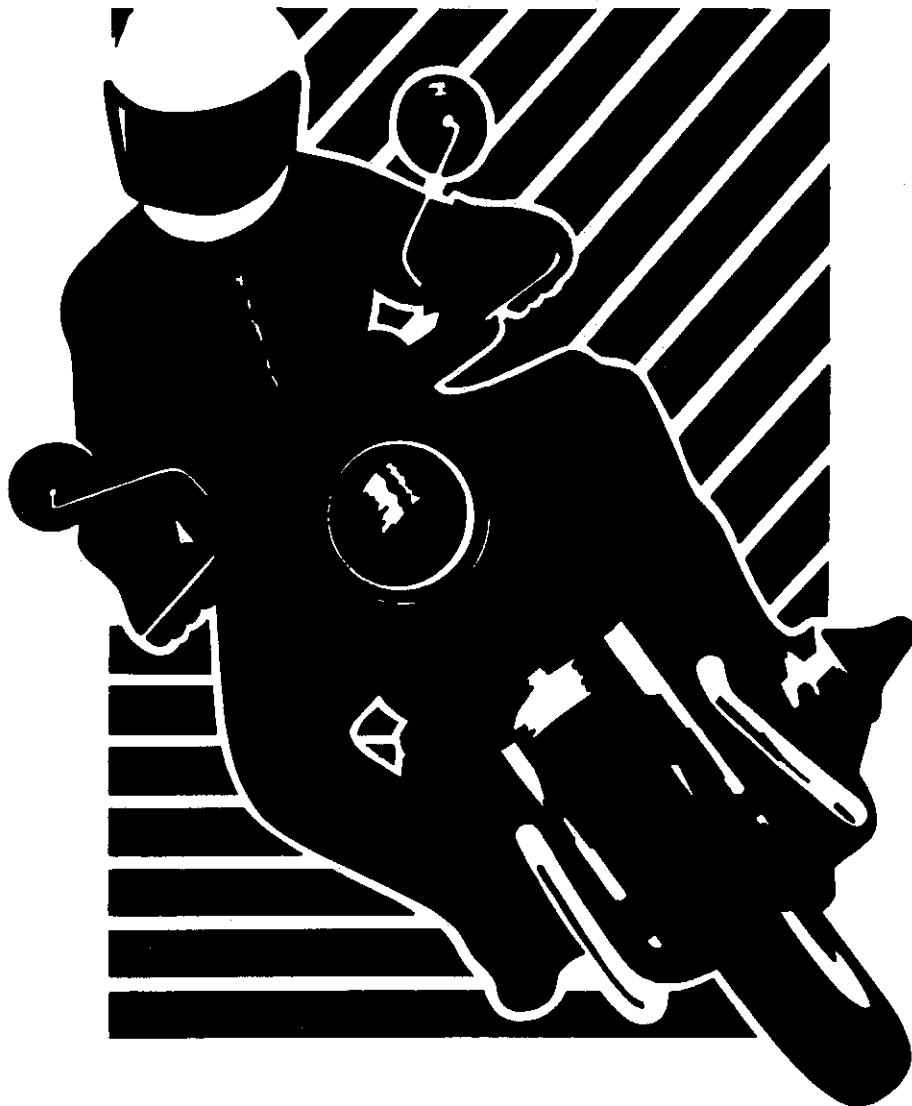


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MOTORCYCLE TOURING CLUB OF VICTORIA INC.

P.O. Box 453, Richmond 3121, Victoria

August 1998 Itinerary

August

Thursday 6th

General Meeting, 8.15 pm
Guest Speaker: Phill Cottier, Grice and Grice Solicitors

Sunday 9th

Licola
9.30 am KBCP, 10.15 am Hallam

Ben Warden leading

The Heyfield - Licola Road is great road for motorcyclists. It follows a river valley skirting around low lying hills for about 40 km. The road surface offers excellent grip and there are no intersections. The only hazard is the occasional on-coming 4WD. We will be taking all back roads parallel to the highway with first stop at Moe. Expect around 450 km for the day. No dirt.

Sunday 16th

Pig and Whistle Counter Lunch
9.30 am KBCP, 10.30 am Whittlesea

Ian Payne leading

The Club has never been to this exclusive pub before so give it a go. Chances are it will be cold, if not wet, so the open log fire will be much appreciated. This will be a leisurely ride so bring your better half. The route will include Pyalong (morning tea), Lancefield and Kyneton. Expect about 280 km for the day. Numbers participating are important so see inside for more details. No dirt.

Thursday 20th

Social Sip - Baden Powell Hotel, 61 Victoria Parade, Collingwood, 7 pm

Sunday 23rd

Kinglake
9.30 am KBCP, 10.15 am Hallam

Paul Tallents leading

The last time Paul lead this ride there were over thirty bikes. It was well researched and we only travelled on the best roads. From the starting and finishing locations it is clear we will be heading through the Dandenongs with their inherent problems: cars, driveways, double white lines. Be patient and tolerant. Expect around 350 km of twisties, fast and slow. Should be a great ride.

Sunday 30th

Poowong via Powelltown
9.30 am KBCP, 10.15 am Hallam

Tony Pricor leading

Tony's first ride as a leader. Let's all get out there and support him! The route will be north from Hallam to Woori Yallock, along the Warburton Highway a smidge and then down to Powelltown and Noojee (1st stop). On to Warragul and south to Poowong along little used central Gippsland roads. Maybe back to Drouin to break-up at Narre Warren. Expect about 400 km of great motorcycling roads. No dirt.

September

Thursday 6th

General Meeting, 8.15 pm
Guest Speaker: Jon Riddett "Survey Report and Analysis"

Jon will give a short (30 minute) presentation on the *Survey Report and Analysis* document he produced from the surveys submitted by members about a year ago, excerpts in this magazine. There will be a further 20 minutes of question time if needed. Study the excerpts and have your questions ready!

