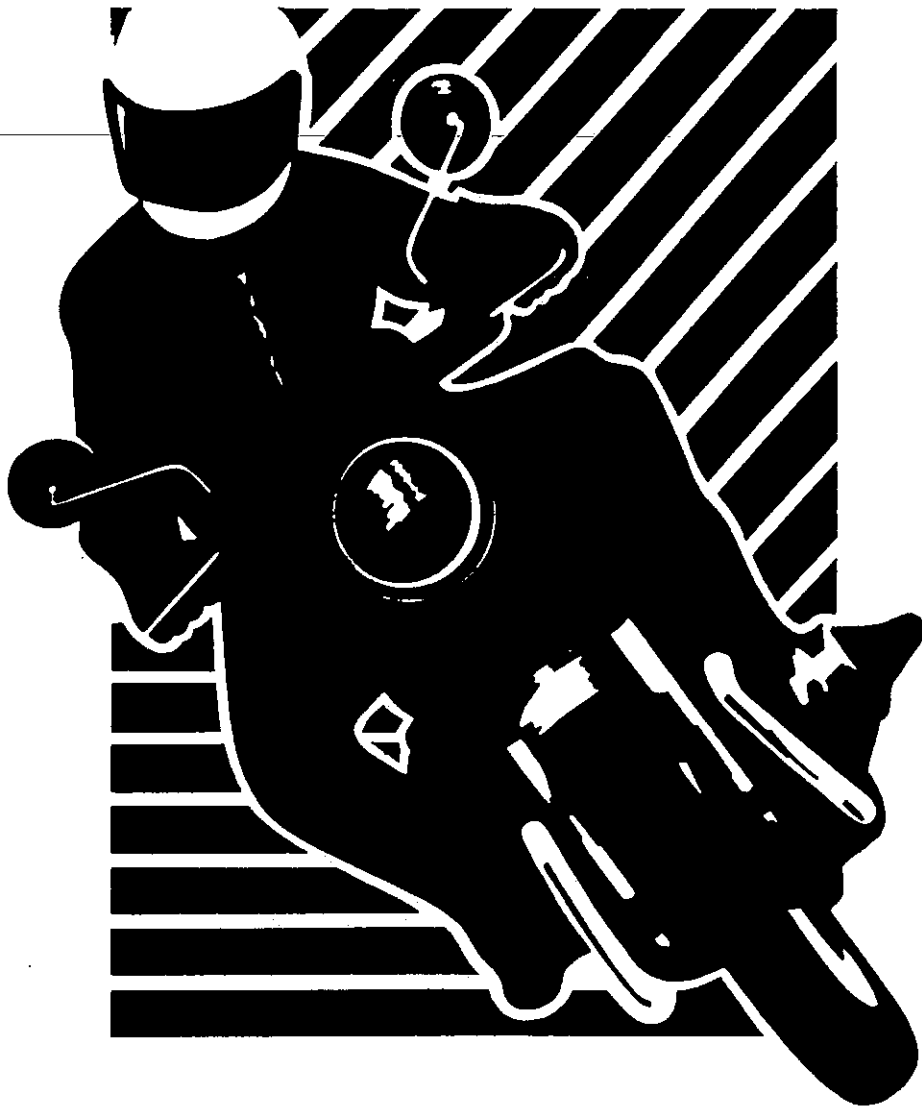


APRIL 98

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY APRIL 1998

THURSDAY 2ND

General Meeting

8:15pm Club Hall at the Theatrette Camberwell Town Hall.

SUNDAY 5TH

Arduous

Noojee

Mark Turner Leading

9:30 KBCP 10:30 Whittlesea

From Whittlesea to Yea for a cuppa, then on to Molesworth, Marysville, up the dirt to the Reefton, Warburton for lunch. Then onto Noojee via Powelltown, Jindavick, Drouin, Pakenham and a break up at Woori Yallock. Approx 425kms

EASTER

WEEKEND 10TH - 13TH

Cooma via Snowy Mtns Hwy Ben Warden Leading

9:30am Whittlesea Friday

See inside mag for details

THURSDAY 16TH

Social Sip

BADEN POWELL HOTEL, COLLINGWOOD. 7'ish till late.

61 Victoria Parade, Collingwood (Cnr Cambridge Street & Victoria Parade Melway Ref. 2G E1)

SUNDAY 19th

(Little dirt)

Leisurely

Churchill Island

Les Leahy Leading

9:30am KBCP 10:15 Hallam

To Nyora and Loch for MT. On to Archies Ck and San Remo via Wonthaggl backroads. 2 kms dirt driveway to the Homestead where there is plenty to see. No more than 300 kms with Les on the TT. Watch out for 4 wheel drives..

SATURDAY 25TH

Lake Mountain - Dirt Ride

Rob Langer Leading

10am Yarra Glen

A nice easy ride with a stop at Marysville.

SUNDAY 26TH

Horse Ride

Danny Kosinski Leading

9:30am KBCP 10:30 Yarra Glen

Off through those lovely roads around Yea and Taggerty. We're booked in to the Rubicon Valley Horse Riding School at 2:00pm. Cost is between \$26 - \$30 depending on numbers. Danny says the only dirt you'll find is when you're riding the horse.

MAY 1998

SUNDAY 3RD

Grand Ridge Road Gippsland Jack Youdan Leading

9:00am KBCP 9:45 Hallam

(Some dirt)

Total kms for the day approx. 425.....there is 90kms of dirt on the Grand Ridge Road, however, Jack promises it is "Good Dirt" and suitable for all makes of bike. Drouin for Morning T, Mirboo Nth for an early lunch, Traralgon for afternoon smoko and break up at Narre Warren.



April 98 Editorial

I really miss coming to the General Meetings. They sound so interesting these days. If you are brave enough to lead a ride, and I admit, it's not the easiest thing to undertake, try to remember that the ride belongs to the Club Members, not the Leader. I would never discourage anyone from leading a ride..I have now done three and it's still nerve wracking, but extremely rewarding. So, if certain people continue to include disparaging remarks about riders not willing to travel on their selection of dirt roads I will be using the marking pen on their articles, which I am perfectly entitled to do. I would, personally, much rather make comments about them in my Editorial but Jon R is stressing out and I don't want to be the cause of him going grey. However, I don't enjoy hearing, (second hand) remarks made about me in front of the general populace so do me a favour and stop supplying me with ammunition.

I went along to the Baden Powell Hotel last Social Sip and was really impressed with the place. It's handy to the city and has plenty of off street parking, a grouse beer garden, good food and a patient owner. He kicked us out at about 11:15pm. It's a good choice, so those of you who have been reluctant to go for fear of a repeat of the Swan, give it a try.

I spent Superbike Sunday at home with Stephanie. It was just too hot to go out anywhere. We watched the ads on Channel 10, who threw in some bike racing here and there. I want my FOXTEL!!

The scare over registration fee hikes seems to have dissipated. If any of you are still in doubt I have included the fruits of Lyn and Wayne's efforts in demanding explanations from the powers that be. It makes for satisfying reading. Thanks Andi for bringing it to our attention and thanks Lyn and Wayne for following up on it for us.

Now I don't repeat gossip so I'm only going to say this once...I hear there's a diminutive pillion passenger without a seat at the moment. She has been an integral part of our Club for a long time so let's not leave her out.

I have had many enquiries from our Just Bikes and MRA ads this month. From all reports these people are turning up too. Some are even managing to get through a whole ride without taking a tumble. I know that all of you old timers will make these new people welcome and not start bitching at them before they even have a chance to ride with us.

I'm sure some of you will remember Phillip Cottier, the solicitor who came to speak at one of our meetings. He has expressed interest in joining the Club but has been unable to participate in the regulation three events. I have placed an ad in this mag for his company and he is very happy to take calls from any members on a "no success-no pay" basis, (subject to his approval), with a free first interview. He also offers out of office attendance in relation to injury claims if you are unable to attend because of the injury. He doesn't deal with drivers of 4 wheel drives...only joking.

I have included an application for membership for any of you who would like to nominate a friend. Please make sure you can vouch for the persons sanity though!!

I guess it's time to start thinking about a New Committee. The Annual General Meeting is May and as far as I know there are no continuing representatives in their current position except for me and Ross Bradshaw, that is. As most of you can see being on the Committee is not always fun but it is a chaput something back into the Club that gives so much. If you were President you could even try to tell me how to do my job. Now that should be an incentive for some of you!!

