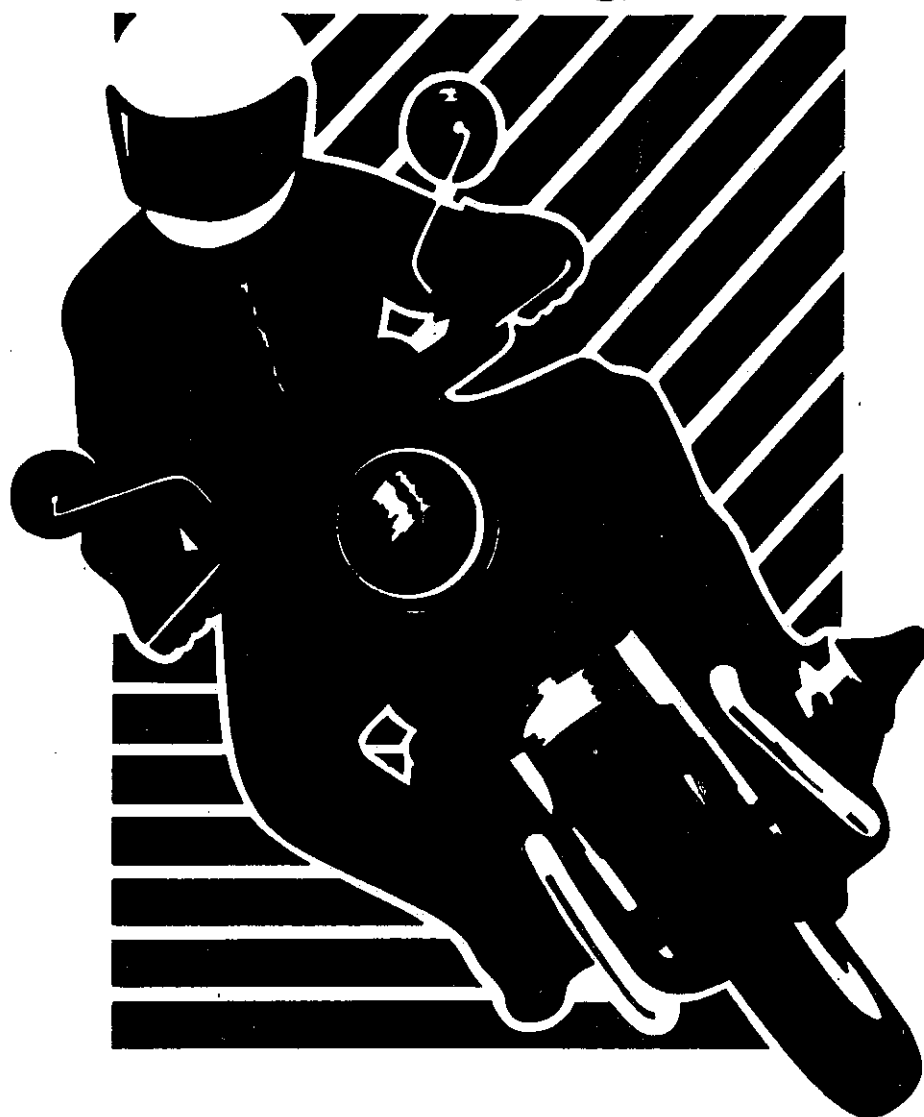


Aug 91

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

SUNDAY 4th.	WILLOW GROVE. 9.30 KBCP 10.30 Yarra Glen Luke Richardson leading.	From Yarra Glen to Healesville, Donna Buang & Warburton for smoko. Then Yarra Junction, Noojee, Willow Grove & lunch at Trafalgar. Home via Ranceby and Bales. Approx 390km, includes 10km & 11km dirt.
SUNDAY 11th.	HANGING GARDENS 9.30 KBCP 10.30 Lilydale Garry Breare leading.	From Lilydale to Coldstream, Reefton, Buxton, Molesworth, Yea, Toolangi & the Singing Gardens of C.J.Dennis for a/noon smoko. Route home will depend on time.
SUNDAY 18th.	SMEATON WATERMILL. (near Daylesford) 9.30 KBCP Ross King leading.	The route to this historic Mill will go via Keilor, Toolern Vale, the Houdini monument?, Woodend, Daylesford & Smeaton Home via Creswick and Ballarat.
SATURDAY 24th.	FIRST AID DAY & BBQ. 2 PM Sharp. (4 Ralph St, Blackburn)	For full details see separate article, but day will involve First-Aid demo's & instruction then a BYO everything BBQ.
SUNDAY 25th.	REEFTON COUNTER LUNCH. 9.30 KBCP 10.30 Yarra Glen Jon Riddett leading.	Here's your chance to visit that Pub we only get a glimpse of as we head for the Spur. It's inexpensive and with open fires is an ideal winter venue.
<u>SEPTEMBER</u>		
SUNDAY 1st.	PUCKAPUNYAL TANK MUSEUM. 9.30 KBCP ***10.30 Yarra Glen*** Michael Chan leading.	From Yarra Glen (unscheduled), up to Toolangi, Kinglake west, Yea (smoko), Strath Ck, Broadford & Pucka. After a look & lunch home via Tooborac, Romsey and Whittlesea.
THURSDAY 5th.	GENERAL MEETING and AUCTION NIGHT. Club Hall 8.15pm Sharp.	After the formal part of the meeting we hold our annual AUCTION where members can sell those items they no longer need. Club charges a 10% fee on all sales.
SUNDAY 8th.	GIPPSLAND - MIRBOO Nth. 9.30 KBCP 10.30 Lilydale Ben Warden leading.	From Lilydale across to Noojee then south into Gippsland and Mirboo North, via some of the best motorcycling roads in Victoria that will help equalize that tyre wear.

