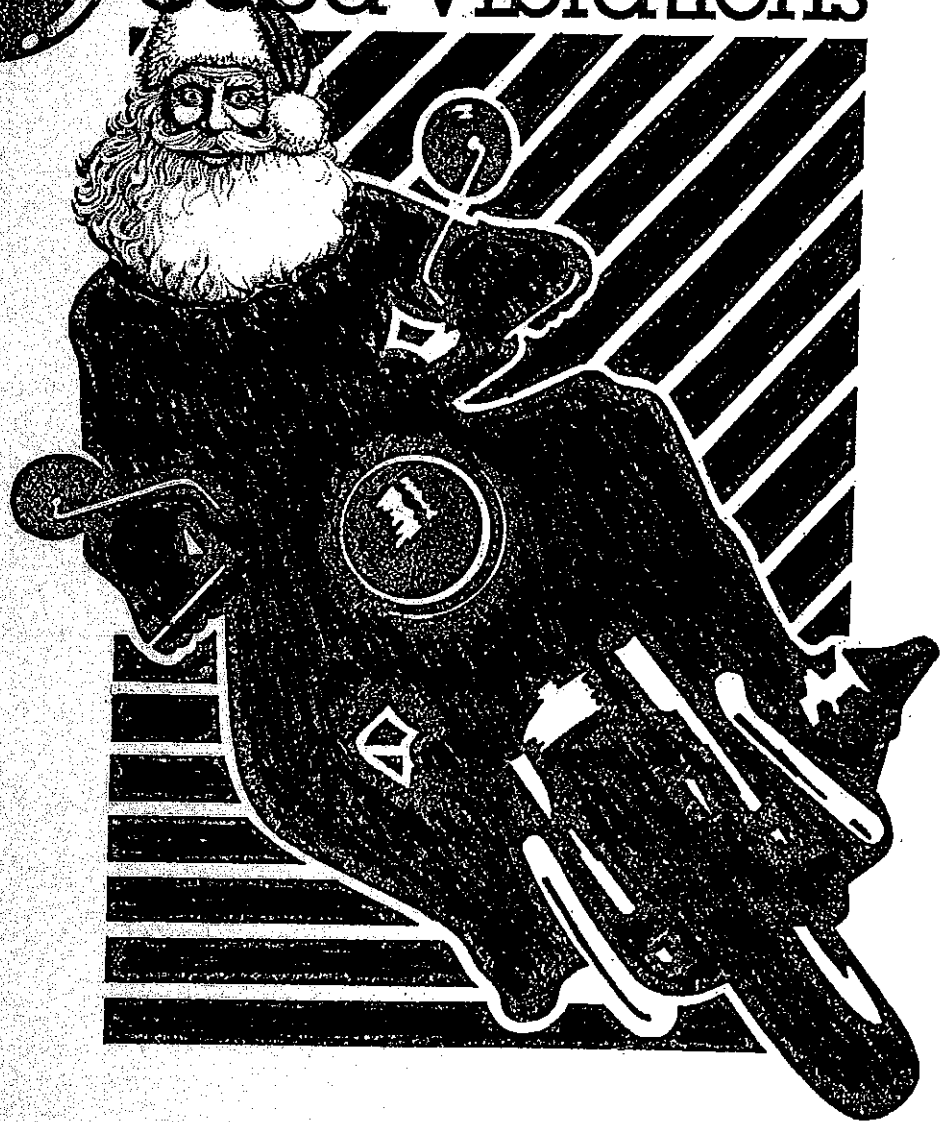


DEC 87



Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA
P.O. Box 453, Richmond 3121, Victoria

ITINERARY

DECEMBER 87/JANUARY 88

DECEMBER

- SUNDAY 6th. CALDER RACEWAY, Swann Series. 9.30 KBCP. We head straight to the track for the second round of this series. Tickets are available from Peter Stevens (cheaper) beforehand or at the track.
- SUNDAY 13th. REEFTON & BLACK SPURS, 9.30 KBCP. 10.30 Yarra Glen. Follow Ben's Blue Bm on his Mark VII twisties. Usual scratchers route.
- SUNDAY 20th. VIOLET TOWN, ELLEN FRANCIS HOTEL. 9.30 KBCP. Leisurely run op through Yea and Strath-boogie to the Pub and our counter meal. If the last time is any indication, the meal is highly recommended.
- SUNDAY 26th CLUB CAMP. TO SUNDAY 3rd. Mt Buffalo Caravan Park Ph. 057;562235. (1.6km SW of Porepunkah on Mt Buffalo rd). Make your own way up to the camp site (approx 300km NE of Melb) at Porepunkah. Park has the usual amenities plus BBQ, LPG, spa and sauna.

JANUARY 1988.

- SUNDAY 10th. LORNE, WATERFALLS. 9.30 KBCP. 10.00 Laverton. Didn't know there were waterfalls in Lorne? Come along and find out where. A must for all you GO road enthusiasts.
- SUNDAY 17th. POKER RUN - MEENIJAN. 9.30 KBCP. 10.15 Hallam. Ian Payne will conduct a leisurely ride around this Sth Gippsland town which will have some card shuffling to achieve the best poker hand and win the PRIZE.

