

MAY 89

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

MAY 1989

SUNDAY 7th.	HILLS RIDE. Diamond Valley Railway. 9.30 KBCP. 10.30 Yarra Glen. Ben Warden leading.	From Yarra Glen, the Spur & Yea for lunch. Then Flowerdale, St. Andrews and Eltham where we will look at and ride on this miniature railway attraction.
SUNDAY 14th.	BUNDY'S TAVERN. 9.30 KBCP. 10.15 Hallam. 12.30 Monbulk.	Bookings have closed for this luncheon but members are still invited to participate in the pre-lunch ride around the Yellingbo, Mt. Evelyn and Monbulk area's of the Dandenongs.
SUNDAY 21st.	TOCUMWAL. Border Run. 9.30 KBCP. Hans Wurster leading.	This time of year is ideal for a Northern Safari to this Riverina township which once boasted the largest RAAF base in the country.
SUNDAY 28th.	BUXTON CAMEL FARM. Reefton Spur. 9.30 KBCP. 10.30 Yarra Glen. Ian Payne leading.	The camel farm is situated on the highway just north of Buxton and we plan to get there via Healsville, Launching Place & Marysville. Stop and view the animals (Its quite a menagerie then head to Molesworth and Yea.
<u>JUNE.</u>		
THURSDAY 1st.	GENERAL MEETING. "Guest Speaker" Club Hall 8.15 Sharp.	For this meeting we have a highly qualified masseuse (Our very own SUE MORELAND) who will talk about and demonstrate the beneficial techniques of body massage.
SUNDAY 4th.	APOLLO BAY. Mini Golf. 8.30 KBCP. 9.00 Laverton.	<u>NOTE</u> the earlier starting time ! Our leader Tom Saville has elected to at this time in an effort to avoid the GO road tourists who tend to clog up this excellant piece of bitumen. As usual we play rain, hail or shine.
* * * SPECIAL UPCOMING EVENTS * * *		
SATURDAY 10th, SUNDAY 11th & MONDAY 12th.	AVOCA WINERY WEEKEND.	To secure your place please fill in the enclosed entry form before 15th of MAY.
FRIDY 28th JULY.	CRAZY HOUSE THEATRE RESTAURANT.	Booking are required and will not be accepted after 25th of June.

WHO's NEWS

The Otway Ranges ride was certainly controversial, with 50% of the riders leaving prior to lunch! The Why's and Wherefores of this ride were extensively debated at the last meeting and resulted in some valuable observations which, no doubt, will benefit future club rides.

The recent "Famous Last Words" bike rally was represented by MTCV members, Gary FJ1200, Rod/Rosie VF1000f2 and Ian/Kerrie XJ900.

A new novelty event for this year comprised; a sledge hammer, early Honda twin motorcycle and elbow grease. Even spectating was exciting as the more aggressive entrants sprayed alloy "shrapnel" over a wide area.

@ The evening fireworks and spit roast meal was up to the usual high standard.

@ For the second year in a row Rod Miskin was CROOK, but this time IT was the food. (after evacuation of his bowel, he felt much better).

@ The overnight rain created a few "soft" spots, with one claiming Ian Payne's XJ.

@ Gary Clifton had us intrigued with the amount of "fan mail" he discovered while unpacking his gearsack.

The Go-Karts at Sth Morang were certainly great fun. Being governed kept them evenly matched and placed more emphasis on handling and braking manoeuvres. Body weight also played a big part on how they performed, Gary + Velga (in a Double Kart) being the exception (seemed Gary had found a way to override the governor) and the ensuing battle with Rita for the lead was most entertaining..

"GET WELL SOON" to member Graeme Framton who unfortunately came to grief on his new R80G/S. Bike faired better than Graeme who ended up in the Royal Melbourne Hospital with a broken right femur.

Hans, notable by his absence on recent rides, now spends his weekends doing Hard Labour helping in the construction of son, Ken's future home.

Ben Warden's home phone number will revert back to 439-8015 after the 14th of May, it is currently 439-8351.

Victorian Superbike Championships will be held at Winton on May 7th.

Round 2 of Mr Motocross will be staged at the Broadford track on May 27 & 28.

Motorsport Video of Glen Waverley have a souvenir video of the Aust.Motorcycle G.P. It boasts interviews with leading riders, coverage of 500, 250 + 125 races, slow motion action & close ups not seen on T.V. It is available for \$44.95 and their number is (03) 233-3775.

Later this year, if all goes to schedule, an Australian built car will attempt to break the World Land Speed Record for wheel driven, piston engine powered vehicles.

Currently the record stand at 409.277 MPH and has been held by the Americans for the last 22 years.

Also an attempt will be made to break the Australian Land Speed Record of 403.468 MPH, this was set by Donald Campbell's Bluebird in 1964.

The 4 wheeled vehicle will be 40 feet long by 40 inches high with a 90 inch tail-fin. It will be powered by two V12, Rolls Royce meteor engines, (used in Centurian Tanks) turbo charged and modified to run on methyl alcohol.

They will be interconnected to automatic transmissions designed to give 4 wheel drive. With a combined output of 2500 hp they will be capable of propelling the vehicle to 500 + MPH.

Wild Dog Road.

At the carpark, Hans K100RS, Sam + Rita GPz900, Ben ZX10, Garry FJ1200 and myself (Steve GPz900 - leader). At Laverton servo, Tom + Andrea K100RS, Andrew + Pam (rear rider) and Graeme R80G/S (New bike).