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF GENERAL MEETING

DATE: 4 July 1991.

LOCATION: Jika Jika Community Hall.

OPENED: 8.25 pm.

PRESENT: 40 members and guests.

APOLOGIES: Wayne Pope.

CORRESPONDENCE: 5 subscriptions.

Offer from Peter O'Dwyer to lead a ride.

TREASURER'S REPORT:

Balance at 1 June	\$719.42
add Receipts	<u>167.70</u>
	\$887.12
less Payments	<u>131.82</u>
Balance at 1 July	<u>\$755.60</u>

CAPTAIN'S REPORT:

ARARAT - 8-10/6/ 91

26 people all up took part. Steve leader, Ross King and John VD rear

1st day: Werribee, Anakie, Maud, Shelford, Skipton, Ararat.
Rained all the way.

2nd day: Maysten, Dunkeld, Victoria Valley, Hall Gap to Zumpsteins checking out 2 look-outs overlooking the Grampians. Fine weather made for good riding.

3rd day: Due to threatening weather the group headed virtually straight home via the Highway to Ballarat, Pentland Hills Road to Bacchus Marsh, break up at Melton.

All up, 780 kms with no incidents on the road but Sunday evening Ian took ill which caused some concern.

HANGING ROCK - 16/6/91

13 bikes, 15 people, Steve leader, Peter P rear rider, 280 kms. Sunny till Ballan then fog and wet roads to Daylesford. Fine but still wet to Woodend and Straws Lane where we did actually roll uphill then, for \$2 each bike, we went exploring the Rock but no lost school girls were found.

GRAND RIDGE BREWERY - 23/6/91

10 bikes, 12 people, wet all day. Jock leading, Steve rear rider, 450 kms of the South Gippsland area was covered. Counter meal was had at the Brewery. No incidents.

LAVERS HILL - 30/6/91

25 bikes, 29 people, fine most of the day but a lot of the GO Road was wet. Ben leader with 3 rear riders - Wane Pope (1st ride for 2 years), Garry (1st ride with his own road bike) and John VD. 1 incident: Garry (XJ900) with Helen pillion.

GENERAL BUSINESS:

- Subscriptions: Subscriptions are now due. An Associate Member subscription is for a person with no bike and does not provide a newsletter. Nor can an Associate Member be elected to the Committee although they are eligible to vote.
- Club Secretary: Luke has replaced Trevor as Secretary, by appointment of the Committee.
- November Weekend: Bookings have been made so numbers are limited and must be in by 15 August 1991.
- Club Flag: The Club Flag will be replaced. Depending on the finances of the Club, a raffle may be held to assist payment.
- Jika Jika Community Hall: Jika Jika Community Hall is under pressure to have the Hall used by local User Groups. We need to look elsewhere and anyone that knows of a suitable hall, please pass on the information and help in any way possible.
- Icicle Ride: The annual Icicle Ride, held by the BMW Club, will be held on Saturday, 6 July 1991, commencing at midnight.
- August Meeting: The August General Meeting will endeavour to clarify some of Victoria's road laws and regulations.
- Unlicensed Riders: The Club is currently formulating a policy on unlicensed riders and P plate riders on larger bikes, looking for a legal clarification on the Club's position as well as the moral obligation.
- MRA Meeting: The MRA will be holding a meeting on 4 August 1991 to discuss the current situation as far as government measures are a concern to bike riders.
- PROMA Performance Products: Introduction to Vern and Bob who arrived with a number of products for demonstration including a waterless car wash (made to BMW specifications), maxi shine and lubricants as well as a fuel treatment.
- Door Prize: Won by John, Kitten car polish.
- CLOSED: 9.15 pm.

If you're UNFINANCIAL, this is your LAST newsletter

KINGLAKE - CIRCLE RIDE SUNDAY 02/06/91

When I woke up that Sunday morning the weather conditions were excellent...
.....IF you wanted to find out:

- 1/ How well you could cope with wet, windy and slippery conditions.
- 2/ How your wet-weather gear and motorcycle coped with similar conditions.
- 3/ If your bright sunny disposition could brighten up that of Mother Nature's.