- WEEKEND CLUBMAN RALLY - JINGELLIC. NOTE * Due to political manoeuvring of 23rd - 26th. ***** the Aust. Day holiday this Rally has been changed to the 29th, 30th & 31st of January. For more details see attached. With a four day weekend available the Club committee will endeavour to arrange a trip away. Your suggestions welcome.

Itinerary cont.

JANUARY 1988.

SUNDAY 31st. WIDDERIN CAVES. Tony Gustus will lead all you budding speleologists up to Ballarat for a look through. After Labertouche these will be a breeze.
9.30 KBCP.
* Bring a torch and overalls.

FEBRUARY.

THURSDAY 4th. GENERAL MEETING. Come along and tell us about your Christmas holidays and what Santa bought you.
Club Hall 8.15 sharp.

SUNDAY 7th. WALHALLA - CRICKET MATCH. This annual grudge match against the Q.L. Club will be played on the old mining towns lofty pitch.
9.30 KBCP.
10.15 Hallam.

FRIDAY 12th. NIGHT RIDE. Reserve this night for something totally different. We will proceed up to Marysville to view the spotlight Stevenson Falls. More details next newsletter.
6.30pm KBCP
7.15 Lilydale.

SATURDAY 27th. LEBANESE RESTAURANT. Reserve this night also, where you will feast on an authentic middle eastern banquet with the added attraction of a *erotic* Belly Dancer. See next newsletter.
23 Koornang Rd. Carnegie.
7.00 PM.

GASP ! SHOCK ! Ben now owns a blue K100RS BMW.

Prospective members ? On return from Glenrowan ride , FJ1100 and GPz900 riders joined the group for the return trip from Yea to Whittlesea.....they where impressed.

The 1987 Aust. Fuel Consumption Guide for New car Buyers, quotes the most economical car as the SUZUKI SWIFT (manual) with 5.8lt/100km or 48mpg and the least economical as the BENTLEY MULSANNE / ROLLS ROYCE SILVER SPIRIT at 20lt/100km or 14mpg. Think how much petrol a Rolls Royce Touring Club would use !

FOR SALE.....FOR SALE.

1984 Kawasaki GPz900, A2 model, Oct 88 reg and sold with RWC. Straight but needs a tidy up. Bike has been regularly serviced by careful owner and comes with; New chain & sprockets, luggage rack, new headstem bearings and Linko fork springs.

Good reliable bike. Offers around \$2000 to Ben Warden Ph. 439-8015

MINUTES OF THE MOTOR CYCLE TOURING CLUB OF VICTORIA (INC)
HELD AT THE JIKA JIKA HALL CORNER PLANT AND UNION STS.
NORTHCOTE 5-11-87

MEETING OPENED AT 8-18 P.M. 20 MEMBERS PRESENT WITH 4 VISITORS.
HANE WURSTER CHAIRPERSON.

APOLOGIES PETER PHILFERAN JOHN INGLIS. TERRY MOUNTNEY.
MINUTES OF PREVIOUS MEETING ACCEPTED BY IAN PAYNE SECONDED
KEN WURSTER.

TREASURER'S REPORT PREVIOUS BALANCE \$1123- RECEIPTS 31-00
PAYMENTS \$349-00 BALANCE \$805-00

SECRETARY/CORRESPONDENCE.

SYDNEY TOURERS BACK O'BOURKE RALLY 14-15 MAY 88
CONFIRMATION OF CHRISTMAS CLUB CAMP.

CLUB CAPTAINS REPORT. BEN WARDEN DEPUTISING

RESUME OF PREVIOUS RIDES. NEW RIDER CRASHED GOING
INTO YEA. NO SERIOUS INJURY OR DAMAGE DONE.

CALDER SWANN SERIES RIDE ON 22 NOVEMBER HAS BEEN
ALTERED TO A RUN TO GLENROWAN. AS THE SWANN RACES
HAVE BEEN ALTERED TO DECEMBER.

OTHER RIDES CONFIRMED AS PER ITINERARY.

GENERAL BUSINESS. WELCOME TO EX-PRESIDENT VINCE GREEN.

5 MEMBERS GOING TO BUSH CAMP.

T'SHIRTS MAY BE ORDERED FOR \$7-00 SEE PETER DWYER.

NEW ITINERARY DELAYED AT PRINTERS. THEY WILL BE POSTED
OUT WITH CLUB MAGAZINE.

BEN HAS EAR-PLUGS FOR SALE AT -25c A PAIR.

M.R.A. TOY RUN IS ON -REFER M.R.A. OFFICE FOR DETAILS
DORR PRIZE WON BY BEN WARDEN

GEOFF WEBB

ASSISTANT SECRETARY.

MINUTES OF THE MOTOR CYCLE TOURING CLUB OF VICTORIA
(INC) COMMITTEE HELD AT THE WRIGLEYS HOTEL VICTORIA
ST. RICHMOND 12-11-87

PRESENT HANS WURSTER (CHAIR) KEN WURSTER IAN PAYNE
KERRIE GOODING, PETER DWYER; ROSS KING BEN WARDEN GEOFF WEBB.

MEETING OPENED AT 7-40 P.M.

PREVIOUS MINUTES CONFIRMED

ALL OUTSTANDING MATTERS ATTENDED TO.

