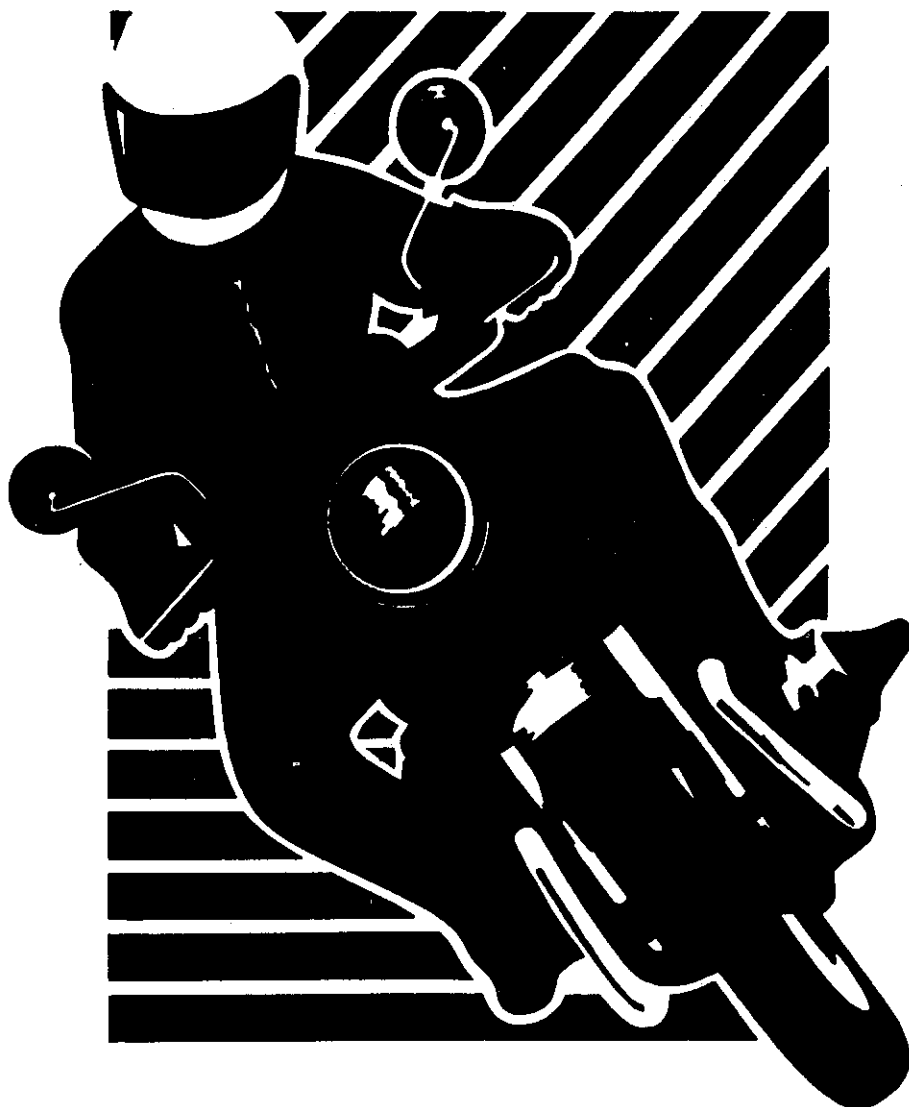


JULY 98

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA INC.**

P.O. Box 453, Richmond 3121, Victoria

# July 1998 Itinerary

## July

Thursday 2nd

**General Meeting, 8.15 pm**  
Guest Speaker: **Ken Wooten** , AMCN Editor

Sunday 5th

**Easterly Ride**  
9.30 am KBCP, 10.30 am Yarra Glen

Ben Warden leading

Originally I planned to shoot up Eildon and do the Torbreck River Road but as we were only up that way last week .... Across to Healesville, up to Toolangi, Kinglake West, Flowerdale, Strath Creek, Broadford (110 km, food), across to Pyalong, maybe a loop around through Lancefield and Emu Flat and back to Pyalong (100 km, food), maybe Tallarook, Trawool, Strath Creek, breakup Kinglake West, or maybe up to Seymour for lunch and across to Highlands and back to Kinglake West. So many good roads, so many choices. Should be grouse. You'll need a good rear tyre! About 350 km for the day.