Captains Report - JULY 1998

<i>Sunday 5th</i>	Destination :	East
	Leader :	Ben Warden
	Bikes :	4 (4 people)
	Weather :	Rained all day
	Distance :	250 km
	Incidents :	Abandoned at Broadford
<i>Sunday 12th</i>	Destination :	Waratah Bay
	Leader :	Les Leahy
	Bikes :	12 (13 people)
	Weather :	Fine
	Distance :	450 km
	Incidents :	none
<i>Sunday 19th</i>	Destination :	Whittlesea Toboggan Park
	Leader :	Paul Tallents
	Bikes :	16
	Weather :	Excellent
	Distance :	250 km
	Incidents :	Stew Forster fastest
<i>Saturday 26th</i>	Destination :	Mt Donna Buang Snow Ride
	Organiser :	Stewart Foster
	Bikes :	2
	Weather :	Bleak
	Distance :	Cancelled at Yarra Glen
	Incidents :	None
<i>Sunday 3rd August</i>	Destination :	Yaloak Vale Hill Climb (Ballan area)
	Leader :	Geoff Jones
	Bikes :	8
	Weather :	Cold wind
	Distance :	400 km
	Incidents :	Tim Walker won, Stew Forster 2nd

ARAL Lubricants Ride Day at Phillip Island, Sunday August 16th

Cost: \$70 includes lunch and 4 litres of oil products; 100 entries only

Times: gates open: 8am, on track : 9.30 am to 5 pm; vacate complex by 6 pm

Restrictions: 95 dB, 3 classes: novice, intermediate, race, colour coded; 20 minute sessions

Family Day: hot lunch for kids \$6, adults \$12

Cheques: payable to International Oil Products, 38 Gibbon Ave Vermont South 3133

Contact: Sean Madden, Ph: 9803-1779 Mob: 0419-500-974

Email: aral@labyrinth.net.au home page: <http://www.manmor.com.au/aral>

See Ben or Dave Moore for more details

August Who's News

Andi Sirninger has acquired a new Yamaha R1 and was seen riding it on the Flowerdale - Yea ride. Factory claims include 150 ps and 177 kg. Good numbers. The bike represents the next leap in performance and sets the standards for others to aim for. They are winning bike comparos everywhere.

For Sale: Rear tyres: Dunlop 207 Sportsmax size 180/55/17 almost new, street compound, \$150. Bridgestone Battax BT56R almost new, patched (properly), street compound, \$140. See Ben.

Geraldine East has had the plate and five screws removed from her collar bone and is making steady progress. We wish her a speedy recovery.

The **MTCV home page** took another 104 hits last month bringing it up to 2194 since April 1995. Thanks to **Darren Hosking** who is scanning in photos and developing a visitors page where readers give us positive and negative feedback. We'll also be able to see where in the world people are visiting from. Should be interesting. He is also developing an *MTCV members only* page, currently listing email addresses. You will need a password.

Ben Warden has been dirt riding for the past 2 Saturdays riding Tony Prictor's WR360 two stroke 104 kg weapon. Last Saturday **John Willis, Lyn Duncan, Kristen,** and **Tony Prictor** and Ben rode with 19 other mud grubs around Castlemaine tracks with AMTRA. It was excellent. The week before John, Lyn, Tony, Kristen, **Rob Langer** and Ben did Paul's Range out of Healesville. John and Lyn know lots of interesting tracks. We had some good crashes. Another great day. Tony is trying to get me bike-fit for our trip to Darwin in September. The plan is to tow the bikes (my Dominator, his XR600) with his Jeep and visit all the sites: Cooper Pedy, Ayers Rock, Kings Canyon, Alice Springs, Kakadu and Lichfield National parks, etc riding the bikes whenever we feel like it. Annual leave starts Monday August 31st. Any people with first hand experience of what to see and do please contact either Tony or Ben. Neither of us have been there before and would welcome input. Note: Rob Langer is also heading north in September!

Stewart Forster married Amanda Windsor on July 5th and hence was unable to lead his designated ride. We wish them all the best.

PIG & WHISTLE COUNTERLUNCH Sunday 16th August

Due to the popularity of this venue, the proprietor has requested we pre-book for the spit roast countermeals.

Therefore those wishing to attend the lunch are requested to notify Ian Payne so a suitable number of seats can be booked. Those not intending to eat at the Pub but still come on the ride are "reminded" that there is **NO** other eatery in the town and Trentham (Approx 6kms) is the closest take-away.

Contact:- Ian Payne, phone 9558-4740 (H) or 9550-6312 (Bus)

Pig & Whistle Hotel

Cnr James Lane and Pearsons Rd.

TRENTHAM EAST, VICTORIA, 3458

Phone: 54 24 1213



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"in the middle of nowhere"**

TONY'S RACE REPORT JULY 98

Winton 11 & 12 July Saturday at Benalla, I was greeted with an extremely cold morning, probably between 2 to 3 degrees C. About 3mm of ice covered the car and bike. I arrived at Winton about 7:30am, unloaded and had the bike scrutineered by 8:00am. It was still very cold, I had to wire brush ice off the rear tyre of the bike. Can't warm the bike up until 9:00am, with the first practice session of about 10 minutes at 9:45am. All goes to plan, the bike is running well, but I'm a bit cautious about the track as it's still pretty cold. Lap times don't matter as the grid position is decided before the weekend, based on previous results. The second practice session also goes well.

The first race of the afternoon is in the 350 - 600cc Expert, Non Expert and Novice race. I'm classified as a "Novice" as it's my first season and this is actually my first Hartwell Club Race meeting. I finished 19 from 27 overall and 6 from 10 in the "Novice" ranks.

The second race is the "Novice" race. I retired due to lack of fuel. I had used a lot more than I thought, although it sounded as though there was still sufficient in there for a four lap race. ..(Why not get the fuel gauge fixed Tony??..GE)

Sunday was another cold morning. One warm-up session, then the first race, another 350 - 600cc Expert, Non Expert and Novice class. Had a good race with a "Non - Expert" on a Supermono, I got past him on the last lap, but the bike had started to feel as though the clutch was slipping.

In Sunday afternoons' "Novice" race, the "assumed" clutch slip got really bad so I retired after two laps. The end of my racing for the weekend, meaning I would miss the singles race which was to have 41 starters.

The following week I replaced the clutch and went to Broadford for the last round of the B & C Series, assuming that I had successfully fixed the problem. In the first practice session I found that it was not just a clutch problem but a gearbox problem. Now fearing that I had most likely broken a tooth on 3rd gear, (as the problem is only occurring in third,) I retired the bike for the day to prevent further damage.

At this stage I was doing well in the Thunderbike and Single Classes. Second in the Thunderbikes, third in the Singles. Would I stay in that position for the series? I could only hope. I had enough points at the end of the day to maintain the second in the Thunderbike class by one point and finished fourth in the Singles class, six points short of third place.

Engine is now out of the bike awaiting disassembly.

Tony Schrader

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Yaloak Vale Hill Climb - Sunday 2nd August

Geoff Jones	RZ350 (Leader)	Stewart Forster	VTR1000
Tim Walker	ZX7R	Steve Leyland & Sue Wells	R1100GS
Lyn Duncan	ZXR750	Patrick (2nd ride)	Across

Arriving at Laverton, my first reaction was "no bikes ! - I must have missed them". I quickly checked my watch - 9:45am - no problem. As I refuelled Geoff and Stew arrived from the KBCP, no one else. I'd expected a pretty big turn out, but the weather forecast was for a few showers, so perhaps this had kept people away. Steve & Sue, Lyn, John and Ben showed up and soon we were off. Lyn volunteered to go rear rider, due to her delicate points condition, and Ben nominated me to be the scribe. No need for the corner marking blurb today.