Gerry East YZF600
Editor

PRESIDENT'S REPORT April 1998



This is my last report before the May Annual General Meeting when my presidential term will come to an end. Next month my report will focus on rounding up the year and thanking all those who have helped me and the club. I want to take the opportunity to waffle about something different this month while I still have a soap box and an audience who will listen.

I wish I could sit back and say that I have put in my very best over the past year to be president but if I did, it would be a lie. Due to a number of professional (and personal) opportunities that have come my way in the past year the amount of spare time I have for the club has been severely strained. In other words, I have a life !

My time is planned weeks in advance down to the hour. I allocate a specific amount of time to the club each month (around 20 hours not counting rides) and when this time has been used up I stop as I simply can't afford to let my other commitments slip.

Presentation Night

I had hoped to organise a few more new and different types of club events. One event that I wanted to see run was a presentation night to be run shortly after the Annual General Meeting. This is an evening where we dress up, hopefully take a partner, and sit down for a fun evening dinner under the direction of a master of ceremonies. At this night, accolades such as club person of the year and club participant would be presented. To make people want to come I would not announce the result of the club person votes taken at the AGM until the night. Other awards or presentations could be made, some being more along humorous lines. We could also have a really desirable set of door prizes and just a generally fun night out. Our Club 40th birthday celebration was a successful event run along these lines.

So why am I telling you this ? - Because I have not been able to organise the event. The time I had available to spend on the club was all used up before I had even finished formulating the itinerary let alone even getting started on the survey results. There is also the subject of the continued use of Kings Bridge Carpark to address.

Why haven't I done it ? Am I slack ? Were the goals too ambitious ?????????? There is a reason and an explanation as to where the time went and why the membership will miss out on some of these great opportunities. Since Christmas, hours and hours have been spent discussing, debating and down right arguing over what to do about the conduct of a particular member. I was getting around 5 phone calls a night from people either supporting or complaining (mostly) about the conduct. By the time a course of action was conceived and executed my 20 hours were well and truly gone on just one issue.

I am saddened that the club has missed out on enjoying new and interesting events because our time has been soaked up by one person. You may hear it said that I gave up or backed off the issue. From the horses mouth - "It is not worth spending any more time on. Subject closed !"

New Members

I set the club a target for membership growth in order help the club develop and flourish. Bringing in fresh blood is good for all of us. I am happy to say we have exceeded our target of 15% growth with 13 new members coming in already. Gerry has been run off her feet by enquires coming in from the article I put in the MRAA newsletter. This is great for the club and reflects well on the efforts of the committee. Well done everyone.

Membership list

In response to some overwhelming feed back we are no longer printing membership address lists. Instead, a name and phone list only is being published. Check it out.

Jon Riddett.

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF MARCH 1998 GENERAL MEETING

Held at: Camberwell Theatre
Date: Thursday 5 March 1998
Opened: 8.30pm
Present: 32 members, 1 visitor and 1 non-member
Apologies: Paul Tallents
Visitors: Darren (VTR 1000)
New Member: Tony (VTR 1000)

Secretary's Report:

- Jailhouse Rock Festival
- October Oz Meeting
- Two Wheels Ride Day for novices pamphlet
- Assoc. of Motoring Club newsletter
- 22nd Winton Historic Meeting brochures & 2 tickets
- MRA Application forms
- Corresp. from MRA re gov. charging them for toy run
- Road Safety Committee Inquiry

Treasurer's Report: Read by Bronwyn Manifold.

Captain's Report: Read from magazine by Captain. Captain also read upcoming rides.

ABOVE REPORTS ACCEPTED by Ron Johnston, SECONDED by Mark Turner.

GENERAL BUSINESS

1. **Damian from MRA** apologised couldn't make it to meeting but will be at next one.
2. **Progressive Dinner** - Jon Riddett thanked all who helped put it on.
3. **Itineraries** will go to print this month, details in mag, see Jon if any errors.
4. **MRA** - charged by Govt. for Toy Run. MRA have been given an exemption for the Toy Run but haven't had a letter saying GP or Superbike runs will be exempt. They have not announced next year's Toy Run will be back on unless they get this exemption.
5. **Prospective Registration Increase for Motorcycles**
A form detailing the proposed hike in rego for motorcycles, see Dianne if need extra.
Please write to the politicians - a phone complaint is considered "1 point" but a letter "150 points".
6. **MRA are looking at the following issues in the Road Safety Committee Inquiry:**
Rego increase, conspicuousness of riders and footpath parking. The Govt. are trying to let footpath parking law lapse due to 10 years with no action, MRA will fight it.
7. **Plug for MTCV in MRA newsletter**
Jon put a plug for our club in this month's MRA newsletter which has approx. 3000 readers. While it's in there our club members can get a one-third discount on MRA m'ship.
8. Wayne will be going to **Superbikes** on Sat - gave meeting place.
9. Steve Leyland asked Jon Riddett to explain action taken regarding Andrew Kennedy's expiration of membership at last meeting.

Jon R said committee decided they had the right to take the monies owed to the Club out of membership fees so this had been done. Andrew will have to fill out new form to rejoin.

Rob proposed motion to expel Andrew, which met with agreement from many members. Jon pointed out that Andrew is currently not a member and whilst he is not a member this motion cannot be considered.

Andrew said if there is a two-thirds vote against him he will leave the club.
10. **Winton Ride Day** - Saturday 23 May - see mag for details.
11. **24 May Ride** - need a leader for a ride on this day, would suit a new leader as a lot of the members will still be at Winton.

12. **Editorial** - Rob Mattriccianni voiced disagreement with Gerry's comments regarding his ride and his write-up. Did not follow guidelines and could put people off leading rides.
13. **Dirt** - Tony Schrader said should be up to club member if he doesn't want to do the dirt.
14. Mark Dennis said some of the more established members are trying to put on some more interesting rides.
15. Discussion ensued between members as to dirt on rides.
16. Tom asked Andrew to clarify rumours of head-on collision. Andrew said he would rather hear what others made up.
17. Door Prize:
 - *1st prize - Ben Warden (RP7)
 - *2nd prize - Les Leahy (AMCN)
 - *3rd prize - Tim Walker (hand cleaner)
 - *4th prize - Jennifer Byrne (6 pack of coke)

Meeting Closed: 9.20pm

Keep left letters
 Members who would like to express an opinion about
 the keep left unless overtaking issue can write to:
 TASPAC, c/o Brian Baquie
 Chairman, RACV,
 1/422 Little Collins St, Melbourne 3000

Who's News April 1998

John Morely has a new 600cc V-twin Honda Shadow. He picked it up on Friday the 13th - not the superstitious type obviously - and has done 1000 km and the first service. He says it handles much better than his old XJ900. We look forward to seeing him on his new steed sometime.

Danny Holetic has sold his ZXR750 and purchased a new GSXR600. He debued it on the Mt Buller ride, running it in. He plans to do a few club level race meetings and ride days.

Someone out there has a new TRX850.

Someone (other than Luke or Rob) has a new fuel injected Honda VFR800. Its Mark Turner! And he got his before the other two! He traded his old black VFR and XR400 trail bike at Vince's. Better brakes, better suspension, more power everywhere. He loves it.

Seen at Phillip Island Superbikes: Tom Saville, Ben Warden, Andi Sirninger, Tim walker, Alex Oberhoffer, Debbie Eckert, Dave Ward, Bronwyn Manifold, Les Leahy, Rhys Williams, John Willis, Lyn Duncan, Trent Brinsley, Diane Welsford, Nick Casemeore, Tony Fabris, Tony Schrader, Ian Payne, Darryl Otzen and Marty Thompson. Marty was doing great deals for members from his Frank Thomas stand in the exhibition pavillion. Many people were at the track Saturday and then watched the Sunday's feature races from the comfort of a lounge chair. Both free to air Channel 10 and Foxtel cable showed the races live-ish. Sunday at the track was extremely hot - 38 C plus!