I got dressed in appropriate clothing and cruised down to Ian's place where as usual I was greeted with a large grin. Ian fired up his XJ900 and with me riding we moved off to join the ride at Blackburn & Warrandyte Roads intersection. Michael Chan had led the ride from KBCP, through the Kew Boulevard and eventually onto Warrandyte road, then with Ian & I in tow continued on to Warrandyte, Christmas Hills and Yarra Glen.

At Yarra Glen the full compliment of motorcycles and riders was;
Michael Chan-GSXR1100 (lead rider), Garry B & Ian P-XJ900, Eric-KR1-S (not yet run-in), John-FZR1000, Ben-ZX10, Adam-GPX250, Noel-GPX250, Ian-GPX250, Derek-R100RS, Colin-RZ250, Jon-K100RS, Chris-750 Katana (1st ride) and Steve-GPX750 who shared the rear riding with Eric.

We left Yarra Glen, travelled along the Melba Hwy, across to Kinglake West, then north to Flowerdale and Yea for morning tea, where I found I was not the only rider to have suffered a minor front end slide on a slippery patch of the much loved "esses" at Junction Hill. In fact at least one rider had had a minor TWO wheel slide. After smoko we headed along the Goulburn Valley Hwy, down to Strath Creek, then Broadford, Wandong and Wallan for a much appreciated hot drink and lunch. By this stage, several riders had decided to leave the ride, and the wag within me cannot help commenting that some of the excuses tendered sounded somewhat hollow.

After lunch, we headed off to Romsey, Bolinda, Clarkefield and Bulla where the ride broke up after approx 330km. At this point there are a few things well worth mentioning;

Michael led the ride at a pace well suited to the inclement weather and due to the slower speeds experience, he sensibly cut the the ride from its original 400km. The route chosen was generally interesting and could have led to some spirited riding had the weather been kinder to us. Finally, and very importantly, everyone seemed to ride sensibly, matching their riding style to suit the road and weather conditions experienced, this showed much maturity and gave me a certain amount of pride in being associated with this group.

Others must have thought the same as two membership applications were signed on the day! Welcome aboard Noel and Adam.

Garry Breare
(Ian P's) XJ900

The Club has organised a 'Basic Bike & Road Trauma' first aid day, followed by a BYO everything BBQ, to be held on Saturday the 24th of August at 2.00 pm at the residence of Anita Gouthro (4 Ralph St, Blackburn), who has very generously offered her services as an instructor for the day.

The day will cover the sort of injuries we could possibly encounter following an accident on the open road and will revolve around what we can do and how to use the Club first aid kit. This could be particularly useful to anyone who is occasionally a rear rider.

Those who do not wish to actively participate are more than welcome to just come along and watch, bearing in mind that any knowledge is better than none. There should also be a Resusci Annie on hand for those with a little first aid knowledge and who wish to practice CPR.

If anybody would like to come along and requires knowledge about a specific area of first aid not likely to be covered, Anita has asked them to ring her on 878 5657 before the date and she will put together some information and give it to you on the day.

So come along, even if it's only for the feed afterward.

THE EMERGENCY KIT

General

- 1 syphon
- 1 roll black electrical tape
- 1 tow rope
- 1 puncture repair kit
- String
- 4 armbands

First Aid Kit

- 1 first aid handbook
- 1 first aid guide (in kit)
- 1 face mask for EAR (mouth to mouth)
- 1 pair tweezers
- 2 pairs scissors
- 4 safety pins
- Notebook & pencil
- Antiseptic spray
- 3 sterile wound dressings (for open wounds)
- Many round and rectangular bandaids
- 2 alcohol swabs (to clean around open wounds)
- 1 long section of elastoplast
- 2 triangular bandages (for slings, padding, etc.)
- 3 gauze swabs (for cleaning wounds)
- Some disposable towels
- 1 pair disposable gloves
- 1 roll adhesive tape & 1 roll Leukoplast (to tape dressings on)
- 1 combine pad
- 1 sterile burn compress
- 2 melolite dressings

ECHUCA BORDER RUN - 14/7/91

Steve - GPX750 (leader)	Geoff - RZ350 (2nd ride)
John - VF1000F2	Luke - FJ1100
Margaret - GS650E	Noel - GPX250 (rear rider)

As you can see, the turnout was rather small, probably due to the mix up with the itinerary, the forecast inclement weather and maybe one or two other reasons.

I had only turned up to the carpark to deliver the emergency kit but upon viewing the size of the group, Steve decided that we would only be going as far as Tooborac, leaving out the longer, straighter, more boring stretches of road. A quick calculation told me that with the distance shortened I could actually afford the petrol so I decided to tag along.

We went directly north out of the city, parallel to the Hume Highway, into Wallen. Then it was off to Romsey. Most of us had a bit of a slide in the first corner we encountered out of Wallan. It may have been cold tyres or something on the road but none of us experienced anything similar for the duration of the ride.

From Romsey it was on to Lancefield for morning tea and then Tooborac via the lovely sweepers through Nulla Vale and Emu Flat. From Tooborac we went east to Puckapunyal and south to Broadford for lunch.