Geoff led us out through the back streets of Laverton, heading basically northwest, keeping to the south of Melton and Bacchus Marsh. After about half an hour we were there. The Yaloak Vale Hill Climb. Ben introduced me to this piece of road last year on the trip to Adelaide and Les had also brought me this way on the way to the Navigation trial. After travelling along straight but rough roads it's a sudden twisty steep rise up to a plateau with a particularly tight right hairpin.

Geoff's wife Val, and daughter Melissa, were waiting at the bottom with the timing gear. Patrick, having ridden from Ballarat, was also there. Geoff led us up to the top on a 'sighting' run. Gentle right hand turn over a bridge, but gravel if you don't keep in the car tracks, longish straight section, left, right, up, left, right, up, left, etc... His son, Ben, had his car parked up on the embankment on the outside of the last turn. The cars headlights were visible from the starting point at the bottom. We returned to the bottom, ready for the action, while Sue and Lyn stayed at the top. Lyn with camera at the ready.

Geoff was timekeeper, and Ben was first off. Pretty soon we saw the headlights flash, and I was next. It was all over so fast. No dramas, but when I got off my bike my hands were shaking like I had the DTs. We waited at the top as the others followed, contrasting the beautiful beat of the VTR to the scream of the Across over revving. Times were relayed bottom to top using mobile phones. Ben was in front, and as there was only a small turnout it was suggested that we should have a second run. I went first this time, pushing it a bit harder. I was most surprised when I ended up with the best time.

	First Run	Second Run
Patrick	1:22.5	1:21.6
Ben	1:18.6	1:18.1
Steve	1:23.2	1:22.6
Stew	1:22.0	1:17.6
John	1:20.7	
Tim	1:19.4	1:16.3
Geoff		1:30

With the fun over and no incidents we headed into Ballan for an early lunch. The afternoon resumed the flavour of a normal club ride. Ballan, Blackwood, Trentham, Kyneton, Pyalong, Broadford, Strath Creek, Kinglake West, and finishing in Whittlesea at an early 3:10pm.

Geoff went to the trouble of preparing a magnificent perpetual trophy consisting of an RZ350 "stretched" conrod. I wonder where he got that from? I look forward to defending it next year.

Great day. Distance covered : 350 km.

Tim ZX7R.

Mt Donna Buang Snow Ride

Sunday July 26th

Stew

VTR1000 (leader)

Michael

XL250 (rear)

The morning greeted me with heavy rain and I groaned at the prospect of leading a ride through rain. Despite a better offer by the light of my life, duty called and grumbling I pulled on the set of wets and headed out into the deluge.

Typical wet weather Melbourne traffic: people either speeding WAY too fast for the slippery conditions (oil was everywhere) or moving so slowly as to make the disparate speeds a major hazard.

Arriving at KBCP I was greeted with the sight of nobody. Could've guessed that one. Waiting just in case, I waited until 9:35 am before heading off to Yarra Glen. Pulling up at the first set of lights, Michael on a XL250 rolls up and introduces himself as the solitary rider who will join me.

I commented on the slippery conditions and asked about Michael's tyres and their respective grip in the wet. He said he never had problems. I must've put the hex on him as pulling onto the Eastern Freeway from Hoddle St around the treacherous in-wet, tight, off-camber (in parts) and slippery on-ramp the XL went down and both bike and rider went sliding into the main lane. Luckily cars pulled up in time and apart from a few scratches to the XL, all was fine. Michael was unhurt.

Through the Christmas Hills where the roads were starting to dry we arrived in Yarra Glen where no more bikes were to be seen. Dianne, Wayne and Ron were there in cars and after a bit of a chat and peering at the oncoming storm, Michael and I democratically decided to abort the ride. So it was homewards again to collect that rain-check!

Stew.

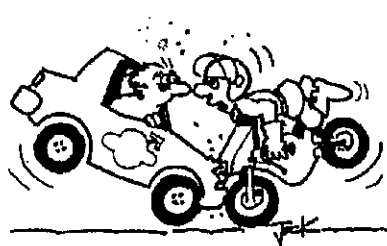
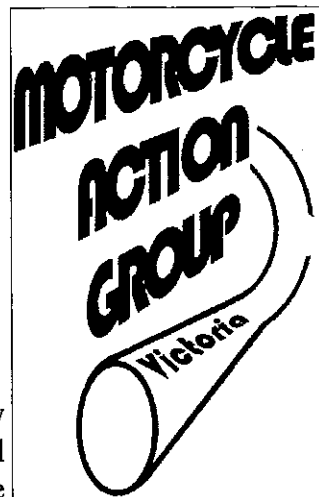
'Motorcycle Action Group of Victoria' was formed by a group of experienced long term Victorian motorcyclists. A new player in the Australian Riders Rights movement, it's one and only purpose is the rights and safety of motorcyclists and the enhancement of their lifestyle.

The group has strong links to other Australian and overseas groups and is intended to give the average rider a political voice and a genuine say in the running of their organisation. We cater for all motorcyclists, from beginner to veteran, male and female. Social rides, track days and other events will help to finance the group and provide a sense of belonging.



Political lobbying may be a dry subject for many riders but most understand that it is necessary. All subgroups within the community need a voice in the modern world and we riders need it more than most.

Our intention is to involve the average member. Lobbying can be as little as hassling your local council about a growing pothole, or as large as taking on the European Parliament over globally directed legislation. All things are achievable but it can't be done by one person.



As with all volunteer organisations MAGVic needs your support. Membership costs \$12. M.A.G Victoria can be contacted by post at P.O Box 459 Kilmore, Victoria 3764 or call the Membership Secretary, Janice on

03 5977 6113.



Alpine Toboggan Park, Sunday 19th July 1998

Riders

YZF600	Paul Tallents (leader, no tobogganing)
YZF750	Craig Morley (no tobogganing)
VFR750	Mark Turner (no tobogganing)
TRX850	John Willis (no tobogganing)
GSXR750	Lyn Duncan (no tobogganing)
RF900	Ian Payne
VTR1000	Tony Prictor (no tobogganing)
VTR1000	Wendy & Darren Hosking
VTR1000	Stewart Forster
VFR750	Luke and Stav Richardson
CB400/4	Ron & Julie Johnson (rear rider)
ZX9	Wayne Grant (city to Whittlesea only)
ZXR750	Ben Warden
ZZR	Darren Webster (arrived at Whittlesea at approximately 1pm)
ZX6	Ian (3 rd ride) (city to Whittlesea only)
ZX9	Zino (3 rd ride)
GPx600	Kristen (1 st ride)
Porsche	Jon Riddett (arrived at Whittlesea at approximately 11.30am)

Route

KBCP to Whittlesea (toboggan park, lunch), Wallan, Wandong, Broadford, Trawool, Seymour, Highlands, Yea (food break), Flowerdale, Kinglake West (break up).

