

JUNE 97

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

JUNE 1991

SATURDAY 8th
to MONDAY 10th.

ARARAT - TURF HOTEL.
9.30 KBCP - Saturday.

Another big weekend away with in excess of 20 members & Friends going.

SUNDAY 16th.

*** HANGING ROCK ***
9.30 KBCP.
Steve Leyland leading.

Due to circumstances beyond our control the Navigation Trial has been shifted to July 21st. But still come along & visit the "Rock". Route will encompass Bacchus Marsh, Blackwood, Woodend and Straws Lane where you can roll UPHILL!

SUNDAY 23rd.

GRAND RIDGE BREWERY.
Mirboo North.
9.30 KBCP.
10.15 Hallam.
Jack Youdan leading

From Hallam to Drouin then down to Ranceby & Mirboo Nth where we'll look over this tourist attraction. Lunch will be had there or the local Take-Away. Home via Meeniyan, Korumburra & Drouin. Ride will be in excess of 400km, so expect to be home after 5pm

SUNDAY 30th.

LAVERS HILL.
Odometer Calibration.
9.30 KBCP.
10.00 Laverton.
Ben Warden leading.

Here's a chance to check the accuracy of your bikes odometer as we follow Ben down to Anglesea and the GO road Lavers Hill. Route home will be via Lorne, Deans Marsh and Geelong.

JULY

THURSDAY 4th.

GENERAL MEETING.
Club Hall 8.15pm Sharp.

Depending on the response at the June meeting, we may have a speaker for July who will talk & demonstrate a variety of products to make our bikes look & Perform better than new

SUNDAY 7th.

ABSAILING - Members only.
9.30 KBCP.
10.30 Yarra Glen.
Tom Saville leading.

Two locations, not far from Healesville, have been selected for this event with the final choice being made on the day. Professional equipment is being used which will make the experience quite safe. Day will begin with a short ride, lunch then absailing. Route home will depend on time available.

SATURDAY 13th
& SUNDAY 14th

YARRAWONGA WEEKEND
Gary Clifton leading.

See Booking slip at end of newsletter full details in July magazine.

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF GENERAL MEETING

Date: 2 May 1991

Location: Jika Jika Community Centre

Open: 8:30 pm

Present: 44 members and visitors

Apologies: Harry Chandler, Hans Wurster, Ken Brown

Minutes: Accepted by Kerrie Gooding
Seconded by Ian Payne

Correspondence:

From the Jika Jika Community Centre: They wish to contact us re altering the arrangements for the clubs' June meeting.

Rallys:

Entry forms from the Geryiatrics M.C. seeking the clubs attendance at the inaugural Ice O'Bar Rally. This will be held at the Toorong Falls Camping Reserve, Gippsland, on July 13 - 14, 1991. Entry fee \$8 solo, \$15 double.

Entry form and covering letter from BRASS, Seymour for The Small Change Charity Rally to be held on June 1 & 2, 1991 at Granite Park Raceway, Seymour. Proceeds will go to the Seymour Hospital. Entry fee \$10.

Treasurers' Report:	Balance at 1st April	\$930.34
	add Reciepts	<u>220.97</u>
		1,151.31
	less Payments	<u>449.83</u>
	Balance at 1st May	<u>\$701.48</u>

Captains' Report: Australian Grand Prix - 7/4/91.
A number of club members made their way to Eastern Creek, the general consensus was that "the Island is better".

Labertouche Caves - 14/4/91.

15 bikes, 18 people, weather fine. 12 cavers.

Ben Warden leader, Andi rear rider.

Quick trip through the caves. The only incident was Steve Leyland falling onto his pillion, along with his motorbike.

Jims Greek Tavern - 20/4/91.

26 people, 0 bikes.

Saturday night out; \$25 per head, some new faces, a good night had by all.

Werribee Gorge - 21/4/91.

20 bikes, 25 people, weather was "Cyclone conditions" with lots of rain and heaps of wind, cold temperatures. This saw a number of people dropping out and/or rejoining later in the day. At the gorge we had a barbeque, (thanks to John van Dorp for helping out - carrying the food and hotplate in his car).

Lake Eppalock Water Skiing - 28/4/91.

24 people, 20 stopovers, 12 skiers, weather: Sat fine, Sun warm and sunny.

Garry Clifton leader, Peter P rear rider.

Activities: Water -> skiing (straight and slalom, doubles), ski biscuit.

Other -> trail bike riding on Steves XL and Garrys DR. Terry brought his guitar for a singalong; jokes and stories; carnivorous possums discovered. Thanks to Terry for a top weekend.

Thanks to all the leaders and rear riders.