Sunday 12th

**Waratah Bay**  
9.00 am KBCP, 9.45 am Hallam

Les Leahy leading

Stewart Forster is unable to lead this ride so Les Leahy has kindly volunteered to fill in. Note the early start. Les intends to get the bulk of the riding over in the morning, ending up at Tarwin Lower Pub for lunch. The pub is warm and cosy (it is the middle of winter!) and serves good meals and is reasonably priced. Break up at Narrewarren Shell Servo after navigating more Gippsland scenic roads. Expect about 450 km for the day.

Thursday 16th

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

Sunday 19th

**Whittlesea Toboggan Park**  
9.30 am KBCP, 10.30 am Whittlesea

Paul Tallents leading

This is one way to get plenty of speed and where extra weight can be an advantage. You don't have to worry about suspension settings or tyres - just steer! If you are good enough you graduate to a fast toboggan, and then you can crash at really high speed and (hopefully) not hurt yourself. Costs money. Short ride afterwards for the survivors.

Sunday 26th

**Mt Donna Buang Snow Ride**  
9.30 am KBCP, 10.30 am Yarra Glen

Stewart Forster leading

Annual snow ride. Mt Donna Buang is the lowest of the close by snow mountains and may have no snow on it at all! All ZX7's (and some GSXR's) should have carburettor de-icing kits installed before attempting this ride. May end up doing the Reefton and Black Spurs. Expect about 300 km for the day.

## August

Sunday 2nd

**Yaloak Hill Climb**  
9.30 am KBCP, 10 am Laverton

Geoff Jones leading

Not watching, participating in! Where is it? Twenty kilometres due south of Ballan on a skinny little road heading west through Glenmore on the way to Mt Wallace and the Brisbane Ranges. Yaloak Hill is probably only six or seven hundred metres long. It is very tight and twisty and steep! Geoff has gone to a lot of trouble to organise this event, procuring timing gear and the services of his family. It should be a lot of fun! We'll probably end up in Ballan for lunch. This is the first time the Club has done something like this (in my time at least) so be there!

## Who's News

While I was digging around in the Secretary stuff I found the **Treasurer's Report** from 1988 which contained more membership number details. Here they are:

1997/78	65	1983/84	66
79	49	85	63
80	51	86	56
81	46	87	48
82	71	88	49
83	62		

Note: these figures don't include life members of which there were about 5 or 6 at the time.

**Mobile phones:** New legislation before State Parliament could allow motorists in-car use of hand held mobile phones. A Canadian study has found this has led to an increase in accidents. - MAG

**Arthur's Seat:** Local residents have formed a group that proposes to ban motorcyclists from the tourist road, complaining that they are using the road as a "racetrack".

**City Link:** Motorcycle transponders are still not available for testing but due to critical alignment with the over-head receivers may have to be fitted to a bracket mounted on motorcycle fairing screens or worn by the rider on an armband. The transponder is about the size of an audio cassette. It is proposed that illegal users of the tollway will have their number plate photographed and a \$100 fine imposed.

**Guest Speaker:** Next month at the August General Meeting Philip Cottier from Grice and Grice Solicitors will be our guest speaker. Phil specialises in personal injury claims. Issues such as indemnity insurances on Club rides will be covered. Please make an effort to attend.

**Geoff Jones** crashed his beloved RZ350 while leading the group back from the GOR. The rear tyre lost grip after he crossed water running across the road not far out of Dean's Marsh. The water was about 4 bike lengths long. Bike and rider walked away relatively unscathed. It was Geoff's first crash since 1971 when his Laverda 750 fell off the side stand or equivalent. His first crash at speed. Not a bad effort.

Long time members **Ken and Ann Wurster** have a new addition to their family: Claire Maree was born on 30th March and weighed in at a healthy 8lb 9oz. Mother and baby are doing well. Father is considering rejoining MTCV.