John and I swapped bikes for the rest of the ride which went to Strath Creek and then on to Yea. It was along this stretch that we encountered Ray Thomas enjoying the road heading the other way. Waves were exchanged. The ride finished at Kinglake West after taking the main road from Yea (over Junction Hill). It was a revelation to discover just how much better the VF1000 was than my bike. It has a lovely engine, among other things. The difference was so marked that I didn't want to give it back.

At Kinglake West Margaret and Noel didn't show up. Leaping at another chance to ride the Bold'or I volunteered to go back and look for them. Unfortunately they arrived just as I was about to take off. The delay was a result of Margaret stopping for petrol 17 km down the road. Probably wise as she put 15.75 litres into the Suzuki's 16 litre tank.

The shortened ride was extremely enjoyable as we covered nothing but good, sweeping roads all day that were fairly dry. The rain stayed away, even if the cold didn't, and the longer breaks resulted in long periods just spent waffling about this and that. All in all it was a very relaxing day and a great way to spend a Sunday. It was also nice to go on one of Steve's rides and get home dry for a change!

Luke - FJ1100

"Unlicensed Riders"

With the increasing ease of losing ones license, the current and previous committees have been asked to formulate a policy regarding UNLICENSED RIDERS on Club rides. Due to the complex nature of this issue the following points were considered prior to the decision:-

UNLICENSED RIDERS;

- 1/ If involved in an accident, while in control of a vehicle, any Comprehensive or Third Party Property Damage Insurance is deemed null and void. Therefore if other vehicles or property is damaged the owner may have to SUE the unlicensed rider for repair costs.
- 2/ If the unlicensed rider is injured in an accident, while in control of a vehicle, the Compulsory Third Party Insurance would still cover medical/hospital expenses but T.A.C. reimbursement for "Loss of Earnings" would be denied.
- 3/ If the unlicensed rider had ridden while on a Cancelled or Suspended license this is viewed as "CONTEMPT OF COURT". A serious offence which carries a hefty fine and a jail sentence.

Although the MTCV is incorporated we are not obliged to enforce the States road rules or regulations, that's a Policemans role, but from a moral view-point with regard to members safety on Club rides, the Committee has resolved:-

- (a) To enforce the "licensed riders only" rule would be difficult (unless a license check was performed) and could be viewed as hypocrisy unless ALL road rules and regulations are adhered to. Therefore a verbal comment by the Ride Leader or Club Captain, such as "a roadworthy bike and a current license are essential" will suffice.
- (b) Where a person is known NOT to possess a license, they will be asked discretely not to participate in the days ride.

LEARNER or PROBATIONARY RIDERS;

Although we welcome these riders into our Club, it is to ALL riders benefit that we know they are "NEW" to motorcycling, therefore they should:-

- 1/ Display L or P plates on their vehicle.
- 2/ Ride the correct capacity machine.
(By riding an incorrect capacity bike you are classified as unlicensed and therefore the penalties are the same as for an unlicensed rider).



IAN PAYNE

PRESIDENT

M.T.C.V.