General Business:

Winton Photographs: Tom Saville loaned out some negatives taken at Winton to a member (name unknown), could they please be returned A.S.A.P.

Ararat Weekend: Bookings for the Turf Hotel will be closing soon - a form is in the club magazine for latecomers.

T-Shirts: These are available with the club logo - contact Dot c/- Gary Clifton.

For Sale: Various items of club paraphernalia are available at club meetings -> coasters, badges, earplugs....

Bike For Sale: Mike Chan has his GSX 750 SE/F for sale - "only ridden on Sundays".

Wanted: Ben Warden is seeking a gearsack bag.

Door Prize: Won by Margaret Shelly. A can of degreaser and a synthetic chamois.

Closed: 8:45 pm.

MOTORCYCLE TOURING CLUB
OF VICTORIA

MINUTES OF ANNUAL GENERAL MEETING

Date: 2 May 1991
Location: Jika Jika Community Centre, Northcote
Meeting Open: 8:45 pm
Present: 44 members and visitors
Apologies: Harry Chandler, Hans Wurster, Ken Brown
Minutes: Not available, taken as being correct.
Chairman: Les Leahey

All postions were declared vacant, and nominations were asked for.

Nominations Were:

President: Ian Payne
Vice President: Garry Breare, Hans Wurster
Treasurer: Angus Parker
Secretary: Trevor Harris
Assistant Secretary: Margaret Shelly
Social Secretary: Rita Sirianni
Captain: Steve Leyland
Vice Captain: Sam Sirianni, Angus Parker, Chris Lee
Editor: Ian Payne
Club Person of the Year: To be decided by a vote by those members present

All but two positions were elected unopposed. Only 2 committee postions required that a vote be cast: Vice President and Vice Captain, and Club Person of the Year. The successful applicants were:

Vice President - Garry Breare
Vice Captain - Sam Sirianni
Club Person of the Year - Ian Payne

Meeting Closed: 9:40 pm

What a lovely day for a ride. Some Sundays are just made for riding motorcycles and this was one of them. Well I wasn't alone with my thoughts as I sped down the Tulla Fwy heading for KBCP and 9.30, how many times have I done this I thought, not enough! Well it must have been a good day because thirty one other people on twenty eight bikes were there as well, what a grouse turnout.

Taking up the rear rider position to Hallam and then to Drouin where the yoke was taken off when Margaret suggested she would go rear rider, thanks Marg. Now with no restraints I intended to make the most of it and set off after Ben, finally catching him between Warragul and Ranceby. What a grouse road, and just when I'm thinking things like "wonder where Tom is", "WHOOSH" there goes Tom. One day.....! Well that'll teach you, now you have to go back and warn the others about the cows. Oops, "Watch out for the cow shit".

While corner marking this corner comes news that Nick had dropped his ZZR, was OK and heading home with Andrew on the other ZZR. OK here comes Margaret so lets go. We stop at a Rock with a plaque on it to commemorate all the blokes that cleared the land, our blokes reckoned the Greenies wouldn't be too pleased about it, but what a view!

Lunch was at Wonthaggi where most of us went to the local Milk Bar Take-away and ran the shop assistants off their feet, then we all sat around in the gutters & hung around the rubbish bins as motorcyclists have a tendency to do and listened to each other dribble away. Jon Riddett couldn't hack the pace at this stage and left, hope you got home OK Jon! Ben our glorious leader on the day only got passed twice. Yes the bumpy bits were bumpy weren't they Alec.

Leaving Wonthaggi we headed for Inverloch where everybody fanged around the coast road, refuelled and off for more Grand Ridge like roads where some of the new riders showed they could go quickly too. One guy on a ZZR250 couldn't get it to go over 170KMPH!

We were heading for home now and fanging through the hills towards Trafalgar where we stopped for some fuel, for a rest and a bit more dribble then it was off again to Alec's place where most stopped for scones, tea or coffee before heading home.

What a day, 500km of grouse roads, good company and great weather, if you weren't there you missed a great ride. Thanks to; Ben, Margaret and Alec.

See you next Sunday, Gary CBR1000.

The riders:-

Ben-ZX10	Ray-ZX10	Andrew-ZZR250	Phillip-CBR1000
John-FZR1000	Eric-FZR600	Ian-GPX250	Michael-K100RT
Tony-KLR650	Nick-ZZR250	Stuart-ZZR250	Luke+Lynne-FJ1100
Andy-GT550	Tom-FZR1000	Andi-R80GS	Alec+Jennifer-GSXR1100
Chris-VT250	John-ZXR750	Jacquie-GPX250	David+Chris-ZZR1100
Jon-K100RS	Belinda-GF250	Eric-GPz900	Gary-CBR1000
Steve-GPX750	Terry-GPz900	?????????	Margaret-GS650.