**For Sale:** Rear tyre size 110/80/18 Avon AM22, V rated, soft compound, ex-race, cheap. See Ben.

**Warrnambool** November Melbourne Cup weekend (4 days) lead by Ian Payne is on the new itinerary. Accommodation at the Royal Hotel, \$15 a night including breakfast. Rooms booked and filling fast. See Ian with a deposit to secure your place. Itinerary includes trip down great Ocean Road (GOR) stopping off to sight see at the 12 Apostles. Day 2 includes a visit to Mt Gambier - Blue Lakes, Sunken Garden, and local race track. Day 3 free but could include visits to local maritime museum, a visit to Port Fairy tourist haven, the Ship Wreck Coast, or a ride to the Grampians. Home via GOR picking up many scenic spots including Bay of Islands and Bay of Martyrs. There will be no rain. Sounds excellent.

**Two Wheels** bike magazine is promoting a competition where you nominate your favourite motorcycle dealer as "Dealer of the Year". Please think about some of the support the Club receives from certain people when filling out this competition form.

**Tony Schrader** competed in the B & C Grade round 2/3 of the Clubman Series held at Broadford on the 7th of June in the wet racing his supermono. In the first practice he was disqualified for an illegible number, the same number he had used at all previous races, Fixed that. In the first event - Thunderbikes - he finished 2nd out of 5 starters. In the second race which included single cylinder, GP 125 and supermonos he finished 3rd out of 13 starters. (*Good effort.*). And in his final event - 250cc -600cc (400's, supermonos, 600 Supersports) he finished 7th out of 13. Well done Tony.

**Danny Holetic** is out of hospital and making steady progress with his rehabilitation.

The MTCV home page took another 95 hits last month bringing it up to 2090 since April 1995.

**MOTORCYCLE TOURING CLUB OF VICTORIA  
MINUTES OF JUNE 1998 GENERAL MEETING**

**Venue:** Camberwell Theatre  
**Date:** 4 June, 1998  
**Opened:** 8.30pm  
**Present:** As per attendance record book  
**Apologies:** Tony Schrader  
Danny Holetic  
Clint Vertigan  
**Visitors:** Steve GSX-R750  
Alan Triumph Triple

**Secretary's Report:** Correspondence tabled and report presented by Ben Warden following the resignation of Geraldine East.

**Treasurer's Report:** Tabled and presented by Darren Webster.

**Captain's Report:** Presented by Wayne Grant.  
On the forthcoming Queen's Birthday weekend ride to Orbst/Eden, Danny Kosinski would be driving Tony Pricor's Jeep to Orbst and be available to carry anyone's gear if desired.

On 12 July 1998 ride to Waratah Bay, Stewart is unavailable to lead and a new leader is required. Stewart would be willing to swap.

Above reports accepted by Stewart Forster and seconded John Willis.

**General Business:**

- 1 . Two committee members elected at the AGM in May have resigned ie.:  
Geraldine East as Secretary and Editor and Tony Pricor as Vice-Captain.  
Geraldine for reasons as stated in her correspondence to the Club and Tony due to work pressures.
- Ben Warden has relinquished his position as Vice-President to take up the positions of Secretary and Magazine Editor vacated by Geraldine.
- Stewart Forster's nomination as the new Vice-Captain has been accepted.
- This leaves two vacant positions on the committee ie.:  
Vice-President and Social Secretary.
- 2 . A new itinerary is required for release at the July meeting and the Club is looking for leaders and destinations.
- 3 . The Club thanked Bron, David and Tony for organising an excellent day at Winton Racetrack. Good weather, a good attendance and unlimited riding made it a great success.
- 4 . Danny Holetic is still recovering and making good progress.  
Not expected to be released from Hospital for another 2 to 3 weeks.
- 5 . The VMC ( Vic Motorcycle Council ) annual fees are due for renewal and it was agreed unanimously to renew our membership.
- 6 . Melbourne Central under cover parking issues discussed.