GENERAL BUSINESS.

HANS TO FIND OUT ABOUT THE NEW ROAD SYSTEMS PENALATIES.

CHRISTMAS B.B.Q ORGANISED.

N OVEMBER 22 SAFETY DAY AT CALDER RACEWAY. BEN TO
INVESTIGATE.

NIGHT RIDE TO STEPHENSONS FALLS TO BE INCLUDED ON ITINERARY
FOR FEBRUARY 12. 6-30 K.B.C.P. 7-15 LILYDALE.

NEXT MEETING TO BE HELD AT wrigleys hotel on thursday
JANUARY 21 AT & 7-30 P.M.

G.H.WEBB ASSISTANT SECRETARY

#####

Down in the BOWELS of the EARTH was an apt description of the Labortouche
caves as most who explored them emerged LOOKING and FEELING like they
had just passed through someones bowels!

The caves road also took its toll , with Steve Leyland's VF750 blowing
the main fuse after the electric gizmo earthed out on the frame from
the rough ride.

Then there was Ross Gabriels GSX1100, which became entangled with some
vegetation on the road. Fortunately Ross's knee prevented too much
gravel rash on the bike.

"What happens when you cross a MOTORCYCLE with a KOOKABURRA ?

You get a Yamaha...ha...ha...ha

Navigation Trial----- Mirboo North.

Sunday November 8.

This was the sort of run where you think it will be poorly attended, when at 10.10 AM at Hallam there are only four or five bikes. However, by 10.20 the number is up to 11 plus pillions.

Must be a combination of good weather and faith in Ross Bradshaw in arranging these trials to get the number of starters to this level.

The weather was warm, not hot, and this really brings out the alternatives in motorcycling gear- - - soft boots replacing Alpine whatsanames, nylon instead of leather jackets, lightweight ear plugs, plenty of sunglasses, etc.

Now for the names, hope they are right as well as the bike models.

Ross/ Jenny GTR	Ian/ Kerry GT 750
Peter GPZ 1000	Vince BMW 80 PD
Ross GSX 1100	Max GPZ 900
Danny Z 500	Gary/ Velga GTR
Wayne/ Michelle CBR 1000	Jack GB500
Ben/ Vicki GPZ 900	

Two points of note among this list, ex MFVC Pres. Vince was given visitor status as was heading back to NSW after trial (non-financial member don't ya know) and newcomer Max joined up.

Max also joined up for a big O.T.S. fine just minutes before arriving at Hallam, caught in a radar trap at 96 KPH in a 75 zone, and it's-too-bad-if-your-speedo-cable-broke-just-this-morning was the ticket writer's attitude.

We left Hallam(late) with Ross leading and Danny rear rider and with Ross's local knowledge, went round and round the long way to still end up in Leongatha for morning tea, coffee, etc.

Don't ask me about the route, I just follow, but do recall going through POOWONG (no, it's not in China) and Bayles (not necessarily in that order).

Next stop was Mirboo North for lunch, and the issuing of maps to send bikes off at one minute intervals on the trial.

The part of this ride report dealing with, or to put it better, relating to, the actual trial was done by others, as my experience was more of an Unnavigation Trial ----- 'nuff said.

Just a point, Ross, you didn't really have to issue the second trick map (with errors) to get most of us lost, we were quite capable on our own----- Just think, rear rider Danny may still be riding around the area looking for corner markers !

Jack Youdan.

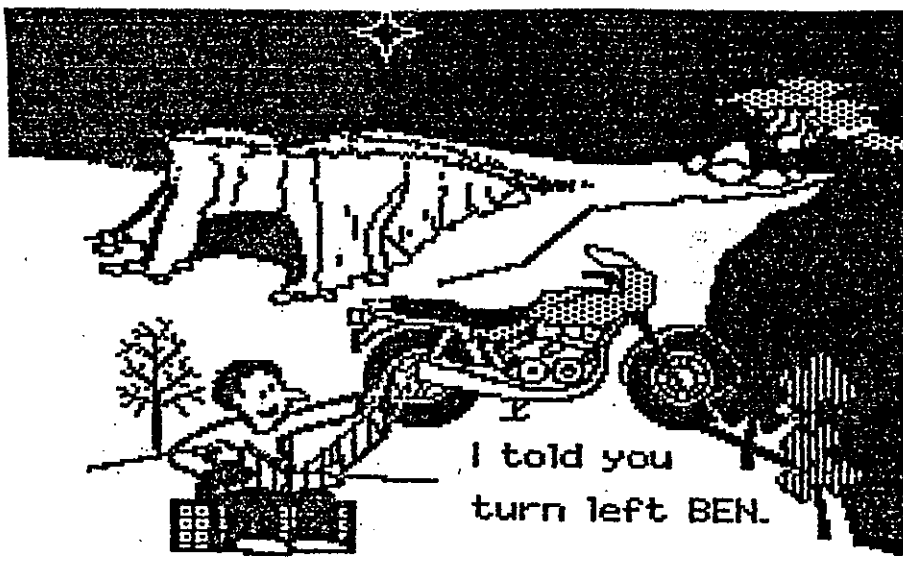
(2.5 hours to do 85 KM = 34 KPH average.)