With 28 bikes and 31 people that would have to be one of the biggest turnouts yet!

"CAUSE for CONCERN"

The Club has always prided itself on its high standard of riding and while it is commendable that many riders are seeking to attain this standard, too many riders perceive it as combining excessive speed with impatience and throwing caution to the wind. This deadly combination more often than not results in a CRASH. Remember "a fast rider is not necessarily a good rider". Granted "accidents" do happen and no-one is suggesting that all crashes are the riders fault, but if steps are not taken to arrest this current trend a future club ride may include a fatality perhaps YOURS!

The month of May has been particularly noticable by the high incidence of crashes:-

5th MAY - Inverloch.....1 crash.....Non member.

12th MAY - Healesville....1 crash.....Member.

19th MAY - Creswick.....2 crashes....Member & Non member.

26th MAY - Apollo Bay....1 crash.....Member.

Fortunately none of these crashes resulted in serious injury, even though three of them involved contact with cars!

Why this dramatic increase? Good weather, too many riders, high speeds etc etc. We could debate the reasons for ever, but the fact remains Public Roads are for transportation and while travelling on these roads we are governed by Rules and Regulations and although we occasionally bend these rules this is in no way sanctioned by the Committee. the onus is on the individual rider to ride safely and in a manner that he or she feels comfortable with. However if you still break the law be prepared to accept the consequences, whether it be a reprimand from the Club, a Traffic Infringement Notice or Worse!

Club rides are for FUN & ENJOYMENT, we are not out there to RACE. If you want to race join a racing club and do it legally on a racetrack. Our rides are structured so that everyone can ride at their own pace and although the pace may vary from person to person it is up to the individual to know their own limits but if you must "spar" with another rider do so with restraint and be aware of the dangers of going ten-tenths in close company on public roads. "There is NO PRIZE for coming FIRST just as there is NO DISGRACE on arriving LAST. We share the road with other vehicles, they have a right to be there and we must respect that right therefore when these other vehicles are encountered, pass them in a courteous and efficient manner, if "sparring", wait for your partner, then continue. In no way should other vehicles be used to gain advantage on another bike for some imaginary race. This action will be viewed most seriously as this type of riding reflects a lack of maturity and not the type of person we want in our Club.

During club rides if you witness or are involved in a Dangerous Passing Manoeuvre, report it to the Club Captain and when appropriate the parties involved will be spoken to discretely and the incident discussed, or if you wish to approach the offender personally, Do so, but also make the Captain aware that you have resolved the problem. It is better to have it out there-and-then rather than allowing the riding to deteriorate further. It also allows those involved to clear the air & lessen any long term ill-feelings.

Leaders must also play an important part, not only with their pre-ride talk of informing the group that the ride is not a race and a suitably roadworthy bike is essential but also during the ride they should monitor THEIR speed to keep it down on the highways and long straight sections. This allows riders to group-up behind and thereby eliminating the "pull-out-all-stops-to-catch-up" type of riding

it also sets the example for others to follow.

Also emphasize to non-members and young riders the dangers of riding beyond their ability and the risk of judging older members on supposedly uncompetative machinery as "easy pickings". Remind them there is no substitute for experience!

cont.

CAUSE for CONCERN cont.

It is also up to the established riders not to make a big issue, even jokingly, on how they "carved-up" a fellow rider or to emphasize the high speeds attained during the ride. This only reinforces wrong thinking and attitudes.

All the above is easy to say and it will be much harder to put into practice without the support of you the members, the Committee therefore is endeavoring NOT to stifle the workings of the Club but have taken the option of GENTLE PERSUASION in the hope that self-regulation of club rides will reduce the incidence of mishap but if riders continue to get caught up in the excitement and make the WRONG DECISIONS, the adrenalin driven ones and further incidents occur. Swift action will follow with the introduction of tighter controls that will forever change the intimate nature of our club.

The Future is in Your Hands,


Ian Payne

President MTCV.

CAPTAIN'S COMMENT

Dear Members,

Of late there has been a lot of talk regarding the unsafe riding habits of some of the riders on our club rides, and as the old timers will know this is a well worn issue, a topic for discussion going back well before I was a member. It is also a issue that has been well thrashed out during my two terms as Captain with the two very different Committees finding it a very difficult problem to address.

Put simply the purpose of the Club is to have FUN and the more restrictions there are then the less fun there is, so taking this into account these Committees have opted to rigorously enforce the two following Road Rules;

(i) ONLY OVERTAKE ON THE RIGHT.

Passing on the left is always unexpected, unnecessary and very dangerous, so please don't overtake anyone on the left anytime.

(ii) THE VEHICLE IN FRONT HAS RIGHT OF WAY.