The Ride

As I passed the Alpine Toboggan Park on the way to the Whittlesea pick-up I checked the car park for bikes and not seeing any I assumed we were on time (I was late to the last Whittlesea pick up). The group chatted for a while as a few more people rolled up. I checked out Stew's new steering damper on his VTR which is neatly hidden behind the fairing.

It was a beautiful day to be out (riding or tobogganing or both) as the sky was clear and the sun shining. According to the weather report later that day the temperature reached 16 degrees Celsius.

We headed to the Toboggan Park which was a couple of minutes down the main road and those who decided to enter were in their toboggans being towed to the top of the run by about 11 am. Admission to the park was \$20 (no group discount unless you book ahead as Sunday is their best day). A few people weren't interested in visiting the park and entertained themselves in the car park (valet parking and security for the rest of the bikes :-).

Rides and amusements included the toboggan run, go carts, mini golf, playground equipment and a water slide (if only someone had mentioned to bring bathers!). The toboggans seemed to vary slightly in performance but all had a large brake lever in the centre which was not required once you'd had a few goes.

The track was a few hundred metres of half pipe which was banked at the corners and had a timing system for displaying your time and speed on a large digital display for all to see. The starting position, however, was not strictly enforced so if you could start a reasonable distance before the starting line with some pushing you could significantly improve your time.

Stew set an impressive time very early on which no one was able to beat (as shown in the table below) even in a racing tuck (a few even tucked their heads in so they couldn't see where

they were going, but I assume that was only for the straights). Other visitors to the park must have thought we were after a land speed record when I over heard the comment "these guys must be serious, they're in full leathers".

After several toboggan runs people moved on to go carts and mini golf. By the way, if your go cart stuttered and stopped for no apparent reason it's because the guy at the desk can selectively control each go cart. I was sitting on someone's tail when I suddenly stopped (my foot was flat to the floor the whole time) and I thought I'd run out of fuel. After several people flew past me the cart started again.

Lunch was squeezed in between amusements and after everyone had tried out all they were interested in we headed out to the car park to meet the others for a short ride. The route (as listed above) covering roads well know to many in the Club.

With conditions still excellent we headed off. Travelling through Highlands we came over a hill and descended into the clouds where there was a noticeable temperature drop. The view of the hills and the Sun shining on top of the clouds was great.

Continuing on through the gently twisted roads we ascended through the hills and then through a short section of dirt (approximately 5km). At this point my fuel light had already been on for a while and I began to wonder how far we were from the next stop. As the ride was "short" I hadn't filled up again at Whittlesea (I know, I should know better on a VTR). No problems though, we rolled into Yea with 200 kilometres showing on my odometer and filling up suggested I still had about 2 litres left.

By now it was late in the afternoon and had cooled down so most warmed up on a coffee or hot chocolate during the break. After the break Ron and Julie headed home from Yea. After filling up I noticed something appeared to be stuck to my rear tyre, however, on closer inspection I found it was nail stuck right through the centre of the tyre, my second puncture in the last few months. Tyre pressure seemed OK so I continued on from Yea to the break up point at Kinglake West.

The general consensus was that my rear tyre only had a couple of rides left in it so rather than repairing it again I may as well get a new tyre. A good time to check out the Dunlop D207ZR many have recommended for the VTR (and many other bikes). Bidding farewell to all, Wendy and I left and arrived home at 5:30pm having done about 300 kilometres door to door. Overall, it was a great day with a good mix of amusements and riding topped off by a beautiful day. Thanks to the leader, rear riders, and Ben for the stats.

Scores

Here are the toboggan times and golf scores as recorded on the day. Apologies if your time or score is missing. People are listed in order according to their best run.

Toboggan Times:

Stew	56.18, 47.89, 52.52, 52.34
Luke	61.9, 50.9, 51.34, 49.8
Ian	54.15, 50.4, 51.48
Ben	52.15, 52.81, 50.40, 52.21
Ron	61.50, 55.67, 52.54, 51.15
Zino	54.90
Stav	99.99, 80.60, 66.44, 59.6
Julie	94.0, 87.85, 61.0

Golf Scores

Ron	58
Ben	59
Wayne	62
Ian	71
Julie	76
Darren	50
Wendy	51

Waratah Bay

July 12th

Participants:

Les – XTZ660 (leader)

Geoff – RZ350

Warwick – FZR1000 #

Rob & Mandy – VFR750 (R/rider)

Ben – ZXR750

Tim – ZX7

Sam – ZXR750

Danny – TRX850

Ian – RF900RT

Nick – GSXR600

Theo – TL1000 #

Patrick – Suzuki Across #

12 bikes 13 people # Non members

Route:

Hallam, Berwick, Clyde, Koo-Wee-Rup, Lang Lang, PooWong, Arawata, Dumbalk & Meeniyan for morning tea. Buffalo, Fish Creek, Waratah Bay, Walkerville North & Tarwin Lower for lunch. Back via Inverloch, Kongwak, Loch, Nyora, Lang Lang, Koo-Wee-Rup, Clyde & finish at Berwick.

The Ride:

Stewart Forster had initially planned this ride, but had bailed out as he thought he would be unfit to lead. Something about a “party” the night before the ride, so Les Leahy had kindly taken up the challenge for this lengthy ride. We left Hallam and headed off down the highway to Berwick then south to Koo-Wee-Rup and the Sth Gippsland Highway. We turned off at Lang Lang for PooWong where the roads became a bit more interesting. The last section to Ranceby become “really interesting” when we were confronted by an ancient farmer in an equally ancient Reo cattle truck attempting a U-turn on a sweeping left-hander! Fortunately none of the group were caught out, but Danny doing his best imitation of an irate Italian with hand on horn and gesticulating wildly informed the driver of his wrongdoing. Sam left us at this stage while the we continued over the brief dirt section around Arawata then onto Dumbalk and Meeniyan for a well-earned coffee break.

While refuelling bikes and riders, the Take-Away proprietor told us about his famous Fish ‘n’ Chips. The flake was caught & cooked daily and people came from miles around just for a taste. In an endeavour to convince us he bought out some for the group to try, I’m afraid my appetite diminished as he handed out the freshly cooked pieces of “shark belly flaps”.

The break gave us a chance to get to know the new riders, Theo & Warwick had been on previous club rides but for Patrick this was his first time and he was having a ball. He showed good bike control and could even get a mono or two out of the little Across. Pat had heard about the club and decided to check it out, the early start and long distance was something he’s used to as he lives in Ballarat!

Off to Buffalo, Fish Creek and then south to Waratah Bay for a look at the water. It would have been an impressive view if not for the low cloud obscuring ‘the Prom’. Along this stretch Tim & Geoff had swapped bikes with Tim having a ‘moment’ on some gravel. They both seemed impressed with the others mount. Geoff’s RZ had scrubbed up quite well with the only visible sign of its recent Go Road OOPS being the unpainted second-hand upper fairing.