Navigation Trial Results

Listed below are the instructions and below them the results of the ride, listing the riders, the time taken, the distance travelled and whether or not the instructions were fulfilled.

INSTRUCTIONS: No.1 Enter Limonite (the checkpoint) by heading in a Westerly direction.
 No.2 Leave in a North Easterly direction.
 No.3 Reenter from the south.

NAME	BIKE	REGO	START TIME	INSTRUCTIONS			FINISH TIME	TOTAL TIME TAKEN	TOTAL DISTANCE COVERED
				No.1	No.2	No.3			
Vince	EMW - Dakar 800	EV049	1:22	NO	Left for Sydney	-	-	-	
Danny	Kawasaki 500Z	OT790	1:23	NO	YES	?	-	-	
Wayne & Michelle	Honda CBR1000F	SU719	1:24	YES	YES	YES	3:06	1Hr42Min	80 Km
Ross	Suzuki GSX1100EF	SW884	1:25	NO	YES	YES	2:33	1Hr 8Min	63 Km
Peter	Kawasaki GPZ1000RX	SA336	1:26	NO	YES	YES	3:15	1Hr49Min	99 Km
Jack	Honda GB500	SE300	1:27	NO	YES	YES	3:02	1Hr35Min	100 Km
Max	Kawasaki GPZ900R	RA020	1:28	NO	YES	YES	2:15	- 47Min	?
Gary & Valga	Kawasaki GTR1000	SS588	1:30	NO	YES	NO	2:30	1Hr -	34 Km
Ben & Vicki	Kawasaki GPZ900R	RD120	1:31	YES	YES	YES	2:21	- 50Min	65 Km
Ian & Kerrie	Kawasaki GI750	RU402	1:32	NO	YES	YES	2:33	1Hr 1Min	55 Km



(Graphics courtesy Gary O's P.C.).

LICOLA BUSH CAMP 13/15.11.87

It's several years since we organised a bush camp (as distinct from those at van parks) and it was with a good deal of uncertainty that the Licola weekend was included in the itinerary. As I recall, the last bush camps attracted only two or three people and hence were abandoned and replaced with the much more successful accommodated weekends.

Things didn't look good when I turned up at Hallam on the Friday-no one there! After waiting a short time, I decided to press on regardless and arrived at the site some 16km (I know, I know-it wasn't 14km!) beyond Licola in the very scenic Wellington River valley. Not alone after all-there was Hans already set up and waiting for something to happen (but what?). Regrettably the closed-off site at the end of the track was occupied by a family group and the next best site boasted a circular barbeque with no less than four fireplaces. Obviously the number of fireplaces had something to do with the lack of wood, for which one had to search far and wide.

The Wellington River valley would be one of the most beautiful areas in the State, yet very accessible with a sealed road right to the doorstep, so to speak. It's remote-actually 70km to the nearest largish town (Heyfield), so it didn't pay to forget something. The small shop at Licola has improved markedly since last I was there-it now has quite a few things you actually want. So, to keep at bay pterodactyls and sabre tooth tigers, we started a small blaze which eventually attracted five more of our members, some late in the night. Hope it wasn't them involved in those screams and yells when someone nearby was operating a chainsaw (it was Friday, 13th, wasn't it?).

Saturday dawned fine and cool and four more turned up at various stages of the day. Unfortunately, this site, like all bush sites it seems, was afflicted with that bane of the bush-trail bikes. Two revolting brats rode up and down constantly near the campsite; one, being very small on a very small bike, was at first cute, but after the 110th passing by, the possibility of piano wire and/or basting on a rotisserie with herbs and spices was frequently mentioned. How come they never smash into trees?

What was the main activity, you may ask. Well, I may not tell you. However, some activities were wood gathering (very therapeutic), eating, verbally destroying bikes of others, going to Heyfield to get the beer he forgot (hello, Ken and John), wanting to complain of the weather but being unable to 'cos it was beautiful throughout, discussing others who weren't there (a great opportunity), going to Licola to buy ice creams and sleeping. Saturday evening meal was from the frugal to the up-market and cooked with varying degrees of skill; no one actually brought a pheasant-pity. As darkness fell, the port emerged-and equivalents thereof-and Tony produced a flute and Gary tried to imitate a didgeridoo, with some success. One expected, firstly, cobras to emerge from the bush, then a few wild a-bori-gines. Don't know what time these unusual activities ceased, but it was late.

Sunday, and it looked like being a fairly hot day for the journey back to Heyfield for lunch and to meet up there with the day travellers. Some obviously liked the kms of twisties to Glenmaggie and to kill a bit of time, we went around to the Lake Glenmaggie weir wall, but failed to be ejected by the weir keeper-don't think he even realised we were there. Due to the time it takes to get full value from the meal, we didn't patronise the Railway Hotel's smorgasbord, but if you're ever near Heyfield on a Sunday at lunchtime, try it-excellent value (you always have to book beforehand, though). Here we were joined by four more day travellers and proceeded for a humble counter lunch, where we stared at the locals and they stared at us.