This has come about because far too many riders are passed while attempting to overtake another vehicle.

I believe to enforce these two particular policies is a positive step in minimizing the dangerous situations for all on association rides, fortunately thoughtless and inconsiderate riders are few but often spoil it for many so be aware those who continue to blatantly disregard the safety of others will be asked to leave the ride!

Steve
Club Captain.

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B.M.W. ICICLE RIDE.
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DATE: Saturday 6th July.

TIME: 11:30pm.

PLACE: Tuckers Service Station,

2 Westgate Fwy, Port Melbourne.

MOTORCYCLE TOURING CLUB OF VICTORIA INCORPORATED (1987)

Hereafter called the Association.

ROAD RULES OF THE ASSOCIATION

These road rules shall be issued to all members of the association and shall be recognized as a component part of the Rules of the Association.

1. The normal road traffic regulations of the particular State apply to those participating in an Association ride.
2. Start the day with a full tank of fuel.
3. A leader and rear rider will be appointed for the day. It is your duty to observe who are the leader and rear rider who have been appointed for the ride or part thereof.
4. At the start of each ride, the leader shall inform the group of the details of the intended ride.
5. Prepare to move off behind the leader when asked to do so.
6. Do not overtake the leader.
7. Proceed at a safe distance from the machine in front (eg, 2-3 second rule).
8. Overtaking :-
 - (a) When overtaking use extreme caution.
 - (b) Ensure that there is ample room in front of the vehicle to be overtaken.
 - (c) Clear indication of your intention to overtake must be given.
 - (d) Only overtake on the right, except where permitted under Road Rule 1.
9. Corner Markers :-
 - (a) When the leader turns a corner, the following two riders must stop and indicate the way to following riders.
 - (b) They must not proceed until the rear rider comes or his messenger advises alternative action to be taken.
 - (c) If a rider does not appear within a reasonable period of time, one of the corner markers may go back to determine the reason for the delay.
 - (d) The leader may at any time indicate additional corner markers.
10. If a machine breaks down, the following two machines and the rear rider shall stop. After estimating the time delay, one of the riders will proceed to inform the corner markers and the leader of the situation. The rear rider shall not overtake any other machine on the ride.
11. No rider shall stop for refreshment or fuel until the leader stops. Check fuel after each stop and top up if you have any doubts at all.
12. All cars travelling with the club shall travel at the rear of all machines or in front of, if so desired. Endeavour shall be made to avoid travelling in convoy.
13. Any member wishing to leave the main body on the journey before the next stop is reached, must first inform the group and the group leader. If this is not possible he must inform the rear rider. He must ensure no-one follows him accidentally.

14. Secondary Departure Points :-

(As specified in the Itinerary)

Riders may form at a secondary departure point and should be ready to leave when a clear signal is given by the approaching leader. The leader may not necessarily stop at this point.

15. Dangerously unroadworthy machines will not be permitted on the day's ride.

16. Motorcycle Clothing :-

(a) The wearing of sandals, thongs or other open-toed shoes is strictly prohibited when travelling on association rides.

(b) Members shall be encouraged to wear appropriate protective clothing.

17. Riding other's Machines :-

No member shall ride or interfere with another member's machine without that member's approval.

18. Membership of Two Clubs :-

Where a member belongs to two clubs and both clubs attend the one competitive function, the member if travelling with the Association shall compete for the Association.

19. Alcohol and Illicit Drugs :-

No member shall consume alcohol or illicit drugs during the full duration of any one day ride, nor shall any member carry alcohol or illicit drugs on his/her machine. The carrying or consumption of alcohol may be permitted by all committee members present on special occasions only. Breach of this rule shall carry a suspension of three months.

1991/92 COMMITTEE.

<u>PRESIDENT:</u>	Ian Payne.
<u>VICE PRESIDENT:</u>	Garry Breare.
<u>SECRETARY:</u>	Trevor Harris.
<u>ASSISTANT SECRETARY</u>	Margaret Shelley.
<u>TREASURER:</u>	Angus Parker.
<u>CAPTAIN:</u>	Steve Leyland.
<u>VICE CAPTAIN:</u>	Sam Sirianni.
<u>SOCIAL SECRETARY:</u>	Rita Sirianni.
<u>EDITOR:</u>	Ian Payne.
<u>PUBLIC OFFICER:</u>	Ross Bradshaw.

May 12th

Healesville Sanctuary

25 Bikes
28 People

Set off at 9.30 so we could be at the Yarra Glen pick-up by 10.30. I decided it wasn't going to be a wet day and left the wet weather gear behind. It wasn't long, when going over Mt Dandenong, that it appeared I had been wrong. Distance visibility was about 15m and the road was very wet and quite slippery.