From here we meandered around to Walkerville North, as distinct from Walkerville South and again looked at the water, Mandy took the opportunity of gathering some rocks from the foreshore for her fish tank at home. Hmm, wonder if the VFR’s fuel economy suffered on the way home?

On with the helmets for the 19klm sprint along the coast road to Tarwin Lower and lunch.

The cosy Pub was an ideal spot for lunch on this cold day. Although we had been lucky with the weather and no rain had fallen, some of the roads were still damp due to the low temperature. For me this had been a bit unsettling as I still had my “Winton Ride Day” tyres fitted and the rear was slightly devoid of tread and hence grip!

After a leisurely meal and friendly conversation we set off for the return trip home, Ben stopped for petrol and in an effort to catch us up went the wrong way via the Inverloch coast road and Korumburra, while we went up to Kongwak and Loch! He eventually caught us at the Loch servo. The trip into Loch would have been fairly routine if not for a cat that got spooked by the bikes and was darting back and forth across the road, that is until my RF900 put a sudden stop to its uncertainty!

After fuel we continued back to Nyora, Lang Lang, Koo-Wee-Rup and Berwick where the ride finished. Thanks to Les for a great day encompassing 440 kilometres over a variety of roads, thanks also to Rob & Mandy for the rear riding duties. Appreciation also to Geoff for leading Patrick out to the western side of Melbourne so he could find his way back to Ballarat!

Ian

RF900

AMTRA Dirt Bike Ride 12/07/98.

Gembrook Beginner/Easy Intermediate Ride

A few MTCV members attended the above mentioned AMTRA dirt bike ride and below is a copy of my ride report sent to AMTRA for entry in their next AMTRACTION magazine. The ride started with 21 riders and finished with 24 riders, not a bad turnout.

After a delayed start due to late arrivals and last minute pep talks the long awaited ride was finally underway. I left late so I could observe any riders which appeared to have difficulty in the Gembrook terrain. After following Rose (DT175) for some 2 or so km's I decided to catch up with those ahead. It took some catching, I finally caught up with Debbie (250 Degree) about 4km's on and as she appeared to be doing well, I set off in pursuit of the rest of the riders. What can I say, I didn't catch them before the first regroup.

On the dispatch of the riders from the 1st regroup I told myself, I'm not gonna get left behind again.... copped a corner and had to play chase all over again. Finally caught up with a few of the more careful riders, then came upon Kristen on the 14yo XR250. She was held up by the rider in front so I pulled a 'bush pass' and gave the Husky the berries, I was comfortably cruising at a speed I considered safe (a speed that I could still hold onto the thing when the spinning back wheel hit tree roots and launched itself) when I spied the rest of the group ahead at a regroup. I had just started to relax and eyeball the upcoming puddle, when a red flash shot past me, showered me (soaked actually) and pipped me at the post.

It was Kristen and did she have a grin on her face or what...real nice I thought, after all I had stopped to try to help when she had a broken clutch lever. A few knowing riders made the comment to Kristen 'Gee your game, do ya reckon Tony will let you get away with that!'. Well it turned out that this was lunch... a bit of a chat, some bike adjustments, etc and we're on our merry way again. I headed out early and took a corner and observed the riders as they flew past, for a beginner ride some of these riders were certainly doing well. Jack had kindly taken over the tailman duties from Neville and the riders tended to spread out somewhat, which is safer and more enjoyable I feel. I finally caught up with Ian (ride leader) in time for a nice rutted downhill section which led to a dead end. We all started to accumulate at the bottom and when the trickle of riders petered out we had to send someone back to see what had happened. To keep everyone amused Louis demonstrated how not to park a Tengai on a hill (accidentally of course). Word finally filtered back that Rose had a flat tire. Ok folks time to tackle the hill from below. I waited as tailman and watched as Louis struggled for traction with the mighty Tengai proving a handful in the slippery clay. I then observed Chris on the XT550 with road trail tyres attempt the hill. I must confess, I switched the old Husky off and thought I would have to push the XT to the top. Silly me, Chris just let the thing idle away and put his weight over the back wheel and away it went. Well done Chris, first time off road, a bike thats probably nearing a 'classic' with dual purpose tyres and still a smile on your face. Next regroup was decided as the head for cars leg, mostly road sections with some interesting spoon drains to jump at speed, etc. The odd tussle was had by a few (Daniel XR600 complained that he couldn't pass Kristen on her XR250), he should complain, I couldn't get close enough to her all day to pay her back for the puddle incident!.

Back at the cars we enjoyed a good chat and some even enjoyed the odd beer. It was a fantastic ride and I especially take my hat off (helmet) to Rose who had only ridden off road for the 1st time the previous weekend. Debbie rode very well, Lyn is gaining confidence in her riding each time out. I didnt get to see a lot of the other riders on the day as the ride tended to spread out somewhat but I feel that Rob (KTM620) did well to ride with a broken wrist, which must have caused some pain. It was good to see Shanes DT200 back on form (not struggling for power as has been the case for the past few months). Denis ran the new XR400 in on the day and from all accounts he is rapt with the bike. John and Scott (XR400's) are always a force to be reckoned with, unfortunately I didnt seem to get to see much of them all day. Sorry to those I have not mentioned here, I either dont know your names or didnt get to see much of you on the day, but thanks for coming and making it a really top ride. No injuries or breakdowns (1 flat tire hardly counts) and everyone with a smile on their face all day, that was great to see.

Tony (WR 360)

Easterly Ride

Sunday July 5th

It was raining and the only two blokes at KBCP were first timer Theo on a Suzuki TL1000, second timer Zino on his Kawasaki ZX900, and old timer Ben on his Kawasaki ZXR750.

We three trundled out the Kew Boulevard warming up the tyres and then sped (only joshing) out to the end of the Eastern Freeway, then taking back roads to Warrandyte and Christmas Hills to Yarra Glen. John Willis (Yamaha TRX850) was enjoying a vitamin C(igarette) as we arrived. It was freezing, and the milkbar was only just opening up. We contemplated the fickleness of mother nature: beautiful sunshine and warm last week, 34 bikes; this week wet and miserable: 4 bikes. It could only get better. Zino didn't think so and sensibly headed home.

Across to Healesville past Danny's corner - good to see him up and about again - and on to Healesville, turning left up Chum Creek Road. This is a grouse road, sometimes. Today there was no gravel or roadworks, just wet. The surface is quite grippy and it wasn't long before we were all riding quite fast and enjoying the conditions. The rain had stopped, and there weren't any cars. This was the best bit of the day.

We arrived at Toolangi and headed west to Kinglake. Here the fog and rain and wind arced up big time. It was very cold. At Kinglake West we turned right and headed for Flowerdale along one of my favourite stretches. I have finally figured out where the big bump is, after a hitting it 40 or so times in the last couple of years. On to Strath Creek through the open sweeping country, picking up the road to Broadford for lunch. We had done 110 km.