In perfect weather-actually, rather hot-we had an uneventful return to Melbourne via Tyers and Longwarry/Packenham, to disperse at Narre Warren. The weekend was successful-eleven at the campsite and two pillions. The weather had a lot to do with it-no doubt if it had been

raining, attendance would not have been so good and that would always be a risk when advocating camping weekends, as well as the matter of accessibility for other than dirt bike enthusiasts. Unfortunately, sites like Wellington River are few and far between; however, some places were mentioned for another weekend in early April. So...we hope to hear from prospective organisers before the new itinerary runs out.

Peter Dwyer XJ900

Those attending:-

Peter Dwyer XJ900, Jack Youdan K100RS, Hans Wurster K100RS, Ken Wurster & Ann GPz900, John & Robert Inglis GPz900, Gary Clifton K100RT, Tony Gustus XJ900, Tom Saville R80G/S, Andrea Sirninger R80G/S, Ray Thomas XJ900, Les Leahy RZ350.

HEYFIELD

SUNDAY Nov 15th.

Ian & Kerrie GT750. (leader), Ross King XJ900 (rear rider), Frank Bloxham R80G/S and his friend of many years, John Orchard R80.

From Hallam to Pakenham and the back roads to Drouin then Moe for morning tea. On to Tyres, Toongabbie and Heyfield where we met the campers for lunch at the Railway Hotel. Over lunch much discussion on the enjoyable weekend, it was evident from the large amounts of lemon squash being consumed, some had "over enjoyed" themselves. Still one point they all agreed on..... Hans SNORES!!!
The trip home was uneventful and the ride broke up at Narre Warren.

DEMERIT POINT SYSTEM.

See attached for complete definition of this Act.

But basically, Your drivers licence will be suspended for :-

- (A) 6 months if you incur more than 12 points within any 12 month period. and
- (B) 3 months if you incur more than 12 points within any 3 year period.

But,

If a court of law convicts you of a traffic infringement, the Authority will cancel any demerit points recorded against you in respect of the offence.

Also,

Demerit points cannot be used as admissible evidence in any court proceeding.

Still a bit hazy?

Well come along to our MARCH meeting we hope to have a speaker from the LAW INSTITUTE.

"TRIP UP NORTH"

A little bit about my holiday, I spent a week at COONABARABRAN where I stayed at the Hotel. Accommodation was quite good and only cost me \$120.00 for the week (included bed and breakfast). While there visited the WARRUMBUNGLE Nat. Park and MIMILAND, also had a day trip to NARABRI and two runs up to GUNNADAH. While there visited KEEPIT'S DAM (A very nice picnic spot), the WILDLIFE PARK and TAMBOR SPRINGS.

The weather was quite warm and the GT giving me no trouble at all, except for want of oil. Had an incident one day when a "bird" flew straight into me and hit me square in the chest, doing about 80kph at the time. No damage to me just a bit of a fright. Also went to BARADENE and BINNAWAY on my last two days.

On leaving Coonabarabran, I went down to GILGANDRA where I stayed at the Hotel for two nights. Did a day trip to WARREN and the WEIR and then on to QUAMBONE, a small village with a population of only 90. The country side looking very desolate. Then on to WALGET where I stayed with friends for two nights, before going down to DUBBO and a room at the pub.

Did a trip to WELLINGTON via DUNNEDOO and also a four hour visit to the Western Plains Zoo. Well worth it as there is so much to see. Then on to ARDLETHAN for an overnight stop before heading down to DENILQUIN for one night.

Started out for Melbourne and got as far as KILMORE before the "storm" hit, decided to stay put for the night at a motel, then travelled straight through on the Friday morning arriving home at about lunch time, covering 5000km since the 1st of November. Nearly lost the bike TWICE on "Wooden Bridges" with wide gaps between the planks, they can be treacherous.

Expences totalled \$1000 and all in all a good trip with the GT going smoothly all the way, and fortunately, this year I didn't come off. But it was close.

Peter P.

GT 750.

* * * * *

GLENROWAN.....22nd NOVEMBER.

Eleven bikes, fourteen people. Namely; Gary and Velga, Vicki and Ben, Ken Wurster, John Inglis, Kerrie and Ian, Tony Gustus, Jack Youdan, Rod Miskin, Steve Leyland, Darryl Woodman and Ross Gabriel.

Ben led and Gary O was rear rider (2nd time since 1975!), the route went to Whittlesea, and Yea for smocko then the back roads to Violet Town. Along the Hume to Benalla then to Glenrowan and the Kelly Museum. At this stage our ranks were less two, Darryl having left at Yea and Jack doing likewise at Euroa.

After lunch we paid \$5 to be entertained by an audio/visual/animated show on the last days of the Kelly gang.

Ross Gabriel then led us back down to Yea to complete the 520km journey.

WILLOUGHBY DISTRICT MOTORCYCLE CLUB LTD.

THE 1988 CLUBMAN RALLY – 29th, 30th, 31st JANUARY, 1988

TO BE HELD BESIDE THE MURRAY RIVER AT 5 MILE RESERVE, ON THE MURRAY VALLEY HIGHWAY, 7km EAST OF WALWA, VICTORIA

This Rally is a general get together for the motorcycle tourers of Australia. The event is purely social – a place where you can spend a weekend in the pleasant company of other motorcyclists in really lovely surroundings. The river is available for swimming, the pasture available for lazing, and the local countryside available for sightseeing.