Arriving at Yarra Glen it seemed that there were very few bikes attending for such a popular ride. Turned out Andy (ZZR 250) had had a run-in with a 4-wheeler which was holding up the main party arriving. When they came in Andy looked a little shaken, mostly cosmetic damage to the bike, with the left foot peg missing. 4-wheeler and Andy both insured so pretty lucky, but Andy, even after his stunt, showed himself as a true MTCV member and decided to continue.

The ride consisted of:

Andi	GS80	Gary	DR600	Ray	ZX10
Andy	ZZR250	Jack	K100RS	Steve	XL600
Alec & Jen	GSX1100	Jackie	GPX250	Stuart & Ann	CBR1000
Belinda	CB250RS*	John	GF250	Terry	GPZ900
Chris	FJ1100 *	John	FZR1000	Terry	SRX600
Chris	VT250	John	XJ900	Tom (Leader)	TDR239
Darryl	GSX1100*	John	ZXR750	VB	DR250
Eric	FZR600	Luke & Linda	FJ1100 (Rear)		
Eric M	FZR1000	Mike	GSX500		

* Left at Yarra Glen

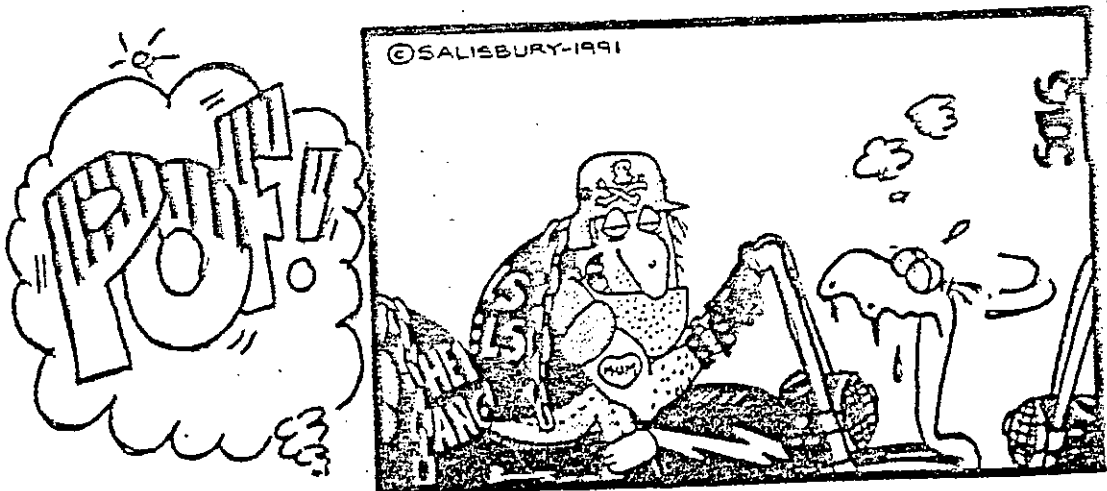
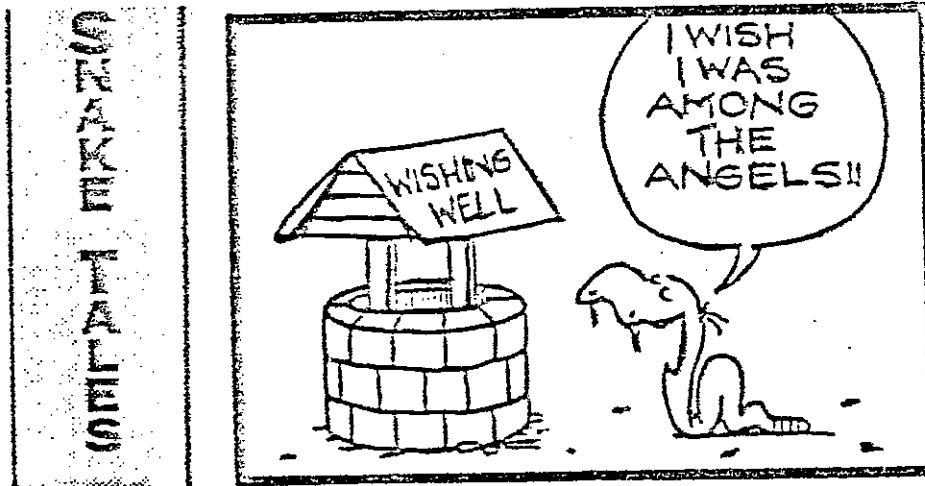
We finally took off at 11.30, going through Healesville Andy must have decided that he was more sore than he originally thought, and headed home. Onwards through to Warburton where we stopped for coffee. Steve can relax now as we have tasted coffee which was worse than his. From here it was straight up Donna Buang. It's interesting watching people tempt fate and testing whether cars will give way to them, while passing vehicles, even on blind cornered double-white lines. At the summit enough time for a piss-stop, and a talk to 3 blokes who were amazed at the Club's itinerary and said we must be the "Real Tourers!!". Alec had to corner mark at the bottom of Donna, and that could only mean one thing:.....the dreaded "race to catch everyone over the Reefton". At last, we arrived at the other side and stopped for a breather, (before tackling the mud track to Lake Mountain), with people complaining about the cold. But the worst cold was yet to come going up Lake Mountain. Had some fun skidding, slipping and sliding on the mud track, Gary must have felt great when he zipped past at 110, leaving us in his slime.