At the milkbar the hot food window was most popular with cold hands. We sat inside eating meat pies and potato cakes, thawing out, and appreciating the strikingly talented locals. Don't they know its cold? After discussing secret men's business, we decided that a warm heater and TV had a certain appeal, so decided to head home directly.

From Wandong we headed for Wallan, the road running parallel to the Hume Highway, before picking up the Whittlesea turn-off. This road has been road-worked to within an inch of its life and is now so wide and fast it is boring and to be avoided. Though it is a good test of high speed stability and grip in the wet, if you know what I mean.

At Whittlesea we went our separate ways. I headed for *Wiggle-It* (indoor children's playground) and Fiona's 4th birthday party. Thanks to the ride participants and let's hope the weather improves a bit!

Ben Warden (ZXR750)

INJURED?

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What are demerit points?

Demerit points are one type of penalty that can be imposed when you commit a traffic offence.

Demerit points range in severity from one to six and they add up. If you get 12 or more demerit points in a 3 year period, you may lose your licence.

How do I get demerit points?

A traffic offence committed **anywhere in Australia** may cause demerit points to be recorded against your driver licence or learner permit.

A list of demerit points for common traffic offences is given in the chart.

Why have demerit points?

If you repeatedly commit traffic offences, you are very likely be involved in a crash. We want you to be more careful and change your driving behaviour. No one wants to lose their licence. The fact that this may happen should make you more careful.

Demerit points should be looked on as a good behaviour bond, because if you do not continue to offend then they will not affect you. However, if you get enough of them you may lose your licence or learner permit.

What happens if I get 12 or more demerit points?

If you get 12 or more points in any 3-year period you will be sent an **option notice** which gives you two choices.

OPTION 1

You keep your licence/permit, but you must not get any demerit points during the 12-month period specified on the option notice. If you take this option and get any demerit points during the specified 12 month period, your licence/permit will be suspended for double the amount of time that you would have been suspended under option 2.

OPTION 2

Have your licence/permit suspended. If you take this option, or do not reply to the option notice, you will be suspended. The suspension period will be for 3 months for the first 12 points **plus** 1 month for every additional 4 points as listed on your option notice. A suspension notice is included with the option notice.

When are points removed?

In general, demerit points are only valid for 3 years. However, as demerit points apply from the date of your offence, points older than 3 years may be used if they fall within a 3-year period. This may occur when the recording of those points is delayed by lengthy court processes.

The demerit points listed in your option notice will be removed from your record at the end of a demerit points suspension or at completion of the 12 month (Option 1) period.

What effect do other suspensions have on demerit points?

You may still get points even if you are suspended by a court or due to a traffic infringement notice. For example, a single offence may result in

- a fine, and
- a suspension of your licence or permit, and
- demerit points (which may cause you to go over the demerit point limit resulting in a demerit points suspension).

The demerit points penalty scheme operates independently of penalties arising from court convictions or traffic infringements. This means that if you are currently suspended due to a court or traffic infringement imposed suspension, you cannot serve a demerit points suspension or partake of the 12-month good driving option until your suspension is over.

What if I receive a fine but I wasn't driving?

Registered owners of vehicles photographed may either pay the penalty or nominate the actual driver. If you pay the penalty it is assumed that you were the driver. The matter is then finalised and the points are recorded against you.

Registered owners of corporate vehicles photographed are also required to nominate the driver at the time of the offence, or face a 3-month registration suspension and a \$600 fine.

You must advise VicRoads within 7 days when either buying or selling a vehicle. If you don't, you may have to explain why you should not get someone else's points.

What if I don't pay a traffic infringement fine?

A courtesy letter will be issued to you which will incur further costs. You may at this stage elect to have the matter dealt with by a court. If you do nothing, further enforcement may be taken against you. Demerit points will be recorded against your licence.

What happens if I go to court?

If you are found guilty of the offence, you get points. If you are found not guilty, you don't get points.

Fort Nepean

Sunday 14th June 1998

John Riddett & Sarah	K100	Roland	GS500
Nick Casemore	GSXR600 (leader)	Rob & Mandy	Matricciani VFR750
Steve & Sue	R1100GS	Dave (1st) & Jenny	Burns Sprint
Ron & Geoff	Honda 400/4	Peter Sanders	XR600
Cameron	GTR1000 (first ride)	Ian Payne	RF900
John Willis	TRX800	Ben Warden	ZXR750
Steve	GSXR750	Darren Ford	ZX7
Ian	ZX6	Russell Smart	GPx750
Lyn Duncan	GSXR750	Tim Walker (rear)	K100
Jack Youdan	Daytona	Wayne Grant	ZX9
Janet	EL250 (first ride)	Mick (first ride)	Trophy
Tony Pricor	VTR1000	Darren Hosking	VTR1000
Darryn Webster	ZZR250	Bernard (first ride)	VFR800
Kev & Kelly	VFR800	Kim Webster	Rebel
Tim Casemore	TL1000		

About half a dozen bikes were gathered at the KBCP when Sue and I arrived around twenty five past nine. After a quick explanation of the corner marking system by Nick to the couple of first timers, we were on our way to Hallam. A much larger group of bikes and riders were waiting, which continued to grow as the departure time closed. There were a number of speakers at this point enlightening the, by now, large group of first time participants, to the rules and regulations of an outing with the Touring Club.

Using a combination of major roads and some secondary roads Nick leads us south towards the peninsula with Smoko at Hastings. Today's ride was never to be a hoon ride. Listed on the itinerary as leisurely, the Mornington Peninsula really doesn't have a great selection of those *test your metal* type roads, so socialising was what seemed to be the priority to most, and if the buzz at Smoko was any indication, the day was already a great success.

Fort Nepean was the day's destination and with a bus waiting Nick got us mobile fairly quick smart heading for Portsea using as many winding roads as he could find. Eventually finding ourselves at a point where we could continue no further, except by the afore mentioned bus.

Nick was able to negotiate a group discount which was a phenomenal five bucks off: down from nine to four dollars per head. This still wasn't enough to entice about eight riders who called it a day. Just as well because there probably wouldn't have been enough seats on the bus anyway due to the huge Touring Club crowd.

As we meandered our way along a tight and twisty road from the relative safety of our luxury air conditioned tour coach, our guide pointed out some points of interest: Cheviot Beach where Harold Holt drowned, some old graveyard the Quarantine Station, and finally the Fort, which we explored for about 1 1/2 hours. The labyrinth of corridors and passages with the occasional placard keeping us plenty interested. OK the Parthenon it isn't, but good fun anyway.

I could go on and on about the Russians during the Kremlin war, the French and the Napoleonic wars, the Germans in WW1, and British paranoia, but I won't.

Lunch was at Sorrento, where we experienced our only hiccup for the day, when a number of riders were left behind, but I believe enough has been said on this issue already. I have been interviewed by a committee member, as have others involved in the top of the mountain discussion, so it's up to them (the Committee) now, not mere mortals like me to sort out these kind of problems. Anyway, it wasn't Nick's fault and his efforts ensured an otherwise very enjoyable day's outing. Thanks Nick. Looking forward to your next.