Budding chefs should bring a stove as the area will be under a total fire ban. This fire ban is imposed under State Law and anyone lighting fires may be prosecuted.

SPECIAL NOTE:

Catering will be provided on site, at very reasonable prices, by the Walwa Apex and Lions Clubs – the menu available: steaks; sausages; coleslaw; bread, cold soft drinks, tea and coffee. (Coffee and tea available in unbounding supply, mornings in particular!)

The Store in Walwa will be open for all supplies including food, ice, gas for stoves, petrol and oil. Hours of opening: 7.00 a.m.-8.00 p.m. Friday and Saturday; 7.00 a.m. opening on Sunday. (Prices will NOT be inflated for Rally attendees!)

The Walwa school will be collecting aluminium cans. Collection areas will be designated at the rally site.

Rallyists are requested to obey the following rules:

1. No alcohol is allowed on site;
2. No doughnuts, burnouts or wheelspins are allowed;
3. Do not litter, place all rubbish in garbage bags provided and then leave the bags in the open for collection;
4. No fires – to be strictly observed;
5. Offensive behaviour will not be tolerated. Women and children will be present.

Please remember that the rally site is Crown property under the control of the Department of Conservation, Forest and Lands, Victoria, and the Tallangatta Shire Council. We request that you observe the simple conditions of attending the Rally to ensure that we do not jeopardise the availability of this excellent camp site for future Clubman Rallies.

The camp site occupies seven hectares alongside the Murray River, and a section will be reserved for the families who wish for a quiet area.

Rally badges will be given to attendees on registration at the site. Registration for all Awards will close at 12.00 p.m. Saturday, 30th January.

PRESENTATION OF AWARDS – 10.00 a.m. SUNDAY MORNING

AWARDS:

Entries for the following awards must be properly documented (e.g. three or four fuel receipts):

1. Longest distance travelled direct from home for solo male rider;
2. Longest distance travelled direct from home for solo female rider;
3. Longest distance travelled direct from home for side car rider;
4. Highest combined club distance direct to rally from club district;
5. Longest distance travelled direct from home 185cc and under; in case of tie smallest capacity will count;
6. Longest distance pillion passenger (non rider only);
7. Oldest combined machine and rider – Solo;
8. Oldest combined machine and rider – Outfit;
9. Best outfitted Touring machine – Solo;
10. Best outfitted Touring machine – Outfit.

The Walwa Hospital is a private hospital funded by the local people, therefore any treatment given to unfortunate rallyists, but not paid for, is a loss to the local community. So, if you are unfortunate enough to need treatment, please make sure you can pay for it. It is the intention of W.D.M.C.C. to make a donation to the hospital from rally proceeds.

The entry fee for this year's rally is \$6.00 and should be received by the club office prior to 18th January, 1988. Entries on the day will be \$7.00.

NOTE: No responsibility is accepted for the safety of participants or their machines by the Willoughby District Motorcycle Club Ltd., or the property owner.

How Demerit Points are Incurred

230. (1) In this regulation—

'appropriate number of demerit points', in relation to a relevant offence, means the number of demerit points indicated in an entry in column 2 of schedule 3 corresponding to that offence.

'relevant offence' means an offence described in column 1 of schedule 3.

(2) Unless sub-section (4) provides otherwise, the Authority must record against a person who has a driver licence the appropriate number of demerit points if the person—

(a) is convicted of a relevant offence but the court does not suspend the person's licence for 3 months or more or cancel the licence; or

(b) expires a relevant offence; or

(c) is convicted within the meaning of section 89 (4) of the Act with respect to a relevant offence; or

(d) is a person against whom an enforcement order has been made and not revoked under Part VIIA of the *Magistrates (Summary Proceedings) Act 1975* with respect to a relevant offence.

(3) The demerit points recorded under this regulation are to be recorded in respect of the day on which the offence was committed.

(4) If a person is liable to a penalty in respect of a relevant offence committed by another person, the Authority must not record demerit points against him or her in respect of the offence committed by the other person.

Suspension of Driver Licence if Too Many Demerit Points

231. (1) A notice of suspension of driver licence given by the Authority under section 25 of the Act must set out—

(a) details of the driver licence; and

(b) the period over which the demerit points were accumulated; and

(c) particulars of the relevant offences, including the day of each offence and the demerit points recorded in respect of that offence; and

(d) the period of suspension; and

(e) information about the person's right of appeal to a Magistrates' Court; and

(f) the place to which the person must send or take the licence.

(2) For the purposes of section 25 (3) (a) and (b) of the Act, the prescribed number of demerit points is 12.

Surrender of Driver Licence

232. If a person's driver licence is suspended by the Authority by notice under section 25, the person must—

(a) if the notice is served personally by a member of the police force or an officer of the Authority—give the licence to the member or officer; or

(b) otherwise—immediately send or take the licence to the place specified in the notice.

Penalty: 1 penalty unit.

Cancellation of Demerit Points

233. (1) If the Authority suspends a person's driver licence under section 25 of the Act, the Authority must—

(a) if 12 demerit points are recorded against the person in respect of offences committed during the preceding 12

months or 3 years (as the case may be)—cancel 12 demerit points; or

(b) if there are more than 12 demerit points recorded against the person in respect of offences committed during the preceding 12 months or 3 years (as the case may be)—cancel the 12 demerit points first recorded in that 12 month or 3 year period.