This is the third Club ride of which I am officially the leader, neither of the others had a write-up submitted (seems those asked had other things to do!), so you know what they say. "If you want a job done right, do....."

From the servo, I lead down Geelong rd to the Little River turnoff then the back roads to Lara and Geelong. I rarely take the usual route because I like the winding road down Mt.Deviation, along the Hamilton Hwy then Ceres and more back roads to Deans Marsh. Now the tight twisty road to Lorne, with Hans climbing all over my rear wheel, there had been some rain and the road was a little wet. NOT that I'm one to make excuses!

This small amount of rain saw just about everybody stop and don the wet-weather prior to arriving at Lorne. Here we had smocko and got fuel, at this stage Sam told me he wasn't feeling very well and that he and Rita were going home.

The MRA Poker Run ensured plenty of bikes along the GO road for us to duel with, a large pack of Harley's proved very inviting to me. (with apologies to Bob and John Williams). The Ocean road was dry and fast with Hans and Tom, with Andrea as pillion, never far from my rear with Gary also in view, it seemed as though I was holding them up! Well after all I was still getting used to another bike, (no excuse mean't).

Wild Dog road begins about 5 K's from Apollo Bay and follows the Wild Dog creek up into the hills of the Otways, the views from the higher altitudes are exceptional and well worth the 10 K's of dirt, well mud, road to the top. It had started to rain as we began the climb and continued until we hit the bitumen, Hans and I had made it with only a few minor slips and Graeme on his R80G/s had no problems as did Gary not far behind. That was about it as Ben, Tom + Andrea were back corner marking waiting for Pam + Andrew. After about half an hour we became a little worried so Hans went back (Brave man) then after another 15 minutes Tom, Andrea and Ben arrived, but cheated by taking the all bitumen Skenes Ck road, apparently Hans had told them of the condition of the dirt road.

At this stage Tom was a little peaved to say the least and Ben wasn't too happy either. It seems Andrew had stopped some way down the road not being too keen on riding the coast road in these conditions. Now Andrew, don't get me wrong but, don't you think it would have been better to continue on, find the corners markers and tell them you are no longer proceeding on the ride and that way the rest of us can keep going with minimal delays. As it was we lost more than 45 mins on an already long and late running ride.

cont.

Gary and Ben were now continually complaining they were hungry. I've got a greater appetite than most but when I'm following I eat when the leader decides, so to tell the truth, I would have appreciated the same courtesy. At this stage patience and tempers of the group were a little frayed and for one this bickering between Ben, Garry and myself was enough. There was a Click, Rev and gone, er bye Hans. Ben now informs me we should go home via Colac, I tell him to go, and Gary follows. By now I'm getting used to Ben leaving rides, but Gary? I start to think perhaps we should merge with that other well known Club that doesn't have any Club Rules either.

The rest of us (Tom, Andrea, Graeme & myself) continue on through Beech Forest then Lavers Hill for hamburgers and hot drinks, back to Apolla Bay, along the best part of the GO road (in my opinion) then up to Forrest via Skenes Creek road. Now I'm getting used to being tail gated by Tom when I lead a ride, and this was no exception but to see Graeme also travelling in close company showed how well he was already riding his R80G/S, back to Geelong then home just before dark. Special thanks to Tom, Andrea & Graeme for completing the 500 km ride. As far as I'm concerned Motorcycling is Magic and when travelling with the Club it is magnified many fold that is why in the last 12 months I have only missed two rides and not once left a ride early, even those times I ended up on my ass. Its a pity others don't show the same consideration.

Steve GPz900.

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AUSTRALIAN GRAND PRIX. (wasn't it great?)

Members seen there:-

Murray Browne, John Clowes,
Eric Makin, Terry Spackman, Tom + Andrea, Ben +
Vicki, Andrew Dunn, Steve Leyland, Harry Miller,
Tony Gustus, Ian + Kerrie, Andrew Murray, Peter +
Sue Moreland, Daryl Woodman, Jonathon Riddett,
Sam + Rita, Wayne + Michelle



Cagiva's
make
me Randy.

SOUTH MORANG RIDE.....SUN 23rd APRIL

Singles:

GPZ900 Steve(beardless)
FZ750 Harry(hang off)
GSX400 Bruce(the goose)
GSX250 Andrew
XJ900 Ray
FJ1200 Gary
K100RS Hans
K100RT Bob(1st ride)
R80GS Graeme
GT750 Peter P.

Doubles:

GPZ900 Sam & Rita
GTR1000 Cling & wrap #1
ZX10 Cling & wrap #2
K100RS Andrew & Pam
XJ900 Ian & Kerrie

Well the day began as usual with the ritual Sunday meeting at the KBKP with about 7 or 8 bikes there as I arrived. As we left an extra 4 bikes arrived, including a new face on a K100RT, to make a total of 13 bikes disappearing in the Melbourne mist so common at this time of year. The trip to South Merang was uneventfull with the usual detour (Ben was leading) via the Kew boulevard.

At the Go Kart track the group changed slightly with Scooge Mac Hans disappearing into the distance at the thought of spending money, the departure of Peter P to areas unknown, and the arrival of Ian and Kerrie and a face from the past Bruce. The going price of \$10:00 for 10 minutes soon sorted out the serious from the not so serious, and about 8 or 9 people headed for the track. Notable performances were put in by Rita and Andrew(GSX) with Rita earning a Mars bar for her efforts. Suffice to say that those who drove really enjoyed themselves.

As we left the track the mist lifted and it turned into a beautifull day just in time for some lunch at Woodend. At this point Andrew(K100RS) and Pam left to attend something or other somewhere or other. The group was very careful not to go down a certain one-way street in Woodend and offend a certain Police Officer again.