At the top of Lake Mountain I reckon Tom was right when he made the comment about the temperature dropping in feet on the way up. Heaps of "gravel and shit" on the road. No snow yet as I reckon it was obviously too cold. Didn't waste any time at the top, came back down and headed into Marysville for lunch. I'm not sure how the bloke on the 500 felt when he remarked to Alec how the rider on the GSX with the passenger is just crazy, and

Alec came back that he was that person!! (At this stage I'd like to give 3 good pointers on being Alec's pillion: 1. Don't try to restrict his style or stop him by screaming, as this only causes him to try harder. 2. Lean with him, hang on and don't let go, this will result in everything going well. 3. If things are looking real bad (eg. heading for a right-angle corner on a mountain going roughly 200 plus) just close your eyes and try to become as one with bike and rider, quite amazing how this helps you survive it all. These pointers could also apply to a few other riders in the club, but at this stage I don't think names are necessary. We all know who you are.) After a relaxing stop for lunch it was on to Healesville and the break-up.

Most departed from here, but a few went back to John and Eric's place for a coffee. John R. thought he'd get offered a smoke because of all the Japanese Maple Bonsai plants around the room, WEIRD?!? Steve was getting paranoid because he thought everyone was laughing at him, Steve relax, you may tickle our funny bones at times but there are other things which do too. I had fun playing with Shithead while everyone had a good skite about the day's outing. Thanks to Tom for leading a good ride and Luke for rearing. Thanks to John and Eric for the coffee. Weather was a bit cool and overcast, roads quite wet and slippery but a fantastic ride. By the way we didn't get to see the Sanctuary, as we were running so late the vote was to ride instead (Strange that!).

Jen (pillion with Alec GSXR1100L)



ACCIDENT PRONE ?

Dear Members,

I have put some thought into the trend the club has been following and had discussions with several members. The consensus being the recent spate of accidents and injuries is the worst ever seen. Some may remember that I brought up a similar subject a few years ago and started a bit of a ruckus due to a lack of tact.

I have been in the club for only a few years and have not seen the evolution of the club in the way that members of long term standing have. I can only speak from experience of about four years.

I feel there are several factors contributing to the current situation. I wish to identify some of the issues as I see them and open them up for discussion.

Once upon a time.

A typical ride four years ago consisted of between one and two dozen bikes. The member/visitor ratio was 10 to 1. What we had was a group of people who basically all knew each other and knew how the club operated. Visitors were a minority and either joined the club or left never to be seen.

The average age of the members was somewhat older than myself (eighteen at the time) and I had virtually no company in my own age group. I was, by my years, also below average experience. I can only remember a handful of L and P plate riders in the club, and normally they attended few rides.

So what am I getting at ?

- o We had smaller groups on rides.
- o Fewer visitors.
- o Older\more experienced riders.
- o Fewer L and P plate riders.

A typical ride today will see these factors changed a little.

There are typically many visitors on our rides with a member/visitor ratio of 1:1 on some rides.

As a result of this our groups are bigger. We also have a higher proportion of younger inexperienced riders. This all provides the recipe for disaster.

We have a situation where long term members who are experienced riders set a pace that novice riders can't match.

We also have an ego factor that is pushing people to go faster and more dangerously. The modern emphasis of bikes toward a sporting role is not helping.

Now.

- o We have larger groups of riders.
- o More visitors.
- o Higher proportion of younger inexperienced riders.
- o More L and P plate riders.

The reason.

The advertising used in AMCN has been very successful. Also the itineraries out at HART are bringing in people.

Is the advertising bringing in too many people for the club to cope with on rides?

I can personally say that my enjoyment of club activities is affected by large groups. I can also say that I am meeting more people and the club is getting more from having a wider variety of members.

To apply mathematics to the situation we see a scenario where the more riders we have, the more likely we are to have a mishap. The less experience the club as a whole has the greater the probability of a problem. This is a fact we must accept.