(2) If a court convicts a person of an offence described in column 1 of Schedule 3 and—

(a) in the proceedings a previous conviction for an offence described in column 1 of Schedule 3 is proved; and

(b) the court suspends the person's licence for 3 months or more or cancels the person's licence—

the Authority, upon notification by the clerk of the court, must cancel any points recorded against the person in respect of the previous offence.

(3) In a case described in sub-regulation (2), the clerk of the court must notify the Authority in writing of the particulars of the previous conviction.

Special Provision about Demerit Point Appeals

234. (1) For the purposes of section 26 (3) of the Act, notice of appeal is given when notice in writing of the appeal, endorsed by the clerk of the Magistrates' Court in accordance with Regulation 228, is served on the Authority.

(2) Notice in writing of discontinuance of appeal must be—

(a) lodged with the clerk of the Magistrates' Court; and

(b) served on the Authority—

not less than 4 days before the hearing day.

(3) If notice of discontinuance of appeal under section 26 (1) (c) of the Act is lodged with the clerk of the Magistrates' Court, the suspension of the person's licence has effect on and from the day the notice is lodged.

Demerits Register.

*25. (1) The Authority must keep a Demerits Register and must record against the holder of a driver licence any demerit points that are incurred by that person.

(2) The circumstances in which demerit points are incurred, and the number of points incurred, are as prescribed.

(3) The Authority must, by notice in the prescribed form served on the holder of the driver licence, suspend that licence for—

(a) 6 months—if the holder incurs more than the prescribed number of demerit points within any 12 month period; or

(b) 3 months—if the holder incurs more than the prescribed number of demerit points within any 3 year period.

(4) The suspension of a driver licence under this section takes effect on and from the day specified in the notice served under sub-section (3).

(5) The circumstances in which demerit points are cancelled are as prescribed.

(6) The fact that demerit points are recorded against the holder of a driver licence is not admissible in evidence in any court proceedings other than proceedings on an appeal under section 26 (1) (c).

Appeal to Magistrates' Court.

26. (1) If the Authority decides to—
- (a) refuse an application for a driver licence, a driver licence variation or a permit; or
 - (b) in accordance with section 24, suspend, cancel or vary in any way a driver licence or permit; or
 - (c) in accordance with section 25 (3), suspend a driver licence—
- the applicant or holder may, in accordance with the regulations and subject to sub-section (2), appeal against that decision to a Magistrates' Court.
- (2) An appeal under sub-section (1) (c) may only be made on either or both of the following grounds:
- (a) That demerit points have been recorded against the appellant in error or because of wrongful or mistaken identity;
 - (b) That a miscalculation has been made in assessing the total number of demerit points incurred by the appellant.
- (3) The giving, in accordance with the regulations, of a notice of appeal under sub-section (1) (c) stays the suspension of the licence pending the decision of the appeal.
- (4) On an appeal under sub-section (1) the court must—
- (a) re-determine the matter of the refusal, suspension, cancellation or variation; and
 - (b) hear any relevant evidence tendered by the appellant or the Authority; and
 - (c) without limiting its discretion, take into consideration anything that the Authority ought to have considered.
- (5) If the court is satisfied that the refusal, suspension, cancellation or variation—
- (a) results from a driving disqualification of the appellant in another State or Territory of the Commonwealth; or
 - (b) was required by the regulations or section 25—
- the court must confirm the decision of the Authority.
- (6) On an appeal under sub-section (1) (c) the court may—
- (a) in allowing the appeal, give to the Authority any directions it thinks proper for the amendment of the Demerits Register; or
 - (b) in dismissing the appeal, order that the suspension take effect from a date specified in the order.
- (7) Every decision of a Magistrates' Court on an appeal under this section is final and conclusive and must be given effect to by the Authority.

DEMERIT POINTS

Column 1 Offence	Column 2 Demerit Points
Inflammable Liquids Regulations 1968.	
Driver of vehicle transporting flammable liquid goods failing to stop at railway crossing	4
Road Safety Act 1986	
Careless driving	1
Motor Car Regulations 1984	
Driving an unroadworthy vehicle	2
Transport (Road Traffic) Regulations 1984	
Failing to give way at a pedestrian crossing	3
Failing to stop at a school crossing while any person is on it	3
Passing vehicle stopped at a pedestrian crossing or a school crossing	3
Disobeying traffic control signal other than a traffic control signal displaying a red circle or arrow	3
Overtaking or passing on bridge when not permitted	2
Not keeping left of vehicle travelling in opposite direction	2
Exceeding a speed limit by 30 k.p.h. or more	2
Failing to pass through intersection at such a speed as to be able to stop to avoid a collision	2
Incorrectly overtaking or passing	1
Failing to obey a stop sign	1
Disobeying a minor traffic control item	1
Failing to pass to left of vehicle about to turn right	1
Failing to give way to pedestrians or vehicles	1
Driving between sunset and sunrise without lamps being alight	1
Passing stationary tramcar	1
Driving to right of safety zone	1
Failing to keep left of double lines	1
Failing to give turn or stop signals	1



The Official Organ of the Victorian and N.S.W. Motor Cycle Clubs.