Unfortunately, although the day had began with some beautifull weather and the promise of some great riding things were about to turn very sour. I guess by now everyone will have heard of Graeme's misfortune on the road to Mt. Macedon. It seems that about 10 K's out of Woodend at the start of the twistys, Graeme drifted a

bit too wide on a tight corner and his efforts to get the bike away from the centre of the road resulted in a slide across the road into an embankment and a furiously braking Subaru. Luckily the car managed to avoid Graeme and stop just at the bike causing a small dent in the car and a broken headlight protector. Unfortunately Graeme was not so lucky, at the time of writing it looks as though he has a broken thigh (is it the femur?) and a few abrasions. The bike was a mess but still rideable. What I cant work out is that the bike was dropped on the left hand side but 90% of the damage was to the right side, and Graeme's damaged leg was the right leg - very odd. Perhaps it was Graeme's leg that did the damage to right side of the bike?

Well that sort of put a damper on things, after that the ride broke up with everyone making their own way home.

Thanks to Steve for going home to Altona to get his vehicle to get Graeme's bike home. Thanks also to Gary Ben, Ian and Bruce for their efforts in looking after the bike and thanks also to Rita who did an excellent job of comforting Graeme while he was lying on the road waiting for the Ambulance and Velga for accompanying him to hospital.

One thing that did come out of this is that the emergency kit is good for fixing flat tyres.

I hope that you get better quickly Graeme.

Ray Thomas XJ900N

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VIOLET TOWN

SUNDAY 16th of APRIL.

Six Bikes, eight participants.

Ben.....ZX10
Steve.....GPz900
Jack.....K100RS
Trevor.....XJ900 (1st ride)
Barry + Rosemary...GSX750 (1st ride)
Andrew + Pam.....K100RS (rear rider)

Lapse of Reason.

It's a beautiful Sunday morning. The sky is blue and the breeze is slightly chilly. Rugged up for a ride the motorcyclist sets off from the King's Bridge Carpark with the MTCV.

Around a left hand sweeper, keeled over hard, the BMW starts to wander and squirm. He's over committed himself but can't back off.

He's scared, and for an instant, thinks he's going to crash. He hangs on tight and with a gasp makes it through the bend.

OR

The back tyre skips, jolting the handlebars. He stands up on the pegs to try to hold off the tankslapper. The rear lets go again and he's airborne.

The BMW tumbling, begins to break apart.

The rider following is too close. Their bikes connect and up over the bars - the other rider goes.

Two bikes breaking up, two bodies getting broken, the accident continues.

Pain registers in the middle of the back as one rider snaps off a white post. No pain from the legs though. He stops tumbling.

An oncoming car skids, the impact occurs. The rider downed by the other's mistake goes under the wheels and is rolled along over and over. His helmet is ripped off by the impact. He never knew what hit him.

One loses his job because he can't walk. The other rider loses his life.

Who's fault ?

It doesn't matter!

Was that Sunday ride worth it ?

Sure this is a dramatic example, but how many times has it nearly happened ?

Too many riders in this club don't think about the consequences of how they ride.

I go on a club ride to be with company I enjoy. I sometimes go quick and give myself the odd fright too.

What I really hate is to be passed dangerously, tailgated, harassed and pressured into a style of riding that I don't feel comfortable with.

Our public image is disgusting, the result of the way we, as a club behave on the road.

I've watched riders do terrible things to get past cars. I once had a car retaliate by throwing a can at me for something, I can only guess, the rider in front had done!

And they're all doing it whilst displaying pretty little yellow triangles on the back of their helmets. No sticker on my helmet!

Sometimes, I'm ashamed.

The worst offenders are the more mature figureheads, whom younger riders look up to. They are the leaders of our club, prominent members and sheep.

I'm not on a witch-hunt, I won't name any one.

It is the duty of a rider to consider another's safety utmost. An ambassador of the club, be he/she a committee member or not, should set a good example that we can all be proud of.

I've spoken to many riders who have left their first ride with the club thoroughly disgusted at the behaviour they saw exhibited.

My first ride was the Economy Ride and I therefore perceived the club a little differently. Everyone was taking it easy!

I don't like to ride for the sake of my ego, in fact, many of us don't. It is the competitive side of our natures that gets us unstuck.

I've had accidents, we all have. I've raced on a track, more of us should. That is the correct place to race.

I realise that in voicing my opinion I will open myself up to criticism from some of my fellow members. Believe me, I definitely considered allowing my membership to lapse.

But no. I'll have my twenty bucks worth. I have friends in the club who I do enjoy riding with. I won't allow a few to spoil that. I like those few as well. I just can't tolerate the way they behave.

I wish to feel safe on a club ride.

I wish to ride at my own pace and BE safe.

I do not wish to be criticised for being safe.

I do wish to be proud of being a member in a club that is mine just as much as it is yours'.

Many other members feel as I do.

I will name one person and one person only.

Jonathon Riddett

BMW R65.

Again the time has come to close another successful year of the M.T.C.V. It has certainly been an eventful period especially in relation to a spate of accidents experienced by " too many " of our members.

In my time with this club, this past 12 months has been the most accident prone by far with no less than 10 members coming to grief. Some members more than once. Some resulting in cosmetic damage only and others with bikes being written off and their riders hospitalized with broken limbs and other serious injuries. I certainly hope that this trend does not continue and that we can regain our previous good safety record. I am sure we all wish our injured and mending members a speedy recovery and hopefully a return on to two wheels.