Ride Day Phillip Island, Wednesday April 22nd, organised by K&W Motorcycles, West Heidelberg.
 Cost: \$95 Ph: 9459-5553

Compiled by Ben Warden (Mobile: 0411-607-925)

STOLEN BIKE:

ZZR 1100 96 MODEL DARK GREEN 11,000 KMS...IMMACULATE CONDITION
 FROM CNR MARKET AND COLLINS STS., CITY ON 10TH MARCH 98
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 FRAME NO: JKAZXBD12TA042602
 IF YOU HAVE ANY INFORMATION PLEASE CONTACT RICK BOTTIGLIERI
 ON 9220 1008

SOCIAL SIPPERS 19TH MARCH 1998

The Baden Powell Hotel: those at the pub for dinner were...Davorin Z, Di W, Ian P, Danny K, Tom S, Andi S, John W, Rob L & friend, Tim W, Lyn, Ron J & daughter, Ben W, Darren & Wendy Hosking, Tony P, Wayne G, Rob M, Gerry E, Sue W, Jenny B, Stew F.



COMMUNICATION

You can email your write ups to me at g.east@its.unimelb.edu.au or post them to me at 63 Wills Street, Kew, 3101, or drop them in and have a cuppa. All contributions gratefully received and editing kept to a minimum.

MTCV HOME PAGE

The clubs home page has been "hit" 1742 times since April 96, 130 "hits" last month. Have a look if you can get access. The address is:

<http://ariel.unimelb.edu.au/~ben/mtcv/>



NEW MEMBERS

Welcome to the following new members: Nick Prapas VTR1000, Darren Hosking VTR1000, Mick Hamlin YZF600 and Darren Webster ZZR250

CLUB TRACK DAY

The Club is holding a track day on the 23rd May 1998 at the Winton Track.. Prices are \$65 for Members \$75 for Non-members. As is usual, members will be given first preference for places. However, if FULL payment is not received by the May General Meeting on the 7th it will be assumed you are not going and your place will be given to Non members through advertising at Nova and other bike shops. Indemnity forms included in this mag must be completed and returned with payment.

We are staying at the "Top of the Town" hotel, 3.5 stars in Benalla. It's in the main street and close to pubs and restaurants, and has its own pool. There are quite a few room options and I'll outline them here, but if you want to book a room please organise it through Bronwyn on 9563 7705.

Single Room	\$60 per night
Double Room	\$70 per night
3 person share	\$80 per night
4-5 person share	\$90 per night
Spa Room	\$88 per night

A limited number of Queen size beds are available so please specify when booking. Smoking and Non smoking rooms are also available.

CAPTAINS REPORT MARCH 1998

Sunday 1st	Limonite, Central Gippsland Ben Warden Leading 10 bikes 10 people Weather: Fine 565 kms Incidents: None	Sunday 15th	Otway Romp Ben Warden Leading 9 bikes 9 people Weather: Fine 750 kms Incidents: First time rider stepped off. Not major
Sunday 8th	Reefton & Black Spurs	Thursday 19th	Social Sip 19 Members 4 Visitors
Labor Day Weekend 7th -9th	Yarram Weekend Ben Warden Leading 8 bikes 8 people Weather : Dry 1565kms Incidents: Wayne G. dropped his Seca going into a corner. Wayne OK.	Sunday 22nd	World Superbikes
		Sunday 29th	Mt Bulla via Jamieson Wayne Grant Leading 7 bikes 8 people Weather: Fine 550kms Incidents: None

COOMA WEEKEND

EASTER FRIDAY 10TH APRIL - MONDAY 13TH APRIL

Day 1. Whittlesea, Yea, Swanpool, Moyu, Dederang Gap, Tallangatta, Granya Gap, Walwa, Tooma, Elliot Way, Kiandra, Cooma, 640kms.

Day 2. Cooma, Bombala, Candelo, Cathcart, Tathra, Eden, Cann River Hwy, Bombala, Cooma, 440kms.

Day 3. Canberra: Deep Space Tracking Station, Tidbinbilla, Parliament House, War Memorial, Cooma, 250kms.

Day 3. Option 2...Jindabyne, Thredbo, Ski lift to Mt. Kosciusko to pub, walk to summit (12km, optional), Jindabyne, Cooma, 180kms.

Day 4. Cooma, Thredbo, Alpine Way, Tallangatta, Tawonga Gap, Bright, Moyu, Swanpool, Yea, 580kms.

Accommodation at Coffeys Hotel, Short Street, (Turn right at KFC) Cooma.

Ph (02) 6452 2064

Contact: Butch Wallace

Cost: \$20 Bed & Continental Breakfast

Date: Friday 10th, Saturday 11th, Sunday 12th

Other Hotels in Cooma:

Cooma, Massie St.	(02) 6452 2003	Australian	(02) 6452 1844	Dods	(02) 6452 2011
Alpine, Sharp St.	(02) 6452 1466	Monaro	(02) 6452 5977	Royal	06452 2132

Ben Warden is leading this weekend away ..give him a call on 9344 5733 (BH) to let him know that you are going. Book your accommodation directly through the hotel.

NIGHT RIDE - STEVENSONS FALLS

FRIDAY 20 FEBRUARY 1998

Jon Riddett (GSXR600) - **Leader**
Dave Peck & Penny (R80GS) - **Rear Rider**
Ian Payne (RF900)
Ben Warden (ZXR750)
Di Welsford (Ben's daring pillion)
Trent Brinsley (FZR250)
Danny Kosinski (VFR750)
Kathy & Derek (FZR1000)
Tony Pricor (VTR1000)
Darren & Wendy Hosking (VTR1000)
John Willis (TRX 850)
Mark Dennis (XTZ660)
Davorin Zivkovic (R100GS) (left at Yarra Glen)

JUST FOR DINNER:
Rob Langer
Lyn Duncan (car)
Tim Walker (ZXR750)

CARS:
Wayne Grant
Ron Johnson & wife & 3 kids

ROUTE: Olinda Hotel, Lilydale for dinner
Black Spur/Marysville/Stevensons Falls
Lake Mountain
Back through Spur to Healesville for breakup

What's this I hear? The night ride didn't get a write-up?! Well as much as I hate to ramble on (and the Pope isn't a Catholic!) I'll throw a few words together about it.

This write-up however will vary to my others as it's from a pillion's point of view. (Is there actually someone in the Club I trust my life with! Well I guess my Will is made and the beneficiaries of my super are nominated so what the hell!)

Ben kindly picked me up from work in the City and proceeded to give me a one hour ride through peak hour traffic that I can't really say much about as my eyes were closed most of the way!

Dropped in home to put on a helmet that fits and my leathers and got back on his bike feeling a little more relaxed...only to find I had to push his bike up the road to get his bike going...could be a fun ride!! (Is that why you took me pillion Ben...to help push start when you need it?)

Headed toward the Olinda Hotel for a great dinner. Had quite a turnout here and I was surprised at how nice the pub actually is inside. Some people made a fantastic effort to get there such as Rob Langer who drove despite his broken foot and Wayne who didn't have time to go home and get his bike so he came in "yuppie disguise" (in a suit and in a car on a club ride...sacrilege!). Wondered what kind of disguise Dav had in mind though with his open face helmet and tinted Bolle's!

Trent turned up at the Hotel as Ben and I were getting off the bike and Trent kindly (or crazily?!) offered me a ride of his bike. Caution made me decline...temporarily...then I thought what the hell and told him I would take him up on that. By the end of the night though I decided he owed it to me anyway for making sure he kept telling me what a great time he was having riding as he knew what torture I was going through! Better be careful Trent...as my last write-up said..I get EVEN!!

Rob Langer and Lyn left us after dinner and so did Tim due to a broken muffler mounting bracket. Ron loaded his troop into his car, Wayne got into his little "secretary's car" as he calls it (does this make it a "Sec's-mobile Wayne?!) and they headed to the Falls to meet us there. Dav turned off at Yarra Glen, I guess it's easier to ride when you can see where you're going.

I took a deep breath, got on the back of Ben's bike and we headed up to the Black Spur using a few new back roads. The sight of a wallaby crossing the road at the beginning of the Spur made Ben and I wonder what the wildlife would be like up there! (Missed this one Ben...you're getting slack!)

It was generally a fairly sedate ride and I must credit Ben with actually behaving himself (better read this again, I don't think you'll see that in print again!)

We walked up to the floodlit Stevensons Falls with Jon telling us all about his pre-ride on Valentines Day up there and how you could hear all the "nightlife" in the bushes. Funny, we heard none the night we were there! It was pretty quiet...until Wayne sent me into hysterics with his tale of his argument with a lady driver that evening...the thought of Wayne telling a lady in no uncertain terms to "Listen here TOOTS" over her shouting at him in the middle of a busy intersection cracked me up!