Steve (and Sue) R11GS

Officers

C. Lamblin	Chairman	apology
D. Lamp	Treasurer	present
C. Czajka	Secretary	present

Opening

The Treasurer opened the meeting at 8.15 pm and welcomed representatives and visitors.

Apologies

Classic Motorcycle Club

Minutes

That the minutes of the meeting of 11 June 98 be confirmed as correct.

Moved Detlef (BMW), Seconded Chris Mc (WSMC) Carried unanimously

Correspondence

Parking questionnaire replies

Treasurer's Report

cheque account

passbook account

Agenda Items

Footpath Parking

We have distributed many copies of the questionnaire and responses received will be counted and passed on to the Melbourne City Council.

The original draft questionnaire was forwarded by MRAA and VMC developed the two page MRAA, MAG Vic and VMC versions for distribution by the three organisations.

Chapel St White Lines

Lyn (MTC) has sent letters to Stonnington Council and VIC Roads and awaits replies.

Super Sticky Bitumen

Lyn (MTC) has sent information to Minister for Roads and Ports.

VMAC

The draft collation of responses to the 'Blue Book' recommendations was not as successful as hoped and further responses were sought. Representatives from HOG, MRAA and VMC met on 28 June and agreed on a common set responses and these were forwarded for consideration.

Australian Motorcycling Conference 14, 15, 16 August

Greg Hirst had requested VMC to provide volunteers to help with registration tasks on the Friday night and Saturday morning. Lyn (MTC) and Lainie (Triumph) will do Friday and we need someone to help Lyn on Saturday. The volunteers can attend the daily seminar sessions.

Detlef (BMW) and Chris Swalwell (Z Owners) are VMC delegates to the seminar and we are hoping for further places.

Cooperation

The parking questionnaire and the recent meeting about the 'Blue Book' recommendations were actions bringing together various groups to achieve common goals. Useful work was done towards getting positive results for motorcycling and we hope links were forged to aid further cooperative efforts.

Laser Speed Measuring Gun

Recent action has seen a driver, at risk of losing his licence, being allowed to test a laser speed measuring gun and get details of calibration history of the equipment.

Next Meeting

13 AUGUST 98

The Baden Powell Hotel

Victoria St., Collingwood

Starting at 8.00 pm SHARP

Close

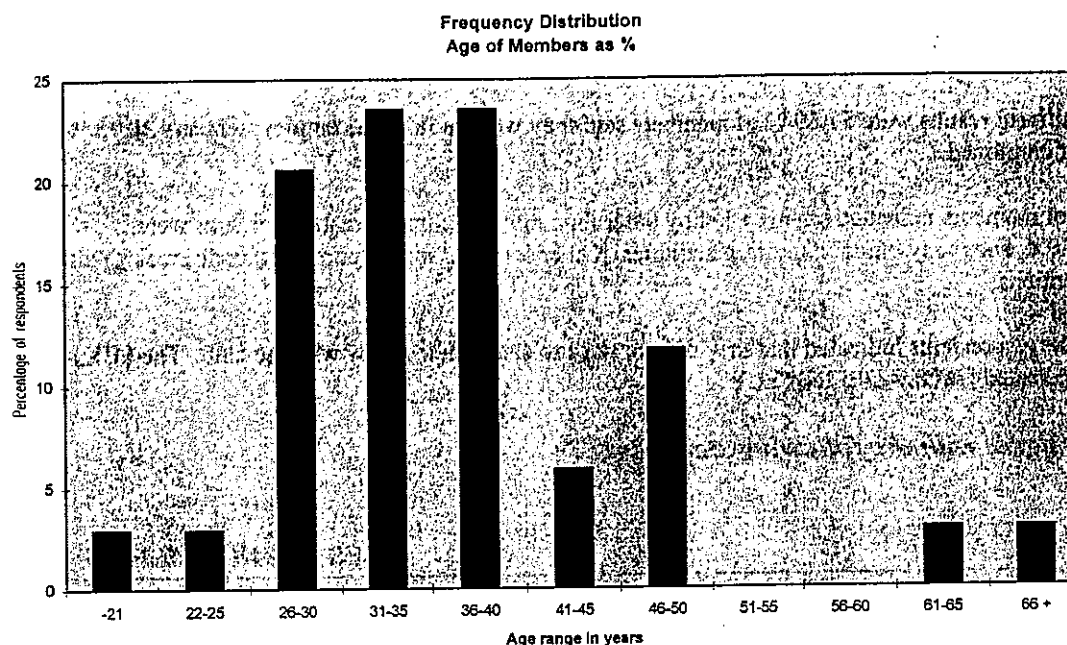
The meeting closed at 9.30 pm.

Survey Results

Below are excerpts from the *Survey Report and Analysis* prepared by Jon Riddett. The survey was handed out at the August 1997 General Meeting. It looked at vexing questions such as start times at KBCP and secondary pickups, the dirt roads issue, the Club name, etc. The results to these and other questions are contained below. For a complete copy of the Report see any of the committee.

Please tell us a little about yourself ?

83.78% Male 16.22% Female Average age 37.55 years 97.37% Response rate
24.32% Married 48.65% Single 16.22% Divorced/Separated 2.7% Other (Widowed)



The frequency distribution indicates that most members are in the 26 - 40 age group. The 50 - 60 age group is not well represented (don't like surveys ?). Most members are below the average age of 37.55 years.

71.4 % of members indicated that they did not have children.

Please tell us how you found out about the club ?

97.37% response rate.

40.54% of members said they found out about the club from a friend. Their friends found out about the club from; 10.81% Itinerary in shop 16.22% Magazine add 13.51% Approached by member 2.7% Itinerary left on bike. 16.22 % indicated other with the internet and MRA rating responses.

It would seem that after friends, the internet and magazine adds are our best source of members.

Have you ever crashed on a club ride ?

Response rate 100 % YES 55.26% NO 44.74%

Have you ever used anything in the club's 1st aide kit ?

YES 21.62% NO 78.38 %

Have you ever given first aid or mechanical assistance on a club ride ?

YES 59.46% NO 40.54%

What percentage of your riding is divided between the following categories ?

Response rate 89.47%

Club rides	40.59%
Commuting	22.50%
Holiday trips	10.35%
Casual pleasure	28.02%

Do you agree with the following statements ?

	% YES	% NO	%RESP RATE
ie club name is appropriate given the activities the club engages in	59.46	40.54	97.37
ie club name is out of date	36.36	63.64	86.84
leader should offer an alternative tar route when a dirt section is planned	32.43	67.57	97.37
DING describes our activities better than "SPORTS" or "TOURING"	54.84	45.16	81.58
ie club should have the word "RIDING" in its name	33.33	66.67	86.84
ie club should have the word "TOURING" in its name	66.67	33.33	86.84
ie club should have the word "SPORTS" in its name	15.15	84.85	86.84
ie club should change its name	39.39	60.61	86.84

o you agree with the following statements ?