As in previous years, this past term has seen many and varied rides to all parts of the state and over the borders into N.S.W. and S.A.

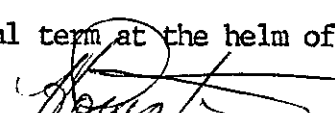
The Xmas camp, Bush camp and other weekend trips were very successful and enjoyable, of which all members and others who attended, I am sure, will have fond memories. We have also had very successful social events such as our Xmas B.B.Q. and the number of other outings organized by our Social Secretary and Committee.

Although we have lost a few members (through non-renewal of membership) we have also gained new ones with an overall result of our numbers remaining fairly steady. Hopefully this next term will see more new faces amongst us.

Overall our club is functioning very well especially with the regular rides and events organized by your committee. There is no other Motor Cycle Club which can boast such a variety and regularity of events. Just remember this is YOUR club and the hard working committee needs YOUR help and suggestions to satisfy YOUR interests and pleasures. It is impossible to please everyone, but during this past term this committee has sure tried hard to do so.

In conclusion, I WOULD LIKE TO THANK ALL THE MEMBERS OF THE Committee and office bearers together with the more active of the ordinary members of this club for their enthusiasm and support of the activities of the M.T.C.V. during the past year.

To the new incoming committee and office bearers I offer my support and extend my good wishes for a successful term at the helm of our great club.


Harry WURSTER ... (PRESIDENT 88/9)

Captain's Report 1988-89

While preparing this report I began to wonder what type of rides attracted the most members. I went back through the last twelve months of magazines and read all the articles to gauge the response to various rides.

Attendances varied from two for the Zoo ride, Hans and Frank both went back home anyway, up to twenty plus members for quite a few rides. The average turn out seemed to be about a dozen people but there doesn't seem to be an average type of ride. No one style of ride seemed to attract more members than others. The only exception to this rule being weekends away and social functions such as dining out which are always well attended.

Successful weekend trips were Beechworth, 13 people, Ettamogah Pub, 22, plus a few camping trips as well. Draculas and The Island Trader were both successful restaurant outings for the club.

A high percentage of the trips included more than just a ride to a dot on the map. Gary Clifton proved he was the most aMAZing last May at the Warragul maze. Werribee Park mansion added a little culture to the itinerary in June. July saw us investigating worms at Bass, checking out the pioneer life at Sovereign Hill and throwing snow around at Lake Mountain. Vastly different forms of transport were witnessed during the August visit to the Traralgon moto-cross and the tram museum a few weeks later

A second maze at Ashcombe was visited during October while the Navigation Trial at Mirboo North was just as confusing but less popular with only half a dozen members participating. A night run during January to Arthurs Seat tested our corner marking technique. Thanks go to Tony Gustus for the supper afterwards. Thanks also to Rod Miskin for the supper put on after the night run to the Penguin Parade at Phillip Island.

The camping weekend at Torrumbarry was enjoyed immensely by those attending. No doubt the presence of my ski boat had something to do with the amount of fun everyone had. A definite repeat for next year. Some rides are repeated occasionally and for good reason. Reefton and Black Spurs Mk XXXVII and Apollo Bay Mini Golf Mk XXIV always draw the crowds. The Mini Golf seems to double as a rain dance as the ball inevitably ends up floating into the hole amid a downpour. The annual economy run was won by Jack Youdan on his GB500 with 73.9 MPG while Gary Clifton was a sad last with only 32.8 MPG.

Maintenance days proved very beneficial for Steve Leyland and his VF750, now retired. It seemed to be the only time routine maintenance was carried out on the VF but I'm sure the GPZ will be treated more kindly, won't it Steve?

On a more serious note, a few members had accidents requiring short periods of hospitalization. Thankfully none of the injuries caused any long term disabilities.

One item worth noting after looking back over the year is the general standard of corner marking. Think about why we have corner markers and act accordingly. They are there to mark the corners for following riders, not a chance to whip off into the bushes or light up a fag.

Despite these negative points the club had another good year overall. We had a wide variety of rides to cater for different tastes covering all points of the compass. My thanks to the committee for being pleasant to work with throughout the year and best wishes to the incoming committee for the next twelve months.

Murray Browne
Acting Club Captain

M.C.T.V.

Secretary's Report.

May, 1989

The past year has been relatively quiet, having had few formal enquiries about membership of our club.

In part the fall off in enquiries from previous years could be put down to the ever increasing costs of motorcycling and the complex procedure in obtaining a motorcycle licence with many stringent requirements.

Fewer people it would seem are taking up motorcycling as it can longer be considered a cheap form of transport. in the long term there will be fewer motorcyclists from which to draw members. As the general population of Australia ages, so to the average age of the motorcyclist. This poses a problem for motorcycle clubs, generally. Let us hope for a turnaround in the not too distant future.

Having served on the Committee as Assistant Secretary and Secretary respectively over the past four years, I will not be standing for re-election for another term.

Thank you for your support,

Ross King.

AGENDA
JUNE GENERAL MEETING

- 1/ Open Meeting.
- 2/ Apologies.
- 3/ Visitors.
- 4/ Read minutes of previous meeting.
- 5/ Business arising.
- 6/ Correspondance.
- 7/ Reports;
 - (a) Treasurer.
 - (b) Club Captain - i/ Preceding rides.
ii/ Forthcoming rides.
- 8/ General Business.
 - (a) Finalize Aug/Nov itinerary.
 - (b) Motorcycle ~~Touring~~ Racing Club of Vic. - How do we alter this image? Is it real or imaginary?
 - (c) Other topics for discussion.....
Closing date for July newsletter - Thursday 29th June.
- 9/ Close meeting.