Our four-wheeled friends left from the Falls and the rest of us headed up Lake Mountain which was covered in bark, was freezing cold and quite difficult to see the road...needless to say it was a bit of a slow ride up. In fact you couldn't even see who you were talking to up the top, still, little things like that can't stop me talking!

I asked Jon at this point where he would break-up as I could lead from there to my place for a cuppa, this would give me a chance to ride Trent's bike on bark-free, roo-free and icicle-free roads. Jon asked if Trent knew about this arrangement! Trent assured Jon he did and it was decided to stop at Healesville where I finally got my wheels (it redlines at around 18,000rpm...you could really party on this thing!) and Trent gets to hold on to Ben for awhile!

Back through Marysville and the Black Spur (minus the roos this time, they must have heard Danny's bike coming!), we were treated to another spectacle though, as we were coming out of the Black Spur I noticed the sky light up. Thought it had to either be a lightning flash, a speed camera or a nasty accident. On arriving in Healesville those already there were telling us about a huge flame that came out of the top of a power pole. Later the guy in the servo came over and told us he found a possum under the pole which had obviously just had a bit of a hot date with the power pole...still alive though. Probably the most action Healesville has seen for awhile!

Trent filled the bike in Healesville so I wouldn't end up pushing it home, and from here those who felt the need for sleep headed home while those who still had a bit of life left in them followed me back to my place. Was glad I was behaving myself speedwise (another thing you won't see in print very often!) on the road back to Lilydale as a Police car had put on its lights and was coming up a dirt road probably excited at the prospect of booking some bikes...I was glad to disappoint them (mind you I think I've paid their superannuation in the past anyway!)

With the remaining Jon, Ian, Ben, Trent and Danny K back at my place I headed out to get some milk, Tim Tams etc (an extra club point per Tim Tam isn't it Ben?!)

Somewhere around the 1.30 mark the last one headed off and my neighbours would have breathed a sigh of relief! It was a great night with a great turn-out, perfect weather and a beautiful destination. Thanks Jon for organising the dinner and leading the ride, thanks Ben for the pillion ride (looks like my beneficiaries will have to wait a little longer!) and thanks Trent for the ride of your bike.

DI

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HONDA > KAWASAKI > YAMAHA > SUZUKI

Apr 1-14: Eureka Jazz Festival, Ballarat; Apr 1-30: Rhododendron Autumn Festival, Olinda; Apr 6-15: Rip Curl Pro Surfing Classic, Torquay; Apr 8-13: Easter Fair, Bendigo; Apr 9-13: Air Show,	Mangalore; Easter Art Show, Lorne; Apr 10-13: Easterbike, Rutherglen; Rotary Arts & Crafts Festival, Merbein; Apr 11: Autumn Rose & Garden Show, Shepparton; Rodeo, Omeo; Red Tulip Easter Cup,	Caulfield; Apr 11-12: Easter Art Show, Portarlington; Apr 11-13: Stawell Gift, Stawell; Apr 11-19: HIA Home Ideas Show, South Melbourne; Apr 18-19: Rotary Fair, Daylesford; Apr 24-26: Musica	Viva Festival, Coldstream; Apr 25-26: Autumn Flower Show, Ferny Creek; Apr 25-May 9: Autumn Festival, Bright; Apr 26: Puffing Billy's Great Train Race, Belgrave.
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Limonite, Central Gippsland

Sunday 1st March 1998

Tengai	Ben Warden (leader)	VFR750	Dirk van der Kniff (2nd ride)
ZX7	Tim Walker	ZX7	Rhys Williams
CBR900R	John (1st ride)	GSXR750M	Clint Vertigan
R1100GS	Steve Leyland	XJ600	Wayne Grant
YZF750	Criag Morley	RF900	Ian Payne (rear)

Ever had one of those weeks where things go wrong? I buckled the front wheel hitting a rock on the Night Ride - it is currently being rolled out - \$50. Midweek I jumped on the Tengai heading for work and noticed it was hard to push backwards - flat tyre - \$28. Late for work, now on the ZX7, sitting at lights and noticed double-bubble in both mirrors. "What is your reason blah blah blah" usual story. Let me off with a "failure to produce licence" after pleading insanity - \$50. Putting the ZX7 back together after checking valve clearances, looking for problem starting when hot, when oil starts pouring out of the exhaust. \$big. Leading the next day. Mistakenly left helmet and gloves at bike shop in the excitement, locked up over the weekend. Had to wear old, old helmet. So to the ride.

I couldn't get anyone to lead from KBCP - Geoff is in Germany, Luke is always engaged, other possibles not going, not answering, or bike in bits. So onto the trusty Tengai, currently consuming 3 litres of oil per 1000 km, and into the City I rode, meeting a small contingent of cyclists heading for the Bike Victoria West Gate Bridge 25 km ride. Tim, Wayne, and Dirk joined me at the carpark.

The Eastern Freeway has been extended from Doncaster road to Springvale Road and I figured it was time to find a way to Warrandyte through Donvale. We left at 3 past 9 and arrived at Yarra Glen at 9.49 am - an elapsed time of 46 minutes, including going via the Kew Boulevard. This is probably a saving of 5-10 minutes. Wayne was so impressed with the route - there are only 2 sets of traffic lights once on the freeway, and the roads are quite interesting - that he wanted to see on a map where we went. The route is: Eastern Freeway, north up Springvale Rd, pick up Old Warrandyte Rd (becomes Tindals Rd), Harris Gully Rd (1st right past Reynolds Rd) to Warrandyte, usual route to Christmas Hills and Yarra Glen.

Seeing that Wayne had a map I showed the day's route to all, then called for first aid experience - none forthcoming, called for a volunteer scribe (3 were already writing articles, 2 new guys) - none forthcoming. Then we were away. The riders had instructions to pass me, the leader, where appropriate, and wait at the next corner. It pays to be flexible in the interests of fun, especially when you are 70 or 80 hp down on most of the bikes (Tengai ~35 hp, new!). It worked well. I was only passed on three separate occasions.

Healesville, Launching Place, and Powelltown came and went. The tight twisties were a bit gravelly and sandy, the logging trucks having spread dirt onto the road in the corners. My front end stepped out a couple of times. Craig and Clint came sweeping by near the end of the fast sweepers. They looked good.

Up the hill out of Noojee heading for Warragul the 2 sets of bumps mid left hand sweeper are still there. No problems on the Tengai, but Craig and Rhys (and Tim?) had their front ends slapping around a bit. At Neerim South I took the Jindivick turn-off before making our way south to Drouin for morning tea. Steve had caught the tail of the group at Powelltown and me not far out of Drouin, having been late arriving at both meeting places.

Morning tea consumed, and fuelled up we headed south to Poowong, picking up the fast sweepers to Ranceby, towards Korumburra and onto the Arawata road. The further along the Arawata road the better it gets, having recently been resurfaced and widened a little. Then it turns to dirt - well sand almost - for a few km. It was quite thick in places. Craig, ever the hoon, passed Steve on his chooky, full noise.

Onwards towards Leongatha picking up the Mirboo North Rd before cutting down to the Dumbalk Rd with the series of 50 and 60 km/h steep downhill corners. Good fun. Heading for Mirboo the road follows the river over gently undulating hills with constant radius curves before climbing steeply to the Limonite intersection. It is a horn road. I was going to take the long way around to Boolara, but forgot, and took the direct route. Usually it is a bit narrow, bumpy and with some fairly tricky corners. It had been resurfaced and widened and was in excellent condition. I needed a bit of luck. From Boolara to Mirboo North for lunch.

By the look on peoples' faces, and the rate at which people were speaking, I gathered they enjoyed themselves. Craig had performed some unspeakable act on Steve (rumour has it they he passed him up the

inside rather than crash into him). Steve took it in good humour. Ian and Rhys seemed to be discussing their relative states of rehabilitation, the net result being Ian took over the rear riding position. I understand that this was not apparent to everyone, and, as we departed, executing a left, right, left sequence of corners, the confusion became apparent, and there was a slight mix up. All sorted out soon enough. Wayne left at this stage, having other commitments.