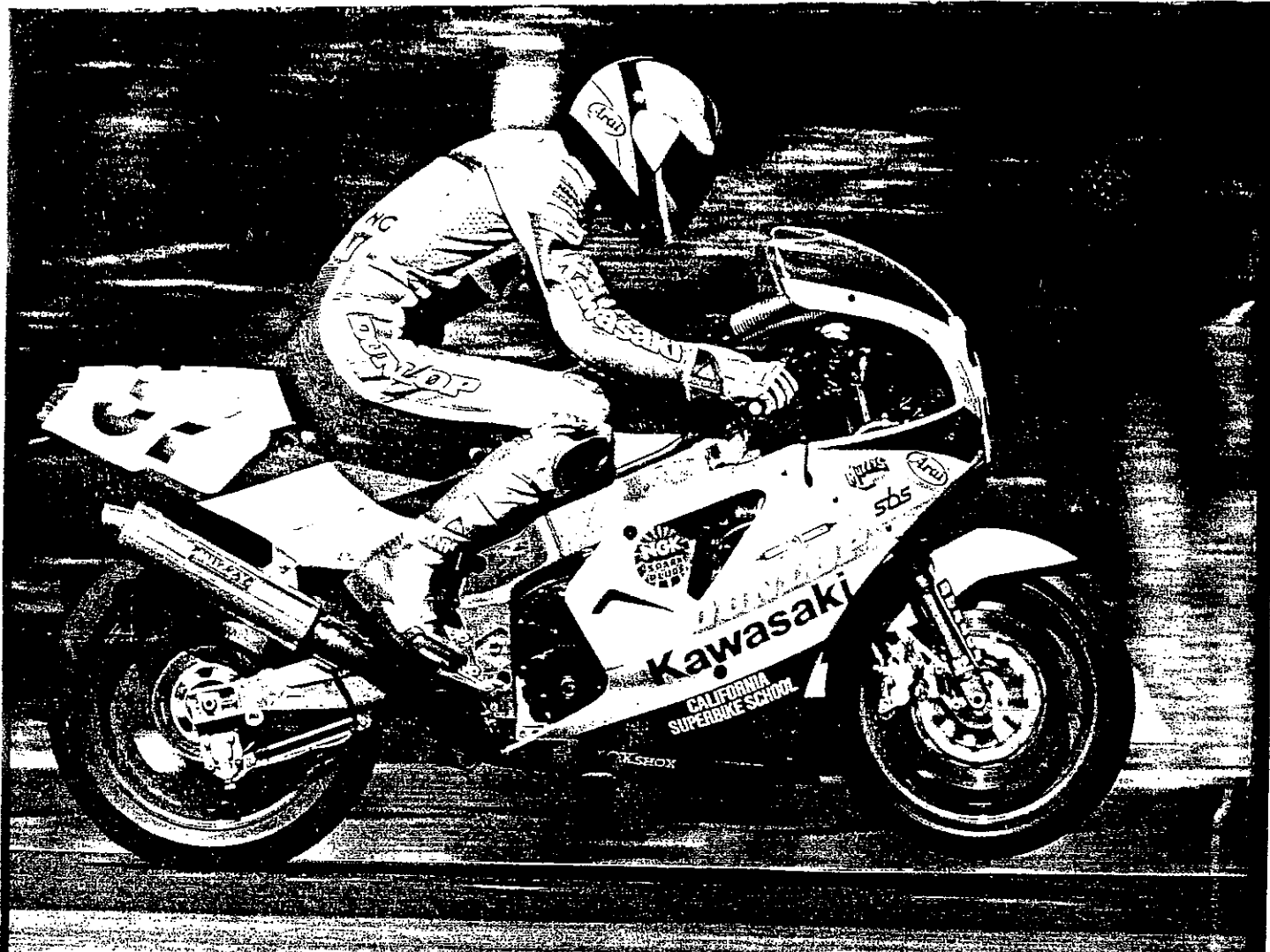


PHOTO: LANCE HOLST



PHOTO: PAUL BLUMENFELD

With a Superbike national championship at the age of 25 for Team Muzzy, Doug Chandler is headed for a world series, either the 500cc Grand Prix tour or World Superbike. Look out, world.

RIDING TIPS FROM DOUG CHANDLER

The national Superbike champion shares some secrets

Once in a great while a racer tugs clear of the national field and rises above the merely fast to dominate a class by performing feats on a motorcycle that the competition just can't equal. We mere mortals stand at the fences with our mouths open wondering, "How does he do that?" and inwardly muttering, "I wish I could do that." Well, listen close.

Doug Chandler took his Muzzy Kawasaki to the head of the class without throwing it down the road, crossing up in lurid slides or taking to the dirt after wild-eyed braking. Calm, controlled and supremely smooth, Chandler deci-

dated the national Superbike competition and didn't appear to break a sweat. Of course, it wasn't that easy, but the techniques Chandler has developed over the years give him the Eddie Lawson style of making fast look slow and winning look easy. We asked him to share his best riding tips, the techniques he's developed on the track and during his work with Keith Code to go faster than any rider in the nation and, on occasion, any Superbike rider in the world.

Most of Chandler's comments deal specifically with the racetrack, but street correlations can be drawn and

even the most casual Sunday riders among us can find applicable information. It's not often an expert in any sport sits down and lists the skills he's learned to beat the field; which kind of makes you wonder if Chandler's not telling us everything, doesn't it? In any case, the 10 tips presented here will add ammo to your riding arsenal and put you in line to fill Doug Chandler's fast footsteps.



PHOTO: JOHN FLORY

The modern-day Doug Chandler: in style and at speed

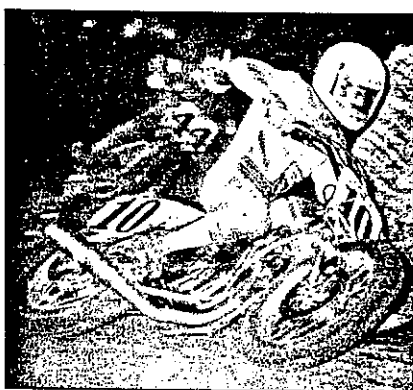


PHOTO: MITCH FRIEDMAN

The early, dirty years taught Chandler all he needed to know about throttle control and cured him of grabbing a handful of throttle. He stresses rolling on the power at the exit of a corner.