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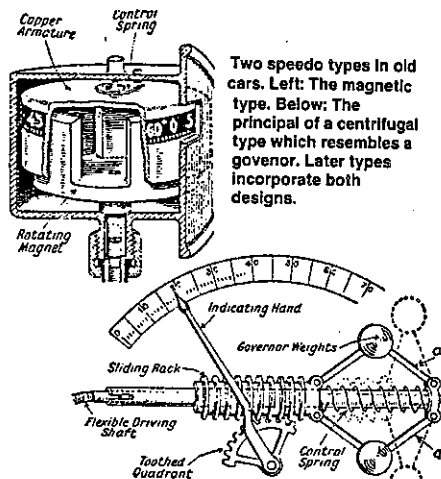
**RATIO OF SPEED MEASURING DEVICES
INCLUDING TACHOMETERS AND
TACHOURMETERS**

"The drive ratio of a speedometer, tachograph, tachometer or tachourmeter is the input revolutions in relation to one indicated unit of measurement whether it be miles per hour, kilometres per hour or revolutions per minute."

A speedometer, tachometer, tachograph or tachourmeter is usually a fixed or set ratio assuming all input speeds or frequency are correct it will indicate correct speed or R.P.M. if correctly functioning. This applies to electric, electronic and mechanical instruments. Simply this means if the instrument is getting the right message is in good working condition it will indicate correct speed or RPM.

The S.A.E. standard ratio is 1000 revolutions for a mile at 60 MPH or 1000 turns will indicate 1 mile on odometer. In Europe where miles and kilometres are running together many input ratios exist. It must be noted that all ratios relate to 60 upits per hour whether they be miles or kilometres. A common ratio is 1600 turns per mile which would indicate 60 MPH at 1600 revolutions per minute or 96.42 kilometres per hour at conversion of 1 mile = 1.607 kilometres. From this it is possible to see why 1600 revolutions per mile was chosen as 96.42 kilometres per hour $\div 1.607 = 60$ MPH. Another ratio used for kilometres was 1000 turns per kilometre which in fact is one turn per metre or 1000 RPM=60 KMH or 37.33 MPH which at 60 MPH would be an input RPM or 1607 RPM.

There are mainly two common ratios that are encountered with kilometre readings. They are: 1000 at 60 KMH written usually as 1.000. 625 at 60 KMH written usually as .625. This



varies and may be .623, .637 or any close figure to this to provide for slightly varying input speeds due to exact gearing.

With a standard factory vehicle the ratio input to speedometer should be correct. Any change to tyres, differential ratio, type of gearbox or driven gear to speedometer can substantially alter readings of instrument.

The only accurate way to establish vehicle ratio is to drive it over an accurate measured kilometre and count output revolutions over this distance with a counter. The Victoria Police specify this procedure.

Theoretically assuming a speedometer with a ratio of 1.000 or requires 1000 turns per kilometre. A count is conducted over 1 kilometre with the result 800 turns. If the speedometer was in calibration of 1000 revolutions per kilometre it would read 20% or 12 KMH slow at 60 KMH

as odometer is also directly related to input RPM it would also read 20% less than actual distance travelled. This vehicle would require a ratio converter gearbox to bring ratio from 800 to 1000.

$$\text{ie. } \frac{1000}{800} = 1.25:1$$

Step up.

If the instrument ratio was 625 it would read 28% or 16.8 KMH fast at 60 KMH.

$$\text{ie. } \frac{625}{800} = .781:1$$

Step down.

Ratio adaptor boxes are available in a great variety of ratios.

With the statutory requirements to observe speed limits and heavy penalties associated with breaches much care should be taken when altering components that affect ratios to speedometers.

With electronic speedometres the same conditions apply; the correct input ratio must be received by instrument which is in the form of electric pulses.

Mechanical tachometers and tachourmeters can be 1:1, 2:1, 4:1 or other variables. 1:1 ratio means one revolution in, reads 1 revolution and so on.

Electronic ignition activated tachometres also have a ratio in relation to number of cylinders and pulses which can be calibrated exactly special equipment.

The alternator or diesel tachometer counts the alternator pulses and converts them into a RPM reading as a ratio between engine RPM and alternator speed.

Vice President's Report

May, 1989

After generating the ride statistics table I once again find myself running out of time to do some sort of analysis/comparison between this year's and the last couple of years' statistics. The trouble with statistics is that they can be very misleading. A number of arbitrary decisions have to be made, some of which I will try to explain:

Though titled "Ride Statistics", the table includes all events such as Dracula's Theatre Restaurant, maintenance days, Christmas BBQ, and the GP. It would be better titled "MTCV Events Attendance Register", or similar.

The total number of visitors was 158 but this figure is somewhat inflated. It is full of people like Velga, Pam, Rose, Anne, and Rita. Though not members, they are "regulars". Subtracting the 67 regular pillions leaves only 91 true visitors, or an average of about 1.5 visitors per event. Coincidentally there were 59 members and 59 events for the year.

I have made no distinction as to when new members became members. For the purpose of the table, they are members on every ride they attended. The reason I did this was (i) it is easier, and (ii) new members would like to know which ride they attended, and not just become mixed up in the visitors' totals.

Even deciding how to evaluate if someone attended a ride was awkward. Again for the purposes of this table, anyone who went part way of the ride I considered to be worthy of an "x" or "P". This encompasses the extremes of say, Steve Leyland, who *never left a ride* and say, Hans Wurster, who travelled possibly only the first leg of a number of rides; and everyone else in between of course.