Heading south towards Leongatha on my favourite big sweeping section, Craig and Clint blitzed by, clearly having fun. They slowed in time for me to indicate a left turn down to Dumbalk, and then back to Limonite and Mirboo North, completing a 50 km loop of great roads. We lost Rhys and Dirk in Mirboo North, because they failed to see the right turn corner marker. Apparently Steve gave chase, catching Dirk, but returned without either of them, the reason quite unclear. After about 10 km Rhys and Dirk, realising the error of their ways, back tracked and correctly pursued the ride through Thorpdale and Trafalgar, but failed to catch the group.

Meanwhile we seven departed the highway at Yarragon and headed around to Ellenbank before picking up the main drag to Warragul where we regrouped and disbanded. Ian, John, Tim and Steve headed home via the highway. Somehow John managed to meet up with Dirk and Rhys at the Drouin amenities.

Leaving Clint, Ben and Craig to ride back through Noojee and Powelltown, breaking up at Yarra Junction at about 4 pm. Home by 5 pm, having travelled an indicated 565 km door to door. The old Tengai (63,000 km) consumed about 1.5 litres of oil (2.5 litre capacity) which is a bit higher than normal, but considering the treatment it had endured, quite reasonable.

Ben Warden (Tengai)

p.s. the following Tuesday the bike was handling strangely on the way to work. Steering head bearings need doing - they are the originals. Nope: nail in my new tube. Patch \$20. Fitting the axle I noticed ball bearings on the ground; collapsed wheel bearing. Ho-hum.

p.p.s. the ZXR motor was fixed on Thursday - a "fresh air intake (anti-pollution) pipe about 4 inches long ducting fresh air through the motor to the exhaust, had fallen into the cam box when seating the rocker cover, exposing a hole, which then sucked oil into the exhaust system at a rapid rate. The pipe got munched by the cams, doing some minor cosmetic damage elsewhere to a cam and mounting. The original hard starting problem was eventually traced to a weak battery: cranking the engine was dropping the voltage down to 9 V, insufficient to fire the igniter! New sealed battery cured the problem. Ouch!

p.p.p.s. after dinging the front rim I noticed on future rides how much the front end was bottoming out - sagged springs I thought. Time for a rebuild. Turned out spring free length was fine, but air gap way too big. (I had changed the oil a few months earlier and got it wrong.) New oil, new bushes, though others still very good, finished the spots where the chrome has worn off, and set the air gap to 100 mm, and it is like a new bike!

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Victoria

The Treasurer of Victoria

1 Treasury Place Melbourne Victoria 3002

Telephone: (03) 9651 6255

Facsimile: (03) 9651 6228

DTS 753

DX 21

16 March 1998

Dear Ms Duncan

Thank you for your recent letter regarding third party insurance for motorcycles under the Transport Accident Commission (TAC) scheme.

The Road Safety Committee of the Victorian Parliament (the Committee) recently released a report, *Inquiry into the Review of Motorcycle Safety in Victoria*, recommending that premiums paid by motorcycles for third party insurance increase to reflect risk.

The Committee's views do not reflect the views of the Government.

Whilst the Government must be diligent in monitoring the TAC scheme, there is no plan to increase motorcyclists' premiums along the lines of the Committee's suggestion.

I trust this information is of assistance to you.

Yours sincerely

Alan R Stockdale
Treasurer



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Easter roads - and beyond

Scott Benjamin research engineer, RACV Transport and Safety, has this roads update for Easter and year-round travellers:

- The Great Alpine Road, from Omeo to Bright via Mt Hotham, is now sealed and a year-round, all-weather route. It gives reliable access for "high country" tourists and, in particular, skiers and snow sightseers.

- Some minor delays on the Princes Highway West, between Camperdown and Terang, during the next few months as passing lanes are built and shoulders re-sealed.

- Calder Highway. Bulla Road interchange at Diggers Rest is open, eliminating a significant accident black spot. Duplication along the Calder, between Diggers Rest and Gisborne, will be completed this month.

Demerit of the month
Running the risk of colliding with
tram passengers when they are getting
on or off a tram, or putting people
waiting for a tram at risk, can "earn"
three demerit points. ◆

Mr Robin Cooper
Victorian Public Transport Minister
Fax No. 9655 6911

Local limits

The RACV's argument for our State government to take another look at lower speed limits in some residential areas has been boosted. Significant pedestrian safety benefits were found when a 50km/h limit was trialled in 30 NSW councils. As RACV public policy manager Professor Ken Ogden says: "Such limits would apply only to some residential streets. The lower speed may add seconds to a trip but significantly increases safety. Possibly NSW, South Australia and Queensland will each lower speed limits in some of their areas."

Dear Mr Cooper

I was very disappointed to learn that the Motorcycle Riders Association of Australia (MRAA) has had to cancel many of its activities for 1998. Such activities include the Toy Run. This event is ran in December where all types of riders purchase food & soft toys to donate to charity. The event always receives favourable treatment from the media and the public. However the Tram authorities have demanded a payment of \$10,100 to cross any tram or bus routes. This seems odd given the whole event is conducted on public roads and is for charity. The Tramway authorities have acted against the whole spirit of the Toy Run. As a result the event has been cancelled.

Other touring events like the Superbike run & OZ G.P. Run have had similar fates. These runs are designed to have motorcyclists travel together in order to help the smooth flow of traffic. The same number of motorcyclist will still travel to events however no longer as a group. This increases the likelihood of accidents for all road users.

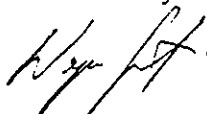
These activities are to promote road safety/public awareness and donate to charity. Please bear this in mind if consulting with the Tramway Authorities.

Another recent concern is the proposal to increase motorcycle registration about 400%. I understand the arguments however it is worth noting that a user pays system is contrary to 'no fault' structure we have at present. Motorcycles are an efficient way for a single/pillion person to travel, easing traffic congestion and damage to roads.

Melbourne has a excellent reputation as being friendly to motorcyclists particularly as we host a round of both the Grand Prix and the Superbikes at Phillip Island. Elizabeth Street thrives on the motorcycle trade and is known as the best shopping strip in Australia for bike riders. These factors add up to large revenues for the state Government. It would be an enormous shame to put all this at risk from the policies and practices outlined above.

If you would like to speak further on the matter I would be delighted as I am sure the exchange would be of mutual benefit.

Yours Sincerely



Wayne Grant

One thing at a time

WE see motorists behind the wheel eating a melting ice cream, others changing a CD in their in-car stereo while driving along and others lighting up cigarettes in traffic.

Well, the law does NOT say a driver must do only one thing at a time BUT:

The law DOES say that if a driver was not fully concentrating on the road ahead, thus causing involvement in an accident, then that could lead to a

police charge of careless driving.

The Road Safety Act says a motorist must not drive carelessly. That's broad and it can be applied in many situations.

Careless driving charges are not dealt with by an on-the-spot fine, rather by proceedings in the Magistrates Court.

If convicted of careless driving a motorist can face a fine of up to \$1200 for a first offence, as well as loss of three demerit points.

A probationary driver can find a careless driving conviction much tougher.

The P-plater can receive not only the \$1200 fine and the loss of the three demerit points but their licence will be automatically suspended by the magistrate for one month if convicted.

...So if you do find yourself doing two things at once when behind the wheel, think about possible ramifications.



Victoria

MINISTER FOR TRANSPORT

Dear Mr Grant

I thank you for your facsimile sent on 6 March 1998. I note your concerns in relation to registration fees and will pass your comments to the Treasurer who has responsibility for that matter.

The second matter that you raised concerned Public Transport Corporation charges relating to the motorcycle Riders' Association of Australia's three special event bike runs. The PTC is obligated in normal circumstances, to recover costs where disruption to services occurs as a result of an organised special event. I do however, acknowledge the fine work done by the MRAA in promoting road safety and helping the underprivileged. Like you I would not wish to see these activities jeopardised. Following representations to my office by the MRAA in relation to the Toy Run I intervened and have provided an exemption on the basis that it is purely a charitable event. Furthermore I have asked my Department to hold discussions with the City of Melbourne and Victoria Police to ensure any disruption to public transport is minimised and therefore avoid the need for any costs to be incurred by the PTC for the Super Bike and OZ GP bike runs.

Attached for your information is a copy of my press release. I am disappointed that the Association has not indicated that they will run the 1998 Toy Run despite the fact that I wrote to Mr Damien Codognotto on 23 February, 1998 and assured him there would be no charge for the event. I have also attached for your information a copy of this correspondence.