## Captains Report - JUNE 1998

<b>Weekend</b> <b>6<sup>th</sup> - 8<sup>th</sup></b>	Destination :	Eden
	Leader :	Ben Warden
	Bikes :	3
	Weather :	Very wet
	Distance :	1500 km
	Incidents :	One bike crashed in dry!
<b>Sunday 14<sup>th</sup></b>	Destination :	Fort Nepean
	Leader :	Nick Casemore
	Bikes :	29
	Weather :	Fine
	Distance :	250 km
	Incidents :	None
<b>Sunday 21<sup>st</sup></b>	Destination :	Great Ocean Road
	Leader :	Ben Warden/Geoff Jones
	Bikes :	7
	Weather :	Fine till morning tea, then rain
	Distance :	250 km
	Incidents :	One bike crashed on water running across road
<b>Saturday 28<sup>th</sup></b>	Destination :	Flowerdale - Yea
	Organiser :	Dave Ward
	Bikes :	29
	Weather :	Fine, but cool
	Distance :	300 km
	Incidents :	Danny K's VFR's battery failed at Molesworth - came back with another one

## INJURED?

### KNOW YOUR RIGHTS

Whether you have had a work or car  
accident, you may have valuable  
rights to compensation

*We practice in :-*

- |                        |                   |
|------------------------|-------------------|
| ■ Personal Injuries    | ■ Commercial      |
| ■ Motor Vehicle Claims | ■ Conveyancing    |
| ■ Workplace Accidents  | ■ Wills & Probate |
| ■ Family Law           | ■ Criminal Law    |

*Contact Philip Cottier, the Yarra Valley's only  
Accredited Personal Injury Specialist for  
sound legal advice.  
FREE FIRST INTERVIEW*

GRICE & GRICE  
Solicitors and Executors  
Telephone (03) 9730 2133 Yarra Glen  
Telephone (03) 9836 6922 Balwyn

12 Rolland Court  
Montmorency 3094  
11-6-98

Dear MTCV Members,

This moment I'm re-reading "Remember Mike" in Good Vibrations, of which Peter Philferan has kindly brought me a copy. It is exactly as Les says - "mike loved this club".

Each time the first Thursday of the month arrived, the whole of that day would be planned around getting Mike to the meeting. Even when he could hardly walk, or do anything for himself - somehow, he just had to be there.

He enjoyed being with you all - just looking around and thinking - he was always thinking. He enjoyed his favourite hot pies too - had plenty at home, but I'm sure yours tasted better for him.

I can't remember a time when Mike wasn't crazy about motor bikes. There was always one or more parked outside the house - each one lovingly cared for, just as our green Vespa was, 38 years ago. We had some wonderful camping holidays on that. It was a sad day when the last bike was sold, but it would have been even sadder if it had been left there any longer, unridden.

Your 'farewell' for Mike, is helping me to remember the happy times, and to cope with losing someone so special.

Thanks, all of you, for being Mike's friends. I'm sure that in his last moments here, he was riding his bike 0 out towards Whittlesea - around Tasmania - around New Zealand - somewhere ---

You're a great Club!

Very best wishes for your future,

Julia Davis, and family.

# NOVA HONDA

A.C.N. 006 881 765

**"The Best in Service & Advice"**

**SPARE PARTS**

**SMASH REPAIRS**

**TYRES**

**SERVICING ALL MAKES AND MODELS**

**INSURANCE**

**ACCESSORIES**

**FRAME STRAIGHTENING**

**FINANCE T.A.P**

***Get a better deal for M.T.C.V. members.***

**4/70 MAROONDAH HWY RINGWOOD 3134**

**PH (03) 9870 2222**

**FAX (03) 9879 6791**

# OBITUARY • Dr Michael Davis • Synthetic chemist

**He was a part of a team that developed the first synthetic penicillin, a milestone in synthetic organic chemistry.**

**Born: 12.4.1935**

**Died: 8.4.1998**

**By Dr HUME F. WHITE**

A foundation member of La Trobe University's Department of Organic Chemistry, Dr Michael Davis was admired and highly respected as a synthetic chemist, colleague, teacher and mentor to students and staff alike.

Mike Davis, born in St Albans,

Britain, was the youngest of three children. His early years were unsettled. Between 1935 and 1953 his family shifted 15 times, often living in farm cottages without electricity, running water, gas and sewerage.

As a child, Michael was intrigued by chemistry. This attraction resulted in some serious explosions in his boyhood laboratories. After completing the GCE "A" and "S" level exams, Michael sat an entrance exam to Cambridge colleges and was offered a scholarship to Trinity College.

He pursued his interest in chemistry at Cambridge. However, his university career was interrupted by two years of national service in the RAF. Michael served as a nursing attendant and was posted at Changi RAF hospital Singapore. He graduated with firsts in natural science.