Combined rides with the QL Club posed another set of problems. I arbitrarily decided to count only MTCVers in the "people" total. For instance, at the cricket match at Walhalla over 30 people attended, but only 20 of them were "ours". So only MTCVers and pillions appeared in the members/visitors columns. Hence the visitors column is not inflated with QLers.

Of course all the data is based upon someones memory recall, mainly mine. That is, the table is only as accurate as the data supplied. So a little disclaimer to the effect "In no way is this table a true and accurate indication blah, blah blah" is probably in order. (Though I would appreciate members pointing out errors so that the records can be ammended.) Bearing all this in mind please read on.

There were 59 functions, of which 54 were actual rides. The average number of people per function was about 13.75 (which is half a person per function down on last year (I think)). The number of bikes per function (a wobbly statistic) was about 10.4, and the number of members per function was about 11.1.

Counting the number of people who attended events reveals that about 37.3% of the membership attended four or less events, of which almost 12% attended none. About 33.9% attended between 5 and 14, and 28.8% attended 15 or more events. If we arbitrarily say that "active" members attended at least one event, then nearly 88% of the club members are active.

The most popular rides throughout the year were "Reefton Spur (19 members), Round the Bay (19), Bass Worm Farm (16), Walhalla Cricket (16), Go-carts (16), Goldsmith Steam Rally (15), GOR (14), Sovereign Hill (14), Lake Mountain Snow (14), Economy Ride (14), Kilmore Trams (14), and Lal Lal Falls (14).

The best weekend away, only in terms of members attending, was Ettamogah Pub (15). The best attended function was the Club Christmas BBQ with 24 members (33 people). Honourable mentions go to Island Trader (14), Omeo/Inverloch weekend with 13/13, and the Grand Prix where 19 members were seen. The worst attended ride was the Melbourne Zoo with only two members. I think the weather was dismal.

Apart from general interest, this information could be a valuable aid when planning itineraries.

I am sure these figures compare favourably with other motorcycle clubs. (Does anyone have other comparable figures?) Maybe in a later article I will draw some comparisons between the last three years statistics. For instance, the membership has increased from 54 in 86/87 to 55 in 87/88 and 59 in 88/89. (But how many of those are new members? What is the turnover of members?)

There was also an unofficial event attended by 10 members, namely the Happy Birthday Australia Rally. Important one-off events such as this may end up on the itinerary. Anyone for Tasmania February/March next year?

Ben (Vice President)

FINANCE REPORT 1988/89

Cash Book Balance

Balance brought forward 1987/88	\$351.58
Add receipts	\$1,715.77
Deduct withdrawals	<u>(\$1,487.72)</u>
Cash Book balance as at 30/4/89	\$579.63 CREDIT

This is represented by:-

Cheque Account State Bank of Victoria	\$579.63 CREDIT
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Assets

Adhesive badges	7 @ \$0.50	\$3.50
Badges - metal	15 @ \$5.00	\$75.00
Patches - cloth	27 @ \$3.00	\$81.00
Windcheaters	1 @ \$12.00, & 2 @ \$8.00	\$28.00
T-shirts	4 @ \$4.00, & 4 @ \$7.00	<u>\$44.00</u>
		<u>\$231.50</u>
Duplicator and accessories		\$309.00
Electric typewriter		\$300.00
Urn		<u>\$60.00</u>
Value (at cost)		<u>\$669.00</u>

Treasurer's Report

Well, the good news is, there is a surplus of \$288.05.

The bad news, regarding forthcoming expenses, is as follows:

The Committee has discussed the possibility of purchasing an electric stapler to assist the Editor in the production of the magazine, this expense will be a once only one, and when, and if, purchased, it will of course become an Asset. (Approx. cost \$150.00)

We have been advised that our Hall rental charges are to increase considerably. The most sensible means of coping with this rise appears to be by increasing \$1.00 supper/door prize charge to \$1.50 or \$2.00. With \$1.00 continuing to go towards the supper/door prize costs and the additional revenue to the Jika Jika Community Hall.

I have enjoyed being Treasurer for the past year, and as the Treasurer I was also able to become actively involved in many other areas of the MTCV, e.g. the planning of our itineraries.

Thank You for the opportunity of being the Treasurer for the MTCV.