I trust the Association will see its way clear to hold the Toy Run for many years to come.

Yours sincerely,

ROBIN COOPER
MINISTER FOR TRANSPORT

80 Collins Street, Melbourne Victoria

Telephone: (03) 9655 9700 Fax: (03) 9655 6911 PO Box 2797Y Melbourne 3001



Victoria **ON THE MOVE**

YARRAM WEEKEND MARCH 7/8/9

Saturday 7th.

At Hallam:

Ben – ZXR750

Tony – VTR1000

Wayne – XJ600

Lyn – GSXR750

Ian – ZX6

Ian – RF900

For a “last minute” weekend away, this wasn’t a bad turn-up! (Ian a friend of Tony would only follow us until lunch then head back to Melbourne) From Hallam around to Upper Beaconsfield, Pakenham, Bayles, Lang Lang, Nyora, Loch & Wonthaggi for lunch. During this section Wayne & Ian had swapped bikes and Wayne was raving about the 600, unfortunately Ian had already left and couldn’t give us his impression of the Seca!

After a leisurely lunch at Wonthaggi, it was around the great coast road to Inverloch, then Tarwin Lower, Buffalo and Fish Creek next up to Foster and the highway to Yarram.

Arriving at about 2.30pm after 270kms, we decided a short ride could be squeezed in before evening, Dargo being “450km return” was deemed too far but Licola **ONLY** 260km return was just right and what a fabulous run. First the road north to Gormandale & Rosedale (the Hyland Hwy) was a corker, with 60km of fast flowing bends and a grippy surface, onto Heyfield for some fuel then Licola where the freshly resurfaced road was sensational. After a stop at the Store for a drink, we returned along the same route. This was just as exciting, although there was some concern about a white 4WD with blue writing that was passed at speed!

Back to the Pub for a well-earned shower, Ben living up to his ‘girl’ image (*as per March Newsletter*), used the ladies bathroom. The Yarram Club Hotel is quite large and due to light bookings we virtually had the place to ourselves, also the manager allowed us to park our bikes in the locked rear courtyard. The only snag was the hotel didn’t supply breakfast but no problem, as there was a wonderful bakery just down the road. Down to dinner by 7.30pm, the menu was quite extensive and fortunately Wayne had pre-booked our table as with all the locals in attendance, we would have had difficulty getting a seat in the Bistro. A most satisfying end to a long day.

Sunday 8th

Up early and down to the bakery by 8.30am for a leisurely breakfast of fresh buns, croissants & coffee. Dargo was the destination for today with Wayne planning to go part-way then into a pub to watch the Formula 1 GP. With my war injuries acting up I was undecided about going rear rider but after struggling to put the rear brake lever into “neutral” I was certain of it now!

Back up the Hyland Hwy where Tony & Wayne had swapped bikes and while Wayne & Lyn practiced the roll-on capabilities of GSXR750 verses VTR1000, Tony waved me through unwilling to push the Seca above 80kays! Stopping at Gormandale, Tony was convinced the Seca was going to self-destruct. (*that would come later!*) Ben had a ride and concluded, “it was inherently unstable, but OK”! The fairing was quite loose which didn’t help so after a few minutes tightening everything we continued on to Rosedale & Maffra.

A bite to eat and fuel; this was Tony’s main concern (the *fuel that is*) as with a small tank, the VTR usually only managed 170kms before needing a top up. On to Briagolong, Fernbank and the 60 kays of twisties to Dargo. Tony & I had now exchanged bikes and I was quite impressed with the VTR and it’s bucket loads of torque, I was quite happy just rolling on and off the throttle to negotiate the bends but on rounding a fairly sharp right hander I was confronted with a Seca protruding out from under the armco! Tony and Lyn had stopped to help and Wayne appeared OK with just a small graze to the right arm, I continued on in an effort to stop Ben getting too far ahead!

After 40 kms I arrived in Dargo, informed Ben of the crash then proceeded back. By this time Wayne & the Seca had already departed for the Yarram Pub, fortunately the bike had only moderate damage and with liberal use of duct tape to secure the shattered fairing, was rideable. That left the four of us to head back to Dargo and lunch.

After consulting the maps, it was decided to head south to Stratford and Sale where enroute we witnessed a car on fire in some-ones back yard, after refuelling in Sale we saw the Fire Brigade just on it’s way! (*Must have been an insurance job!*). For some of this section Ben & Tony had swapped bikes, and Ben confessed he had given the VTR a good “workout” and would in future have more regard for this model. Tony too had been impressed with the ZXR and the way it “fell into corners”.

YARRAM WEEKEND cont

We continued on to the 90-Mile Beach and the Loch Sport road by mistake, then a stop to look at the ocean at Golden Beach. Onto Seaspray and the back roads to the Sth Gipps Highway.

We stopped at Woodside to look at the Omega Navigation Tower, but unfortunately this facility is now closed! We droned on down the highway for 18 boring kilometres where all of us experienced the bum numbing corrugations along this section of road.

Back to the pub and a shower, Les Leahy had arrived to spend the night with us after continuing on from his Churchill Island pre-ride. He had noticed the battered Seca outside the pub so he knew he was in the right place!

Much discussion revolved around Wayne's crash, basically he had come into the corner a bit hot, braked, ran wide, struck some gravel and down he went. The bike had survived quite well with the trip under the armco just shredding the fairing. According to Les this was an easy fix and would even make a great naked bike with very little effort, but Wayne wanted it written-off so he could indulge in another newer bike. *(it has since been written off by the insurance).*

After some time straightening the bike out for the return trip on Monday we headed for the "other pub" and dinner. This proved to be a good choice with Les picking it on account of all the locals inside. After several hours and a trip to the pizza shop for ice creams, Lyn, Les & I headed for bed. The others stayed on to watch the televised night football.

At about 12.30am my deep sleep turned into a nightmare when I thought I heard Ben calling out my name, sure enough there he was perched precariously on the glass bistro roof outside my second floor room window! Apparently after he, Tony & Wayne had finished watching the football they returned to our Pub to find it locked, and no amount of banging on the front door could raise anyone. So the plan was to wake me and unlock the back door. Only problem was, first to climb over the back fence into the courtyard and then secondly to get up onto the roof of the bistro to where they thought my room was. Fortunately the plan worked, heaven help them had they picked the wrong room!

Monday 10th

Back down to the bakery for breakfast and to plan our trip home. Two nights in the lumpy/saggy pub bed had really played havoc with my injuries, still a few/several Panadol would make it bearable.

Wayne would proceed directly home and Les, being an early riser had long gone. That left the four of us to map out a route back to Melbourne and with Ben leading this would encompass every 'good' road in South Gippsland.

Back up the Hyland Highway to Gormandale then north until the Loy Yang Power Station, around to Churchill, south to Boolarra then Boolarra Sth, onto Limonite and Mirboo North for lunch.

After a bit of a break it was back to Boolarra via the north road then down the middle road back to Limonite? We had just visited the same place by three different roads and it wasn't really apparent! Onto Dumbalk, then around Leongatha to Arawata and Poowong before the familiar roads into Drouin.

Our coffee stop here was interrupted by a horde of local kids who wanted to know all about the bikes and "Whose was the fastest? Who was the leader? If you die who will you give your bike to? Where do you live? Why did you stop here? If you lived in Drouin for 11 years you wouldn't bother stopping here!" Boy talk about the "third degree" fortunately they soon ran out of questions and left us to harass some other people. We could now relax and talk about the weekend that was, and that even the most average destination can still turn out enjoyable.

On to the last leg of our journey as we headed to Longwarry, Nar Nar Goon and Pakenham. Ben & Lyn left here and headed north up the Cockatoo road with Tony departing not long after at Narre Warren. Finally home and time to contemplate on the end of another great weekend, but with good company good times are bound to happen.

Ian
RF900

12.3% leap in bike sales

EVER-GROWING popularity of motorcycles is revealed in just-released sales figures for 1997. All up, 25,333 new motorcycles were registered in Australia last year – this many again were sold for agricultural, recreational and competition use, including ATVs (all-terrain vehicles, such as imported small four-wheelers) for "personal" use on properties and not needing registration.

* Statutory Warranty 2nd hand bikes; Guz recieved correspondence from Jenny Trewella:Motorcycle representative for VACC, advising us not to bother persuing any further because "the dealers and buyers have a gentlemans agreement thats working just fine"

*VMAC; Detlef voted VMC representative to sit on Victorian Motorcycle advisory Council.