ROAD RACING.

The Victorian Motor Cycle Club has not been able to hold any road races of importance lately, on account of the Broadmeadows Shire Council prohibiting racing on that portion of the Sydney-road which comes within their boundary. The syllabus for the six months ending 30th June, 1910, does not contain a single race of more than a mile or so, and we have not far to go to discover the one and only reason. It is not because of a waning enthusiasm, but because of the state of our roads generally. There certainly is no road within reasonable distance of the metropolis sufficiently good to permit any attempt at record breaking, with the exception, of course, of the Sydney-road, from the 10 mile post at Campbellfield right up to Kilmore. The Broadmeadows Municipality has undoubtedly recognised this, and the fact that motor cyclists have just as much right to participate in their particular kind of sport as "footballers," "cricketers," or "push cyclists" have in theirs. In this country racing is not unlawful; why, therefore, should one body be allowed to race, and another be prohibited? Of course, it can be said, "Why not confine motor racing to a track?" That is all very well in theory, but the ultimate end would be prohibition, because, in the first place, a track sufficiently good to hold the enormous speed of which the present day motor cycle is capable would cost far more than it is possible for any one body to at present outlay; and, in the second place, given a reasonably good track, it is still more dangerous for many than a straight-ahead road race. It is unlikely that a similar prohibition will ever again be enforced, especially as during the course of the races held under the auspices of the Victorian Motor Cycle Club, no accident of any sort, either to a competitor, spectator, or road-user, has ever been recorded. We publish hereunder a letter from the Broadmeadows Shire, addressed to the secretary of the above mentioned club.

Immediately upon receipt of this letter, the members of the club decided to hold a 100 mile road race on the 25th April, subject to permission being obtained from the Broadmeadows Council. It is also anticipated that there will be other races over shorter distances on the same course within the very near future. In fact, we are looking forward to a boom in this direction. We are informed that some of the Sydneyside cracks are anxious to participate:—

Shire of Broadmeadows,

Shire Hall, Broadmeadows, 2/3/1910.

Sir,—I have the honor, by direction, to inform you that the Council has given consideration to your several requests for permission to hold motor cycle races on the Sydney-road at Campbellfield, and have decided that permission be granted for each race separately, on the following conditions being adhered to:—

1. That the silencer be not removed during racing.
2. That all races be run half-way out and back, with the exception of the 100 mile race, where four laps will be allowed.
3. That application be made for each race separately.
4. That the rule of the road be strictly observed.
5. That all necessary precautions be taken to avoid accidents.

I have also to state that on certain occasions, motor cyclists, in returning to the city, make it a practice of

travelling without lights, or of riding behind another cyclist who has a light, and the council wishes it to be understood that it is intended to take action to detect offenders, and would thank your club to use its influence to put a stop to such a dangerous practice.—I have the honor to be, sir, your obedient servant,

(Sgd.) A. F. COOK, Shire Secretary.

The Secretary,
Victorian Motor Cycle Club,
101 Swanston-street, Melbourne.

SPEED.

Suppose your mount is tuned up to the highest degree of perfection—which is, by the way, a condition we all wish to achieve but rarely obtain—there is still something more required to make it go its quickest. We refer, of course, to the driving; but, as maximum ability in this direction comes chiefly by personal experience, and can only be gained in slight degree from the experience of others, it is intended in these pages to treat the separate phases one by one per issue.

It is not generally known, though an accepted fact by such riders as Guipone, Huyek and Collier, that the distribution of weight at high speeds means more than it seems. A far-back position is almost universally favoured, but more important by far is the manner in which the machine is "sat." Footrests can be said to be almost indispensable, as, by their aid and a tight grip of the handle bars, the avoirdupois is fairly even on the saddle. To race with the feet on the moving pedals means bouncing in the saddle, with the weight thrown from side to side and rarely at dead centre; for the same reason a racing saddle without spring gives a better result than, say, a Brooks B105. If footrests cannot be fitted and pedals only are used, we recommend throwing the whole weight on one foot, riding with that pedal at the lowest point, or, practically standing on the pedal.

A still weight is always easier to carry or propel than a live, which the reader, if a family man, has no doubt often noticed when carrying home the youngest. A child of, say, two stone, seems lighter if lying quiet (unless, of course, you happen to be water-cooled).

CREEPING TYRES.

One of the most annoying troubles to the motor cyclist is the tendency of the "road kick" to produce a creeping of the cover and tube, particularly after the manufacturers have been retreading or vulcanising patches, which in many cases produces a "looseness." Nearly every rider has experienced this trouble, and has, perhaps, after pulling out a valve or so, discarded an otherwise useful article. Security bolts will often cure it, but not always, and, if screwed sufficiently tight, sooner or later damage the tread, and, of course, weaken the rim. It is far simpler and much more effective to apply a coating of varnish to the inside of the rim, and to that part of the cover which covers the rim. Many beaded covers have one flap on the off side, which covers the rim, and, when mending a puncture it need not be removed. The other side, with the shorter flap, is the one to take off, and this does not interfere with the varnished surface, which need only be renewed when the cover is bodily removed.