Attitude has a lot to do with it. I only ride at six tenths and when excited push it to eight tenths. So many of our people, I feel, are riding at ten tenths and come unstuck. Ten tenths is really only for the race track or to cope with an emergency. Experience is a big factor but so is the fact that some dangerous behaviour is seen as socially acceptable in the club.

Watching some of the overtaking manoeuvres and seeing cars get run off the road just makes me want to go home. I hate being passed on the left, being passed too close or being endangered. I also hate seeing my friends get hurt. It spoils my enjoyment and enjoyment is what our club is all about.

I see as the main points as being:

- o Larger groups on rides.
- o Average level of experience is lower.
(due to visitors & young riders.)
- o Advertising is attracting more people.
- o Bikes are more sports oriented.
- o Riders going at ten tenths.
- o Poor or dangerous conduct is being tolerated.

These are not the reasons for the accidents just some of the contributing factors.

Then there are just accidents. What happened to Alec and Jennifer could have happened to any of us. I would have done the same thing in his place.

Please think about it.

Jon Riddett.

NEW MEMBERS

John & Jacquie Llatse,
310 O'Neils Lane, Anakie. 3221. Ph.052-841383

BIKES

John - Kawasaki ZXR750, Jacquie - Kawasaki GPX250.

Gary - CBR (leader)
Graeme- K100 (rear)
Stuart-ZZR250
Steve-GPX750
Eric- FZR1000
Ray- ZX10
Carl-RGV250
Peter- PGT750
Garry & Ian- XJ900
MIKE- XS650
Kenny- K100
Meggs- XS650
Peter FZ750
Simon- GPZ900 (1st ride)
Gary-Tengae

• Luke- FJ1100
Terry & Margie-GPZ900
Frank- ZL1000
Sam & Rita- FZR1000
John- FZR1000
Eric-FZR600
Andrew- GT550
Chris- VT250
Alec & Jenny-GSXR1100
Peter- FJ1100
Ian- GPX250 (2nd ride)
Andrew- K100 RS
Colin- RZ250R (1st ride)
Rob- XJ900 (1st ride)
Steve- RD500

The day looked pretty grim as we left the K.B.C.P., heavy fog and the chance of rain was forecast but you never can believe what they say. However, for one certain person the day had already started badly. What's the saying? "Most accidents happen close to home". This was very true for one young Chris Lee who decided to lay his bike down for a little rest around a corner just a few minutes from his house. With a broken brake lever and minor scratches to the bike, he rode on to meet us at K.B.C.P., taking it like the man he is. (By the way Chris it might be a good idea to leave the Armour-all off the tyres in future!)

Meanwhile a number of bikes had already arrived (about 29) despite the early morning weather conditions. So the ride got underway, firstly heading out towards Werribee. When we left the city and got on to the Princes Freeway the fog started to thicken. As we reached Anakie the fog got worse (if that was possible) and made riding very difficult, especially when overtaking cars. After Anakie and a few other small towns we came to Ballan where we had smoko and for some a quick re-fuel (here we picked up Steve on a RDB500)

On went the journey to the all famous "Dinosaur Park" (what a thrill!). As we continued towards Creswick we passed through some pretty lively towns such as Gordon, Bungaree and a few others whose names I have unfortunately forgotten. On to the Western Highway which took us into Ballarat then out towards Creswick where we stopped for lunch. After sharing our lunch with the local wasp community which later led to their demise (Sam and Alec!) we set off for petrol and then what everyone was waiting for - "The Dinosaur Park".

When we arrived our 'revered' leader and great haggler got us in at a dollar discount which we all greatly appreciated. Once in this lavish establishment we were given a number of fascinating activities to do and see. Firstly we toured the mini villages which were in such great detail. Next we went through the bird cages, such a great array of birds. As we wandered through 'fantasy land' Gary deposited 20c into a box which made a train go around a track, "the excitement was overwhelming", then for the best part of the day- THE DINOSAURS, everyone was speechless because of these life-like looking creatures, I myself almost believed that one of them was real, if it hadn't been for the bit of electrical tape wrapped around it's neck and the two bolts through its feet. (by the way I would like to thank Captain Steve Leyland for his concise interpretation of the names).

After this it was on to the adventure playground where our great Captain showed us how the swings worked, only after he'd kicked the little kids off, we also found out that he is a great gymnast, proving his stuff on the trampoline. Well after this brilliant display of athleticism we adjourned to the shop for a sit down and a cold drink. When everyone was well rested we decided to mount up and head for home but unfortunately for some it wouldn't be a pleasant trip. From Creswick, I think we headed out towards Hepburn Springs, then amaybe down to Trentham (I must apologise here memebbers for not being sure where we went because I wasn't paying attention at these towns, I put it down to lack of ^{writing}

experience!