* Chris to ask brother to attend next meeting, he has been on various committees that have presented reports on roadside furniture Safety.

* Comments on Iquiry Into the Review of Motorcycling Safety in Victoria" this went on at length. to abrieviate- Mostly bigotry anti motorcyclist attitude, we don't want to rubbish whole report for many reasons, 1. being there is a few good points in it, I did say few. But report needs to be attacked piece at a time and delt with.... Chris is going to start with Rego and insurance, focusing on the third party premiums proposed to go under the TAC'No fault' scheme. This is not good for us! I will concentrate on Chapter 4. road design and maintenance.

* MAG went to Canberra 1st+2nd March to attend NSW M/cycle Council meeting. No VMC members attended, They have submitted letter of support for NSWMC Policy to remove wirerope barriers. We will offer same. Jim has organised Greg Hurst to meet with Vmc delegates in Melbourne Sunday 15th. March.

* New Austrian product on market instead of bitumen.. cheaper better grip, synthetic. Must look into.

* Chris Lamblin to give presentation on to promote VMC at H.A.s Poker Run 14th. March, where there will be multitude of clubs represented.

In an effort to avoid PTC billing MRAA Toy Run for incured expeses. It has been proposed to be classed as Community Based Event, listing it with the likes of Aust. Day March and ANZAC Day March. So will be exempt from charges if this occurs

* TUNE IN.... new radio show Handle (Triumph Owners Club) and Guz (MAG).. "Cutting through it" 90.7 fm Sunday 9-11am. Guz says " If your easily offended don't tune in.

ALSO...Sunday 15th. March, I attended a meeting with other VMC delegates Which Jim Cutts from MAG had arranged with Speaker Greg Hirst Special Projects Officer NSW Motorcycle Council. Known to be THE Motrocycle Rights Campaigner/Activist in Oz, We weren't there to discuss specific issues really, more to gain some insight and knowledge from his experience how to, manage, promote and present the VMC. Very interesting and useful to me I was especially glad to hear of the FMC(Federal Motorcycle Coalition) on which Greg Hirst sits along with delegates from AMC(Aust.Motorcycle Council) Ulysses, MRAQld, Bikers Aust, MCC and NSWMC. The best bit is they have meetings with FORS(Federal Office Road Safety). This makes me feel more optomistic about eventually having worrisome issues delt with.

John ASXRE

Wombat State Forest 28/2/98

Steve L XL Rob L Dominator Mark D XT660

I volunteered to lead the hordes to Laverton so Steve didn't have to come into the city KBCP as stated on the itinerary, it's a good place to stay away from at 9:30 Saturday morning. A crowd of us met at the servo, we left sat about 10:15 giving others a chance to turn up. We headed north to Cobbledick Ford crossing Werribee River, the water was low, just over two thirds of the wheel deep. Then following dirt roads, previously ridden by Club road rides, "those were the days", (*Yeah, of bikes that didn't cost an arm and a leg...ED*) through Werribee Gorge stopping for Morning Tea. We talked about who would do the write up, Steve shouldn't as he's leading, Rob wouldn't because of politics, which left Me, "Man, and I've got a 2000 word essay to hand in this week"...oh Well.

We headed north again and were soon in the Wombat Forest. Steve warned us about a steep hill stopping at the top, last time he rode this area was on the GS, a bit of a handful. (*Oh, surely not?...ED.*) But since we all had "Real" bikes today it was no problem. We followed a tree lined track along side a creek, plenty of mud but not slushy, reminding me of some of the tracks I used on my Queensland trip. (*Where are the stories about that epic, Mark?...ED*)

The next track was slightly rutted with rocky descents, just enough to make you pick your way, a bit like South Australia, a good contrast of riding in just a few kilometres and very enjoyable. We wound our way through to Blackwood for lunch on the decking at the back of the store in the sun overlooking the hills that surround.

As small groups travel faster, we were ahead of time, this gave us time to explore some of the side tracks along our way back. Steve found a way through a seldom used track with a steep descent and ascent over a dry creek bed, this is the sort of stuff I like, a few ruts, lots of trees, narrow and tight bends. Steve was riding his XL so it seemed fitting to ride a track called the XL track. Along the way the track forked and merged onto itself. There was a steep hill here, so Rob rode around to the top for a closer look, before long he had the front wheel tipping over the edge of the hill which was more like a cliff. Using good braking skills and control he managed the Dominator to the bottom, and then turned the bike to go back up. He almost made the top when the front wheel lifted. Rob decelerated so the bike wouldn't flip over the top of him, but lost revs and put the bike down. However, it was a great effort. Steve and I walked up the hill and it took the three of us to get the bike upright, it was hard enough just to stand up. We continued along our way and found the opposite end of the track Steve wanted to look at, I decided to go back along the main track, which is steep enough on its own. Last year we tried the track going up the hill, but Steve, with Sue on the back, came off. We met up the road a bit and by the sound of it both Rob and Steve enjoyed themselves immensely. We broke up at Bacchus Marsh, Rob headed straight home while Steve and I partied on until late. It was a great day, Thanks Steve for leading and Rob for rear riding.

Mark Dennis XTZ660

CLUB PARTICIPANT OF THE YEAR: POINTS TO DATE:

compiled by Ben Warden,

The first ten positions are as follows:

1. Ben Warden	82	2. Steve Leyland	50	3. Lyn Duncan	49
4. Jon Riddett	47	5. John Willis	44	6. Di Welsford	42
7. Rob Matricciani	39	8. Tim Walker	38	9. Les Leahy	34
10. Ian Payne	30				

(An excerpt from the Constitution of the Motorcycle Touring Club of Victoria Inc.)

PROCEEDINGS AT MEETINGS

12. (1) All business that is transacted at a special general meeting and all business that is transacted at the annual general meeting with the exception of that specially referred to in these rules as being the ordinary business of the annual general meeting shall be deemed to be special business.

(2) No item of business shall be transacted at a general meeting unless a quorum of members entitled under these rules to vote is present during the time when the meeting is considering that item.

(3) Fifteen (15) members personally present (being members entitled under these rules to vote at a general meeting) constitute a quorum for the transaction of business at a general meeting. A minimum of four (4) members of the Committee must be included in the quorum.

(4) If within half an hour after the appointed time for the commencement of a general meeting, a quorum is not present, the meeting if convened upon the requisition of members shall be dissolved, and in any other case, shall stand adjourned to the same day in the next week at the same time and (unless another place is specified by the chairman at the time of the adjournment or by written notice to members given before the day to which the meeting is adjourned) at the same place, and if at the adjourned meeting the quorum is not present within a half an hour after the time appointed for the commencement of the meeting, the members present (being not less than eight (8)) shall be a quorum.

13. (1) The President, or in his absence, the Vice-President, shall preside as chairman at each General Meeting of the Association.

(2) If the President and the Vice-President are absent from the General meeting, the members present shall elect one of their number to preside as chairman of the meeting.

14. (1) The chairman of a general meeting, at which a quorum is present, may with the consent of the meeting, adjourn the meeting from time to time, and place to place, but no business shall be transacted at an adjourned meeting other than the business left unfinished at the meeting at which the adjournment took place.

(2) Where a meeting is adjourned for fourteen days or more, a like notice of the adjourned meeting shall be given as in the case of the general meeting.

(3) Except as provided in sub clauses (1) and (2), it is not necessary to give notice of an adjournment or of the business to be transacted at the adjourned meeting.

15. A question arising at a general meeting of the Association shall be determined on a show of hands and unless before or on the declaration of the show of hands a poll is demanded, a declaration by the chairman that a resolution has, by a show of hands, been carried or carried unanimously or carried by a particular majority or lost, an entry to that effect in the Minute Book of the Association, is evidence of the fact, without proof of the number or proportion of the votes recorded in favour of, or against, that resolution.

16. (1) Upon any questions arising at a general meeting of the Association, a member has one (1) vote only.

(2) All votes shall be given personally or by proxy

(3) In the case of an equality of voting on a question, the chairman of the meeting is entitled to exercise a second or casting vote.

17. (1) If at a meeting a poll on any question is demanded by not less than ten (10) members, it shall be taken at that meeting in such a manner as the Chairman may direct and the resolution of the poll shall be deemed to be a resolution of the meeting on that question.