Vicki Piller, Treasurer 30/4/89

	Members	Address	Home	Work	Motorcycle(s)
	Barnes, Mick	5 John St, Williamstown, 3016	397-1640	543-2644	
	Bastock, Martin	1/4 Swinton Ave., Kew, 3101	861-7628	606-5080	Yamaha FJ1100
	Bloxham, Frank	41 Albert St, Mt Waverley, 3149	277-5212	420-8277	BMW R80 G/S
	Bradshaw, Ross	1/13 Orchid St, Heathmont, 3135	720-5317	603-4111	Kawasaki GTR1000
					Suzuki GS1000G
	Brew, Max	RSD 9090 Wilkes Rd, Willowgrove, 3825	051-271-222		Kawasaki GPz900
#	Brown, Ken	294 McKinnon Rd., McKinnon, 3204	578-3403		Honda 175CD
	Browne, Murray	2 Ethel St, Oak Park, 3046	306-5430	670-6407	Yamaha XJ900
#	Carron, Fred	38 Valentine St, Ivanhoe, 3079	49-2776		
*	Clifton, Gary	3 Sefton St, Moonee Ponds, 3039	306-7071		Yamaha FJ1200
+	Clowes, John	3 Moore Ave, Croydon, 3136	723-3940	723-4041	Suzuki RG500
	Dallalana, Danny	133 Mitchell St, East Brunswick, 3057	386-0453		Kawasaki Z500
	Davis, Mike	12 Rolland Crt., Montmorency, 3094	439-2378		
*	Dunn, Andrew	3/17 Wimbleton Ave, Elwood, 3184	531-8034		BMW K100RS
	Dwyer, Peter	P.O. Box 57, Altona, 3018	398-2322	398-2322	Yamaha XJ900
	Fagan, Mick	33 Flowerdale Rd., Moorabbin, 3189	555-7651	663-2201	BMW R100CS
	Faldon, Bruce	71 Banff St, Reservoir, 3073	460-2979		Suzuki GSR400
+	Frampton, Graeme	8 Norval Tce, Altona Bay, 3028	369-6332	646-1129	BMW R80 GS
	Gabriel, Ross	46 Diamond Ave, Glen Waverley, 3150	232-1272		Suzuki GSX1100EFF
	Gooding, Kerrie	2/3 Leroux St, Oakleigh, 3166	563-2410		
	Gordon, Justin	46 Euston Ave, Park Orchards, 3114	876-1981	763-0900	Yamaha XJ900
	Green, Vince	223 Victoria St., Taree, 2430	065-523-105	065-51-0088	Yamaha XJ900
	Gustus, Tony	18 Kingston St, Mordialloc, 3195	587-2921	791-6099	Yamaha XJ900
	Heath, Robyn	5 John St, Williamstown, 3016	397-1640		GPz500S
	Inglis, John	15 Robin St, Altona, 3018	398-3832		Kawasaki GTR1000
	Johnson, Nicholas	6 Inverness Crt., Croydon, 3136	725-8953		Suzuki GSX1100EFE
	Kemke, Steve	3 (Lot 18) Hazford St, Healesville, 3777	059-62-4773		Yamaha FZR1000
	King, Ross	23 Nicholson St, Essendon, 3040	370-9479	688-3400	Yamaha XJ900
#	Leahy, Les	3/5 High Rd., Camberwell, 3124	29-6505		Yamaha RZ350
+	Leyland, Steve	Honeyhush Caravan Park			Kawasaki GPz900R
		6 Leakes Rd., Laverton North, 3026			
	Makin, Eric	3 Moore Ave, Croydon, 3136	723-3940	350-3600	Kawasaki KR1 250
	Miller, Harold	25 Velma Gr., Ringwood East, 3135	870-3402		Yamaha FZ750
	Miskin, Rod	18 Linlithgow St, Mitcham, 3132	874-5569	420-2237	Honda VF1000FI
	Moreland, Peter	38 Kidderminster Drv., Wantima, 3152	221-6346		Yamaha FJ1200
*+	Mountney, Terry	16 Laffan Close, Wallan,	057-831-507		Suzuki GS750
	Murray, Andrew	11 Calvin Cres., East Doncaster, 3109	848-1916		Suzuki GF250
	Osborn, Gary	11 Aberdeen Rd., Blackburn Sth., 3130	877-3231		Kawasaki GTR1000
	Payne, Ian	2/3 Leroux St, Oakleigh, 3166	563-2410	550-6428	Yamaha XJ900
#	Philferan, Peter	19 Aird St, Camberwell, 3124	813-3518		Honda 750 Four
					Kawasaki GT750
	Piller, Vicki	13/125 Separation St, Northcote, 3070	489-8578	267-1666	
	Pollett, Brenda	13 Eden St, Cheltenham, 3192	583-7848	555-5355	
	Pope, Wayne	82 Harley St North, Knoxfield, 3180	763-8692	763-6000	Honda CBR1000
	Riddett, Jon	20 Pine St, Surrey Hills, 3127	288-1946		R65LS, GS1100GK
					Yamaha RZ350
	Saville, Tom		848-7867		BMW K100RS
					Yamaha FZR1000
					BMW R80 G/S
#	Shearer, Len	798 F'n'treegully Rd, Wheelers Hill, 3170	561-2857		
%	Sirianni, Sam	7 Surrey Close, Hallam, 3803	703-2405		Kawasaki GPz900
	Siminger, Andrea		848-7867		Yamaha FZ750
	Spackman, Terence	27 McDowall St, Mitcham, 3132	873-4208		Yamaha SRX600
%	Stanley, Michael	6 Well St, Brighton, 3186	592-7990	427-0999	K100RT, K100RS
	Stekelenburg, Bob	9 Hastings Rd., East Hawthorn, 3123	82-1866	592-0636	Yamaha XJ900
	Thomas, Ray	PO Box 242, Rosanna, 3084	458-4984		Yamaha XJ900
	Waddell, Collin	439 Lwr Heidelberg Rd, Eaglemont, 3078	45-1433	344-2262	Yamaha FZ750
	Warden, Ben	51 Airlie Rd., Montmorency, 3094	439-8015	344-7969	Kawasaki ZX10
	Webb, Geoff	11 Stymie St, Kingsbury, 3083	460-3559	470-1455	Kawasaki Z500
+	Williams, John	35 Flowerdale Rd., Moorabbin, 3189	555-3459	555-4858	Harley
	Williams, Robert	14 Burt Cres., Moorabbin, 3189	555-9640		
	Woodman, Darryl	22 Tangyes St, Pascoe Vale, 3144	350-3742	609-9383	Yamaha XJ900
	Wurster, Hans	21 Medford St, Altona, 3018	398-5575		BMW K100RS
	Wurster, Ken	21 Medford St, Altona, 3018	398-5575		BMW K100RS
	Youdan, Jack	22 Fort St, Mt. Waverley, 3149	232-3564	311-6555	Honda GB500F
					BMW K100RS
					Honda CBX1000