It was on the way to Melton that we struck trouble, Eric on an FZR1000 came in contact with a rather nasty corner which unfortunately did some damage (broken fairing and indicator). Eric, this might have been a good time to slow down! Next up was Eric No.2 on an FZR600, this time he was seeing if his bike would fit into a Combi Van, but unfortunately it didn't and he ended up in the embankment. Fortunately again Eric wasn't seriously hurt except for a sore knee but his bike was unrideable and he had to leave it there.

"SPEED KILLS FELLERS!!!" 'so do Combi Vans" (hope to see you soon). Thankfully they were the only major incidents of the day. After they arrived at the break-up point, we all headed for home. Thanks to Graeme for being rear rider and Gary who didn't know what sort of an afternoon we were in for, it was good anyway- especially for Steve.

Stuart (ZZR250)

EPPALOCK WEEKEND



Ski (Scream) Biscuit

Hey, the breads mine





MINI GOLF
26th of May

The "BIG" Group



Andi and coach?



GO road "Freight-train"

YARRAWONGA WEEKEND July 13/14

I will require accommodation for Saturday night.

(a local Pub will be booked)

Name.....Phone.....

Number of persons.....

Double room.....

Single room.....

Send to:- Gary Clifton, 1 Hubert Ave, Glenroy, 3046. Ph. 306-7071

WHO'S NEWS

Congratulations to Andrew & Pam Dunn on the safe arrival of their 7lb 13oz baby daughter, NAOMI MAY DUNN.

Good to see so many females riding with the Club and judging by the high standard of riding exhibited, most males wouldn't take offence if told "Your riding like a sheila". In some cases it would be a complement!

Looks like Ben has solved the corrosion problem on his ZX10's mufflers. He had "Staintune" make up a stainless steel pair.

Like father like son!....On Creswick ride the young Wurster K100RS certainly kept the FZR's and GSXR's honest. See you next time Anne has to work, Ken.

WANTED, ideas and leaders for the August to November Itinerary. Never led before? NO worries just refer to "Aspects of Leading a Good Ride".

Bon Voyage to Mike Davis who along with his wife are heading to Los Angeles for a couple of weeks. Unfortunately trip is to visit Mike's seriously ill brother.

The month of May was certainly a disaster with the high incidence of crashes involving members and cars. Fortunately all escaped relatively uninjured;

Healesville - Andrew Platt ZZR250.

Creswick - Eric Makin FZR600.

Apollo Bay - Alec Brown (and Jennifer) GSXR1100

After a recent Court appearance looks like Alec will have "plenty" of time to repair his damaged Suzuki!

NEW BIKES:-

Michael Chan - Suzuki GSXR1100.

Eric Makin - Kawasaki KR-1S.

John van Dorp - Honda VF1000F2.

Don't forget! Navigation Trial has been swapped with the Hanging Rock ride so it now reads; Hanging Rock - Sunday June 16th & Yea Ride (Nav. Trial) - Sunday July 21st.

Just as well VicRoads don't make the law as in a recent submission on safety, they stated "motorcycles are a high risk form of transport and this authority will not implement any programs that could be construed as encouraging motorcycling".

Next G.P. - Austria at Salzburgring, June 9th.

Live telecast begins at 10.40pm Sunday
on Channel 9.

MOTORCYCLE TOURING CLUB OF VICTORIA, Inc.

P.O. Box 453, Richmond 3121, Victoria

MEMBERSHIP RENEWALS 1991/1992

Well readers it is time to boost the coffers of the MTCV with your annual membership fee. This fee enables the club to keep producing your itineraries, your monthly magazine, the postage of same, etc. The MTCV is not a profit making organisation and your fees cover the necessary running costs only.

For the sum of \$20/\$10 you have the opportunity to meet people with a common interest, to ride on nearly every weekend of the year and to participate in all the fun-filled, action-packed social outings.

Please let us have your renewal in the near future, by post if you wish, or at the forthcoming meeting. Membership will expire on the 30th June each year.

We will be publishing a revised membership list soon, so if you have changed any of the details shown on the enclosed list, please let us know with your renewal. The list is only for distribution to members, but if for some reason you do not want details published, then please indicate on the form below.

NAME

Change of Address

.....Postcode

Change of Telephone Number (Home/Work)

Change of Motorcycle Make Model

Membership Renewal

I enclose cash / cheque for \$20.00 (full membership) or \$10.00 (associate membership) being subscription payment for the forthcoming 12 months.

Please do not publish the following details in the membership list:

.....

Please return this form to the address shown above or to me at the next meeting. Thank you.

Angus Parker
Treasurer.