(2) A poll that is demanded on the election of a Chairman or on a question of adjournment shall be taken forthwith and a poll that is demanded on any other question shall be taken at such time before the close of the meeting as the Chairman may direct.

18. A member is not entitled to vote at any general meeting unless all monies due and payable by him to the Association have been paid, other than the amount of the annual subscription payable in respect of the current financial year.

19. (1) Each member shall be entitled to appoint another member as his proxy by notice given to the Secretary no later than 24 hours before the time of the meeting in respect of which the proxy is appointed.

(2) The notice appointing the proxy shall be in the form set out in Appendix 2.

MOTORCYCLE TOURING CLUB OF VICTORIA INC.
PO BOX 453, Richmond, Victoria, 3121

Application for membership of The Motorcycle Touring Club of Victoria Inc.

I,
(Full Name of Applicant)

of
(Address)

Ph No:.....Occupation.....

desire to become a Full member of the Motorcycle Touring Club of Victoria Incorporated

In the event of my admission as a member, I agree to be bound by the rules and road rules of the Association for the time being in force.

Signature of Applicant.....

Date.....

I,, a member of
the Association, nominate the applicant, who is personally known to me, for membership of the Association.

Signature of Proposer.....

Date.....

I,, a member of
the Association, second the nomination of the applicant, who is personally known to me, for membership of the Association.

Signature of Secunder.....

Date.....

I,, a Committee
member of the Association, nominate the applicant, who is personally known to me, for membership of the Association.

Signature of Committee Member.....

Date.....

Full Membership \$25.00

Please forward completed form and payment to P.O.Box 453, Richmond, 3121

CONDITIONS OF PARTICIPATION

1. DEFINITIONS

Motorcycle means any Motorcycle owned by the Participant, loaned to the Participant including the Motorcycle or Motorcycles details of which appear in the Schedule on the front of this document.

Participant means the person named in this schedule

Permitted areas means the areas in which the event is to be conducted, including the areas listed in the schedule.

2. EXCLUSION OF LIABILITY

2.1 The Participant is responsible for the protection and safety of the Participant and of all the Participants property or other property used by the Participant.

2.2 To the extent permitted by law, the M.T.C.V. and all duly elected Committee Members will not be liable for any loss, damage, injury, costs, penalties or fines whatsoever suffered or incurred at any time by the Participant as a result of or in connection with the Participants presence, or activities engaged in by the Participant (including use of a Motorcycle), at the Ride Day whether such cost, damage, injury, penalties or fines is caused or contributed to by any negligence on the part of the M.T.C.V. or its duly elected members of Committee.

3. INDEMNITY

3.1 The Participant and, where the Participant is less than 18 years of age, the Participants parent/guardian jointly and severally shall indemnify the M.T.C.V. and its duly elected members of Committee, to the extent permitted by law in respect of any actions, suits, proceedings, claims, demands, losses, damages, costs, penalties and fines whatsoever arising as a result of or in connection with the Participants presence, or activities engaged in by the Participant (including the use of a Motorcycle) at the Ride Day whether caused or contributed to by any negligence on the part of M.T.C.V. and its duly elected members of Committee.

3.2 Without limiting the generality of Clause 3.1 the indemnity extends to claims in respect of:

(a) loss or damage (including consequential loss arising therefrom) to any property whatsoever (including the property of the M.T.C.V. and its duly elected members of Committee.)

(b) death or bodily injury to the Participant, M.T.C.V. and its duly elected members of Committee, or any third party.

4. WARRANTY AS TO AGE AND MEDICAL CONDITION

The Participant warrants that the Participant is 18 years or older and is not subject to any medical disability or condition which would render participation in the Ride Day unsafe.

5. PERMITTED AREAS

5.1 Where, as part of the Ride Day promotion, the Participant rides a Motorcycle, the Participant agrees to ride the Motorcycle only in the Permitted areas.

5.2 Where the Highway is included in the Permitted areas, the Participant warrant that:

(a) the Participant is of licence age or older, and

(b) the Participant holds the driving licence, the details of which appear in the Schedule, and the licence is current.

In this clause 5.2:

(c) "Highway" means a "highway" as defined in section 3 of the Road Safety Act 1986 (Victoria) or, where applicable, the equivalent definitions in the corresponding legislation of other States and Territories and,

(d) "Licence Age" means 18 years (where Permitted Areas are in Victoria) or the minimum age at which a drivers licence may be granted (where Permitted Area are in another State or Territory)

M.T.C.V.RIDE DAY AGREEMENT

Conditions of Participation

including exclusion of liability and indemnity

WARNING!!!

This is an important document which affects your legal rights and obligations. Read it carefully and do not sign it unless you are satisfied that you understand it. Participation in the Ride Day (including riding or being a pillion passenger on a Motorcycle) is potentially hazardous and can lead to injury, damage and loss. Participation in the Ride Day is subject to the terms and conditions SET OUT ON THIS PAGE AND ON THE REVERSE PAGE of this document.

ACKNOWLEDGMENT:

1. The Participant acknowledges that:

(a) other people will be present at the Ride Day and using the permitted area, and

(b) the Participants presence at the Ride Day and activities engaged in by the Participant (including riding a Motorcycle) as part of the Ride Day may expose the Participant to danger either from incidents caused by the Participant, or by another person, or by the nature of the activities conducted as part of the Ride Day (including any activities conducted at any of the permitted areas).

2.The Participant acknowledges that the conditions on the reverse page include an exclusion of liability by the Motorcycle Touring Club of Victoria, its duly elected members of committee and all other registered members.

SCHEDULE

Winton Racetrack Ride Day

Location: Winton Race Track, Victoria. Date: Saturday 23rd May 1998

Name of

Participant:.....

Address of

Participant:.....

Postcode: Phone:DOB:

Drivers Licence: State: Number:Expires:.....

Payment Included:\$.....Member of MTCV...Yes /No

Members \$65.00

Non-Members \$75.00

PROPOSED INCREASES IN MOTORCYCLE REGISTRATION CHARGES

If you want to fight this proposed legislation which is for an up to 400% increase in compulsory third party insurance charges

WRITE LETTERS

Writing letters is the best way to get politicians to take notice of you. Bombard them with letters.

You must write to

1. The State Minister for Roads proposing the legislation
2. Your local State Member
3. The State Opposition spokesman for road safety matters
4. The Federal Government Minister for road safety matters
5. The Federal Opposition spokesman for road safety matters
6. Your local newspaper
7. All metropolitan daily newspapers

YOU CAN GATHER THE INFORMATION FOR NAMES AND ADDRESSES OF THESE POLITICIANS BY TELEPHONING REVS, AUST MOTORCYCLE NEWS, YOUR OWN CLUB OR LOCAL NEWSPAPERS ETC.

The Minister has stated that it is "irrelevant" that car drivers cause most of the "accidents" (read commit gross negligence) because we have a "no fault" system and that motorcycle riders must pay because it costs more to patch them up.

Bullshit. The trouble is that most car drivers couldn't drive a nail through butter!

If we do indeed have a no fault system then ALL road users should pay according to a rate calculated on the time and distance they are on the road, which is clearly unviable – therefore the best way is for EVERYONE on the road to pay equally, remove the "no fault" system and make people who cause "accidents" pay up AND put more emphasis on DRIVER TRAINING. "No fault" really means "no responsibility" to car drivers whether it is from the TAC or from private insurance companies who are now advertising that you can cause an "accident" without any penalty at all! Very bloody funny.

Write to the people listed above –

To the Government of the day tell them that you will NEVER vote for them and that you will actively fight them in election campaigns and that education is the answer, not persecution.

To the Opposition parties, pledge your support if they support motorcycle riders and driver training.

To the newspapers, say what you think ... it's still a free country and innocent minorities are legally protected against persecution, even by governments, who are our employees.

When you park your bike in the city or suburbs, use one whole parking space to get the message across to car drivers and the general public that something is going on. If they get pissed off, explain to them quietly why you are doing it. Do not lose your temper – if you lose your temper, you're stuffed and we don't need any bad press.

Sign petitions if you see them • Attend rallies

Join a club, any club, because organised opposition is the best opposition.

DON'T LET KENNETT AND HIS CRONIES DRIVE US OFF THE ROAD

It will cost you about 2 hours of your time and five or six bucks to write to these people – that's a hell of lot better than their bullshit proposals.

WRITE TO RIDE! DO IT NOW!