	% YES	% NO	% RESPONSE
ides should leave the city (KBCP) earlier.(9:30 currently)	35.29	64.71	89.47
ides should always leave the city (KBCP) at the same time	55.56	44.44	94.74
ides should continue to always leave from the city (KBCP)	72.22	27.78	94.74
des should leave Yarra Glen earlier	47.06	52.94	89.47
ie club rides are too fast	36.11	63.89	94.74
lo not feel safe on club rides	22.86	77.14	92.11
here should be more leisurely rides	50.00	50.00	84.21
here should be more fast rides	30.30	69.70	86.84
ie club has a bad image	41.18	58.82	89.47
refer to join the rides at the city	28.13	71.88	84.21
refer to join the ride at the secondary point (Hallam,etc)	84.85	15.15	86.84
y motorcycle is insured	75.68	24.32	97.37

ie responses to these questions certainly helped me to decide against pursuing the option of an earlier city
parture. The responses also show that even though 84.85 % of members prefer to join rides at the secondary
akup point, 72.22 % still believe we should retain our city departure.

embers travel an average of 24.77 kilometers to the Kings Bridge Carpark.



MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF THE JULY 1998 GENERAL MEETING

Venue	:	Camberwell Theatre
Date	:	2 July, 1998
Opened	:	8.30 pm
Apologies	:	Steve Leyland
Visitors	:	One new couple, both motorcyclists
Secretary's Report	:	Correspondence tabled and reported by Ben Warden. Several members had received personal mail.
Treasurer's Report	:	Tabled & presented by Darryn Webster
Captain's Report	:	Presented by Wayne Grant Made mention of the role a Club Captain has during a ride.

Above reports accepted and seconded from the floor

Ian Payne - Spoke about the new itineraries and the effort made to provide varied and different destinations

General Business

- 1) Subscription are now due so please see Darryn regard to payment
- 2) The survey on the back of the magazine has been reproduced for all members to complete. Please do so as it will help maintain the parking privileges motorcyclists enjoy at present.
- 3) A suggestion has been made by the residents in and around Arthurs Seat to ban motorcyclist from parts of the area
- 4) Transponders, those horrible things which force us to pay tolls, are proving difficult to securely attach to motorcycles. Problem not yet overcome
- 5) Danny Holetic thanked all those who visited while he was in hospital. Found the support from the club very helpful
- 6) Jack Youdan mentioned that several visitors to rides were not corner making and wanted to thank members of the club who pick up the slack on Dave Wards' ride. Also emphasise the importance of corner making and why it makes the club rides so enjoyable
- 7) John Riddet proposed a motion thanking Nick for an excellent first lead ride, particularly given the number of riders, 29, who attended. The motion seconded and carried strongly from the floor.
- 8) John Riddet spoke of the survey results compiled over the previous year, apologised for the lateness. Will present the results and finds in a future General meeting

Guest Speaker - Ken Wooton from AMCN

Spoke entertainingly for well over an hour. Interesting guy with even more interesting adventures to talk about. Very willing to be made accountable for this writings and those of the magazine. Spoke with many Club members on an individual basis. Donated a T-Shirt from AMCN. Thanks again Ken.

Fort Nepean June 14th Nick Casemore 1st time leader

The volunteer for this write up seems to have let us down , so I'm hoping my memory dosen't do the same. I know everyone had a great day also a little bit unusual for a Touring Club ride with some saying we should do this sort of thing more often.

Nick done a great job of keeping such a huge group (34people and 29bikes) moving, he had a schedule to stick to, a bus was waiting when we arrived at Fort Nepean to take us the 10km of sand and scrub to the Point. First time I've seen the Club looking almost like tourists, some had sneakers they thought to bring for the walk.

The bus will be back in 1 1/2 hours I think, so some exploring and socializing , not your typical Sunday avobut a well enjoyed one, although some were ready to passout from starvation, or is it just 'cause your not used to exercise. Ended up being a long day. Nick, being first time leader, I thought, did a great job, we had a lot of first time riders along as well, such a big turnout at Hallam pickup it's a wonder Nick wasn't a little fazed, well done.

Lyn GSXR'T'

WARRNAMBOOL WEEKEND 31st OCT – 3rd NOV

For this 4 day Melbourne Cup Weekend we will base ourselves at Warrnambool which is situated on the Great Ocean Road 350km west of Melbourne.

We will be staying at the Royal Hotel which is in the middle of town, has countermeals, 1.5 star rooms & off street parking.

ITINERARY

Saturday 31st;

Leave Laverton pickup at an early 9.30am and proceed down the GO road to Warrnambool. We will stop along the way at the 12 Apostles, Loch Ard Gorge etc. Book into our Hotel and look around town. Approx 350klm.

Sunday 1st;

Head 100klm west to Portland (view Petrified Forest & Powerhouse Vehicle Museum!). Then another 110klm to Mt. Gambier and check out the Blue Lakes, Caves & Sink holes around the town. Back to Warrnambool. Approx 450klm.

Monday 2nd;

Check out Warrnambool's Maritime Museum, Aquarium, Waterfalls or just relax!

Tuesday 3rd;

Head back home to Melbourne, probably along the GO road. 350klm.

If you wish to join the Club on the West Coast this long weekend, fill in the form below and forward to Ian Payne with a deposit ASAP.

Warrnambool Weekend. 31 Oct – 2 Nov

Name _____ Phone _____

Please book for me: -

Saturday 31st.....Single/Twin/Double Room at \$15 BLB per person	\$ _____
Sunday 1st.....Single/Twin/Double Room at \$15 BLB per person	\$ _____
Monday 2nd.....Single/Twin/Double Room at \$15 BLB per person	\$ _____
	Total \$ _____
	LESS DEPOSIT: \$20.00
	Balance \$ _____

Forward to:- Ian Payne, 6 Peter St. Springvale 3171. Ph 9558-4740 (H)

MTCV Magazine: Late News

Our guest speaker for tonight, Philip Cottier is unable to make the meeting due to a bereavement in the family. We extend our condolences to Phil and his family. Phil will make every effort to speak at the September meeting.

At short notice, Jon Riddett has filled the breach and will discuss the survey results at this meeting. Thankyou Jon.

Elmhurst Dirt Bike Riding Weekend

Date: August 22nd and 23rd

Destination: Elmhurst, somewhere between Avoca and Arrart

Cost: \$25 per night includes 3 course evening meal and room

Contact: Tony Prictor

Phone: 9322-6890 (W), 9799-2211 (H), 0419-352-895 (mob)

Details: some members have attended this well organised and catered for event before and swear it is an event not to be missed. See Tony for a better description of the location, conditions and accommodation.

Ben Warden

6.8.98