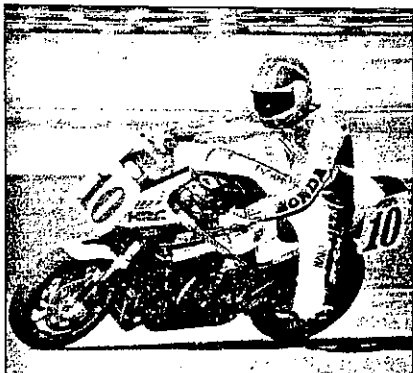
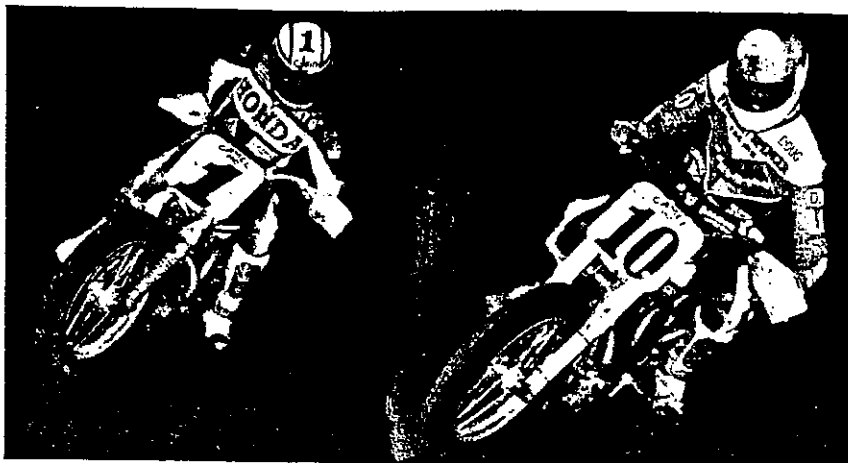


PHOTO: PAUL BUCKLEY

National number 10, er, 1, didn't fall into road racing overnight. He worked his way up and paid his dues, seen here in the mid-'80s as a factory rider for the then-powerful Team Honda.



Street riders know Doug Chandler as a roadracer and the 1990 Superbike champion, but Doug (10) has also been a force in dirttrack for years, broadsliding Honda and Harley-Davidson 750 V-twins at the front of the national pack.

- 1** On a new track or a track you haven't seen for a while, take a few slow sighting laps and look for turning points before pushing for speed.
- 2** Only begin adding speed once your turning points and markers are established, and bring your cornering speeds up gradually.
- 3** Learn to get your braking done before the corner. Stay off the back brake while leaned over.
- 4** Get on the throttle as soon as possible to get the bike to settle, then roll it on through the turn.
- 5** Dirttrackers have a term, "Riding the front wheel," referring to racers who look directly in front of them. You've got to know where you're going, so learn to look farther down the track.
- 6** In a corner, use a gear that will allow you to start your exit drive at the motorcycle's peak torque output, not its peak horsepower output. Exit with the engine spinning too high, and you will have to shift while leaned over.
- 7** To determine your maximum speed in a corner, hold your corner exit line as tight as possible and judge the pavement you have at the exit. If you still have pavement left at the exit, you can increase your cornering speed without fear of running off the outside of the corner.
- 8** If your bike begins to slide the rear tire under power at the exit of a corner, don't tense up on the handlebar; just stop rolling the power on. Don't chop the throttle; just stop accelerating.
- 9** Identify the apex of each corner because that's where the bike should be leaned over the farthest. The apex identifies where you want to begin your exit, so be sure and have an exact apex in each corner.
- 10** When you've established good reference points and are consistently putting the bike in the right place, you will begin to increase your cornering speed. Eventually, you will push, or slide, the front tire. There are two ways to handle it: You can support the bike on your knee, or you can accelerate to unload the sliding front tire and regain traction. Ideally, you will do both.

NAVIGATION TRIAL

NAME	MOTORCYCLE	EST KPH	ACT KPH	ERROR
Peter Philferan	Kawasaki GT750	70.0	69.66	0.34
Luke Richardson	Suzuki GSX750ESD	85.0	85.35	0.35
Iain MacInnes	Honda VFR750FK	90.0	89.12	0.88
Harry Miller	Yamaha FZR600B	83.0	84.17	1.17
Rod East	Suzuki GSX250	74.0	72.14	1.86
Garry Breare	Yamaha XJ900FN	65.0	67.33	2.33
Margaret Shelley	Suzuki GS650E	81.0	84.17	3.17
Bob & pillion	Yamaha FJ1200	75.2	78.70	3.50
Andy Schapendonk	Kawasaki GT550	80.5	84.17	3.67
Andrea Sirninger	Yamaha TDR239	82.7	78.70	4.00
Walther Muller	Suzuki GS500E	72.0	76.71	4.71
Colin Davies	Yamaha RZ250	71.0	75.75	4.75
Lisa & Brett	Kawasaki GPZ900R	77.0	81.89	4.89
Frank Cipri	Kawasaki ZL1000	85.0	79.74	5.26
John Barta	Yamaha XJ900FT	85.5	77.69	7.81
Eric Merz	Yamaha FZR1000U	65.0	73.01	8.01
Lou Cipri & pillion	Kawasaki GPZ1100	78.0	69.66	8.34
Terry & Dean	Kawasaki GPZ900R	76.0	67.33	8.67
Steve Leyland	Kawasaki GPX750R	80.0	90.45	10.45
Trevor Harris	Kawasaki KL650	72.5	83.01	10.51
Ben & Vicki	Kawasaki ZX10	123.0	110.18	12.82
Derek Atkinson	BMW R100RS	75.1	89.12	14.02
Geoff & pillion	Yamaha RZ350	73.0	87.83	14.83
John Van Dorp	Honda VF1000F2	75.0	96.19	21.19
Ray Thomas	Kawasaki ZX10	99.0	58.83	40.17
Daryl Cole	Yamaha FZR600	70.0	Lost	N/A
Plus:				
Les Leahy	BMW K100 (leader)..			
Tom Saville	BMW R100G/S (Sweep rider)			
Eric Makin	Kawasaki KR1-S (ride only)			
John Clowes	Yamaha FZR1000 (ride only)			