Life Members - 5

Full Members - 54

Total - 59

* changed address or phone number

+ new bike since last listing

life member

% new member

	May	June	July	August	September	October	November	December	January	February	March	April	Total						
Date	1 8 15 22 29	5 12 19 26	3 10 17 24	1 7 14 21 28	4 11 18 25	2 9 16 23	6 13 20 27	4 10 17 24	8 15 22 29	5 12 19 26	3 10 17 24	1 8 15 22	59						
People	17 8 6 14 14 17	12 20 9 25 19 16	2 22 16 13 10 22	11 20 20 9 8 10	9 8 10 9 8 10 9	8 10 9 8 10 9 8 10	7 14 7 7 6 8 13 6	13 19 15 10 14 16 16 17	20 8 21 12 23 19 12 14	8 22 6 20 12	8 22 6 20 12	8 22 6 20 12	811						
Bikes	15 7 5 12 12 16	9 8 23 16 16 2	12 14 12 8 17 9 13 14	8 8 9 7 11 12 6	6 14 7 7 5 6 11 6	12 9 11 8 10 13 11	12 16 6 21 7 18 11	10 10 7 7 18 11 10 10	7 7 18 11 10 10 7	7 14 6 15 9	6 14 6 15 9	6 14 6 15 9	614						
Members	15 8 5 12 11 14	9 12 9 19 16 14	2 15 14 11 8 14 10 14	14 8 7 9 9 8 13 12	7 7 12 6 7 6 8 24 6	12 14 10 8 12 14 13 13	16 7 11 10 19 13 12 11	7 8 19 4 16 9	653	Members	15 8 5 12 11 14	9 12 9 19 16 14	2 15 14 11 8 14 10 14	14 8 7 9 9 8 13 12	7 7 18 11 10 10 7	7 14 6 15 9	614		
Visitors	2 1 2 3 3 3 8	6 3 5 7 2 2 2	8 1 6 6 1 1	1 3	2 1	9 1 5 5 2 2 2 3 4 4 1 10 2 4 6	3 1	8 4 4 3	168	Visitors	2 1 2 3 3 3 8	6 3 5 7 2 2 2	8 1 6 6 1 1	1 3	2 1	9 1 5 5 2 2 2 3 4 4 1 10 2 4 6	3 1	8 4 4 3	168
Barnes, Mick													2						
Bastock, Martin	x	x						P					8						
Bloxham, Frank	x		x								x		5						
Bradshaw, Ross													2						
Brew, Max													2						
Brown, Ken													19						
Browne, Murray													26						
Carron, Fred													10						
Clifton, Gary													4						
Cloves, John													4						
Dallalana, Danny													14						
Davis, Mike													8						
Dunn, Andrew	x								P	P		P	14						
Dwyer, Peter		x	x										8						
Fagan, Mick													4						
Faldon, Bruce													4						
Frampton, Graeme	x												24						
Gabriel, Ross	x												6						
Gooding, Kerrie		x	x										84						
Gordon, Justin	P	x	x										13						
Green, Vince													1						
Gustus, Tony	x	x	x										20						
Heath, Robin													1						
Inglis, John	x												5						
Johnson, Nicholas													5						
Kenne, Steve													7						
King, Ross		x	x										5						
Leahy, Les													5						
Levyand, Steve	x	x	x										51						
Makin, Eric	x												11						
Miller, Harold													6						
Miskin, Rod		x											10						
Moreland, Peter													3						
Mountney, Terry		x											6						
Murray, Andrew													4						
Osborn, Gary	P	P	P										20						
Payne, Ian	P	P	P										40						
Philleran, Peter	x	x	x										19						
Piller, Vicki	x	x	x										21						
Pollet, Brenda													7						
Pope, Wayne													16						
Riddett, Jon													17						
Saville, Tom													17						
Shearer, Len													6						
Sirianni, Sam													13						
Sirringer, Andrea	x	x											6						
Spackman, Terry	x												4						
Stanley, Michael													1						
Steeckenburg, Bob	x												16						
Thomas, Ray													9						
Waddell, Colin													41						
Warden, Ben	x	x											3						
Webb, Geoff													3						
Williams, John	x												8						
Williams, Robert	x												2						
Woodman, Darryl													43						
Wurster, Hans	x	x											19						
Wurster, Ken	x	x											24						
Youden, Jack													59						
59 members																			

59 members

Goldsmith

Dandings

Wrigl mze

GOR

Beechwith

Dreclusas

Werr, Pk

Reef, Sp

Bass wms

Sovern Hl

Melb. Zoo

Eumogah

Lake Snow

Camperdown

Maintenance

Economy

Moio X

Isld Tdr

Klm Trans

Loch

Tatong

Shepparn

Circle

Warrash B

Steam Trm

Ashc Maze

Clunes

Cobram

Switz Rng

Nav Tral

Brits Rng

Swann Ser

Chrs BBO

Maldon

Spurs

Nelson

Marys Run

Poker Run

Arthur S

Lal Lal F

Omco

Inverloch

Chicken

Maintenance

Apolo Bay

W/Sking

Round Bay

Penguins

Wellington

Lab/Caves

Bulga NP

Olways

Grand Prix

Violet

Go-carts

Portsea