30 Bikes and 36 riders/pillions.

RIDER'S REACTION

MOTORCYCLING AROUND

WITH MANY MOTORCYCLE RIDES COMING UP IN THE NEXT FEW MONTHS, I THOUGHT I'D SET SOME ATMOSPHERE.

SURPRISINGLY ENOUGH RIDING A MOTORCYCLE HAS MUCH IN COMMON WITH RIDING A PUSH BIKE.

THE SAME SENSE OF FREEDOM, THE WIND RUSH AT SPEED AND YOU ALSO WEAR HELMETS RIDING PUSH BIKES NOW.

OF COURSE A MOTORCYCLE CAN BE RIDDEN A TAD FASTER THAN A PUSH BIKE, BUT THAT HAS IT'S ADVANTAGES, ESPECIALLY AS YOU CAN EVADE VOLVO DRIVERS SOMEWHAT MORE EFFECTIVELY THAN ON A PUSH BIKE.

THERE ARE SOME THEORIES THAT HOLD A BELIEF THAT THE GENERAL COMPOSITION OF MOTORCYCLES HAVE A SOMEWHAT ATTRACTIVE EFFECT ON VOLVO'S, SIMILAR TO THAT OF A MAGNET TO A SHAPELESS HUNK OF PIG IRON.

THE MAIN PROBLEM WITH THIS IS THAT NOW, WHENEVER A MOTORCYCLE SPOTS A VOLVO ON THE SAME STRETCH OF ROAD, IT HAS A TENDENCY TO "JUMP" A LITTLE, CAUSING THE HANDLEBARS TO JERK IN THE HANDS OF THE RIDER.

*** THE MOTORCYCLE RIDER MUST THEN ENSURE TO KEEP HIS MOTORCYCLE AS FAR AWAY FROM VOLVO'S AS POSSIBLE TO REDUCE THIS DISTURBING EFFECT.***

A POSITIVE ASPECT OF THE MOTORCYCLE IS THAT IT IS ALWAYS THERE, READY TO RIDE AND NOT TRYING TO HUMP THE NEXT DOOR NEIGHBOUR'S VESPA.

(ESPECIALLY AS VESPA'S HAVE A LOW ATTRACTIVENESS RATING) YOU JUST PUT PETROL IN THE TANK, TURN THE KEY AND OFF YOU GO.

NONE OF THIS HANDFUL OF SUGAR, TO BE GREETED AT THE GATE BY A GREEDY HORSE CRAP.

A MOTORCYCLE DOESN'T EXCRETE ON THE MOVE EITHER, IT JUST GOES FAST!!!. AND IT DOESN'T HAVE PUNCH UPS WITH OTHER MOTORBIKES AND GO RUNNING THROUGH THE BUSH WITH LOW HANGING BRANCHES.

ASIDE FROM THE "VOLVO" REACTION, MOTORCYCLES REACT ONLY TO THE RIDER'S INPUT, HOWEVER DUBIOUS THAT MAY BE.

THE BEST THING ABOUT RIDING A MOTOCYCLE IS WHEN IT SOUNDS GREAT, WITH A MEGACYCLE RACING "PIPE", ROARING UP A HIGHWAY OR AROUND A MOUNTAIN BEND AT 2 O'CLOCK IN THE MORNING, AH, ABSOLUTE NIRVANA.

GOOD MOTORCYCLING FOLKS.

HARRY "HANGOFF"

FOR SALE.

RIVET - Bib & Brace leather overalls,

Black - size 18 (suit 5'11" build)

Like New - \$240.00

BELSTAFF - Trailmaster Jacket,

Waxed cotton - size 100/105.

As New - \$95.00

Les Leahy, Ph. 889-6505 (AH).

* * * * *

ADELAIDE HILLS WEEKEND:

Accommodation is filling fast, therefore if you intend
to participate don't delay in returning your entry form.

ADELAIDE HILLS WEEKEND NOV. 2 - 5.

ITINERARY:

SATURDAY 2nd; Leave KBCP at 8.30AM sharp, travel down to Geelong
then along the Ocean Road to Mt. Gambier - approx 550kms.
Overnight star at Jens Hotel.

SUNDAY 3rd; Continue along the coast then inland to Murray Bridge
and the Bridgeport Hotel - approx 375kms.
Unpack then head for Birdwood and the "National Motor
Museum" (largest collection of motorcycles in Aust),
View at leisure then back to our hotel.

MONDAY 4th; Spend the day "exploring" the great roads in and around
the Adelaide Hills. Back to the Bridgeport Hotel for
our second night.

TUESDAY 5th; Today will be spent travelling back to Melbourne,
depending on route expect to cover 650-700kms.

NOTE:

As the Adelaide Formula One GP is held on this same weekend, accommodation
is very scarce and the club has only managed to secure a limited number
of rooms. Therefore if you wish to participate on this weekend away, the
entry form, PLUS \$25 deposit MUST be returned prior to August 15th.

Forward to:- Ian Payne, 2/3 Leroux St. Oakleigh. 3166.

Ph. 563-2410

Adelaide Hills Weekend

NAME.....PHONE.....

Please book the following for me;

Saturday 2nd.....Single.....Double room at \$19 per person.....\$.....

Sunday 3rd.....Single.....Double room at \$17 per person.....\$.....

Monday 3rd.....Single.....Double room at \$17 per person.....\$.....

Total \$

Less a deposit of \$25 per person.\$.....

BALANCE..\$

BANNED



The motorcyclist is becoming an endangered species in Australia. There are a number of measures currently being considered by various government bodies which place motorcycling as we know it in real jeopardy. Consider the following:

- * Zero Blood Alcohol limits for *all riders*
- * Severe restrictions on the carrying of pillion passengers
- * Compulsory lights-on
- * Increased Third Party premiums
- * Increased Learner Permit and Licence Application charges
- * New ADRs for conspicuous protective clothing
- * Compulsory wearing of this clothing

Part of a range of vigorous "countermeasures" aimed ultimately at eliminating motorcycling, these proposals have been submitted to Federal and State governments by various 'experts' who are openly hostile to motorcycling. They represent a *real threat* to your lifestyle and hobby. If you are alarmed at the prospect of riding in a dayglo pink, Kevlar reinforced, ADR-approved bodysuit on your lights-on equipped ADR-strangled bike within five years, there is something you can do about it.

Join MRA Australia.

MRA Australia is vigorously fighting these and other threats to motorcycling. But we need your help. More members are needed to combat an openly hostile bureaucracy and an increasingly intrusive government. Remember, there is **no one else** out there representing you.

Sign up *now* and make a stand for motorcycling. For a mere \$30, you can have your concerns expressed to the State and Federal governments. You can make a difference and preserve an endangered species.

And as an added incentive, a number of concerned businesses and organisations

have donated products and services to support the MRA Australia membership drive. New members who sign up over the following weeks will go into a draw for the many discounted services and products on offer.

Act now and make a difference.

The Club has always tried to remain non-political in its operation leaving it up to individual members to voice their concern on issues that effect motorcycling, but as of late the attack on our hobby has become quite intense. Therefore re-prints of some of the "countermeasures" proposed are included to alert members to these proposals and the need to support motorcycle orientated lobby groups.

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The Federal Office of Road Safety (FORS) submission to the SDC Inquiry into Motorcycle Safety has put forward a 19-point agenda of "alternative approaches and strategies". This package, is according to FORS, to combat what it states is the lack of success of traditional approaches to the motorcycle community in regards to the question of rider safety. Entitled "Future Directions" the controversial proposals include:

- The requirement for riders to have held a car licence for at least one year before a motorcycle licence is granted.
- Zero BAC for motorcyclists up to and including age 25.
- Stepped licensing with special licences for riders of bikes above 400cc.
- Reflective clothing for P and L-plate riders; supply mandatory with all new motorcycles sold.
- Evaluation of possible improvements in motorcycle design including air bags, anti-lock braking and leg protection.
- New-rider curfews.
- Use of speed limiters for persistent offenders.

In addition to the above however, FORS has also suggested several moves considered a positive step by some. This includes better consultation with rider groups, the trialing of the Learner Approved Motorcycle scheme (LAMs) and a call for subsidisation of rider-training schemes indirectly through premium reductions by motorcycle insurers.

* NEW MEMBERS: (Welcome to the following)

- * Noel Brown - Kawasaki GPX250
- * Tania Clark - Associate member.
- * Colin Davies - Yamaha RZ250
- * Adam Locke - Kawasaki GPX250
- * Eric Merz - Yamaha FZR1000
- * Lisa Robinson - Kawasaki GPz900
- * Michael Stanley - BMW K100RT
- * Gary Yates - Kawasaki KL650

* NEW BIKES:

- * Mike Davis - Kawasaki ZZR250
- * Luke Richardson - Suzuki GSX750ESD
- * Chris Stroud - Suzuki GSXR1100H

* ROAD RACING:

- * Grand Prix;
- * August 4th.....Donington, Gt.Britain.
(Televised, Channel 9 at 11.45pm).
- * August 18th.....San Marino.
- * August 25th.....Brno, Czechoslovakia.
- * Superbikes;
- * August 10/11.....Oran Park, NSW.
(Televised on Channel 7 in conjunction
with Group 'A' Touring cars - Check guide)
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* JULY MEETING SPEAKER:

- * If you require information or products
please contact:-

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