In 1960 he accepted a research scholarship for a doctoral degree, which was completed in 1962. That year Michael was awarded a Fulbright Award which took him to



Stanford University, California, to work with Professor E. E. van Tamelen. Michael was a member of a team that

developed the first synthetic penicillin, a milestone in synthetic organic chemistry.

After two years at Stanford, Michael took up a position with ICI Britain before being offered a lectureship at the newly formed La Trobe University. He was promoted to senior lecturer in 1970 and to reader in 1977.

He was a fellow of the Royal Australian Chemical Institute. During his time at La Trobe, Michael published more than 70 papers covering a wide range of subjects.

He was also a gifted chess player. As a boy he played many games that were considered "brilliant". He

represented Britain several times in the World Student Team Championships, where he competed successfully against Boris Spassky, a future world champion.

Michael had a strong sense of adventure and among other interests he enjoyed scuba diving, hang gliding and touring on his motorcycle.

Michael was active in his local community. He organised several community actions to conserve bushland areas in Bundoorra and Montmorency. He served as a voluntary probation officer. In this role he helped many adolescent offenders achieve a sense of direction and purpose in their lives.

Michael touched the lives of many. A chance meeting resulted in Michael spontaneously sharing his home with a family of refugees who lacked accommodation. Michael will be remembered for his compassion, generosity, intellect and humility.

His wife, Julie, and five children survive him.

Age 29<sup>th</sup> May

## FLOWERDALE – YEA

28/6/98

### Riders:

Dave Ward-GSXR600(leader)	Ian Payne-RF9000	Lyn Burns-ZZR600#
Bron Manifold-GSXR600	Dianne Welsford-CBR600	Paul Burns-VFR750#
Tony Schrader-YZF600	Ben Warden-ZXR750	Chris Hammond-Triumph595#
JohnClowes-YZF1000F1	Eric Makin-YZF1000R1	Adam Harrington-Triumph595#
Danny Vits-VFR750	Derek Atkinson-CD250	Ian Handforth-660#
Wayne Grant-ZX9	Jack Youdan-R1100GS(R/Rider)	-CBR900#
Nick Prapas-Ducati748	Tony Fabris-ZX6	Warwick Piper-FZR1000#
Lance De Johg-ZXR750	Ron Balls-GSXR1340#	Rick-GSXR1100#
Tom Saville-TL1000	Jay-ZXR750#	David Jenkins-GSXR750#
Andi Sirninger-YZF1000R1	Craig Anear-GSXR750#	Eddie Michelin-Guzzi1100Sport#
Sam Sirianni-ZXR750	Leon Parkin-GSXR750#	Dave Frances-XJ900Diverison#
		Mark Kosmeyer-YZF1000F1#

**34 Bikes**

**# Non Members (16)**

### Route:

KBCP to Yarra Glen for the second pickup, back through Christmas Hills to Watsons Creek then up to Panton Hill, St. Andrews, Kinglake West, Flowerdale and Yea for morning tea.

Along the highway to Molesworth then across to Alexandra, Fraser Nat. Park, Eildon, Thornton & Taggerty. Down to Buxton and Marysville for a late lunch. From here a quick sprint to Narbethong, Balck Spur and Healesville where the ride finished.

### The Ride:

What a turnout, trust Dave to turn on the fine weather and bring out the troops, with the visitors (all on big-bore sports bikes!) initially outnumbering the members. While Dave outlined the days activities, Ben endeavoured to explain the corner marking system to the new riders. As evident later on, not all of them grasped the way the system worked.

Off along the Christmas Hills road where the group sorted themselves out from the rapid (ragged!) to the leisurely, down to St. Andrews where the tighter sections caught a few out! Kinglake came and went with only a big drop in temperature to remember it by. Through Kinglake West and quick sprint to Yea but not all went to plan as a couple of bikes had stopped at the Flowerdale Pub which caused some confusion as most of the following bikes also stopped. It wasn't until "Rear Rider Jack" arrived and sorted out the mess.

Yea was our food and petrol stop which is usually a fairly quiet place but this time some entertainment was provided by the coming together of two cars in the main street! What made it particularly interesting was that one was a POLICE car, not much damage was done but imagine the paperwork!

We set off and a hint of things to come with Danny push starting the VFR, straight down to Molesworth with Danny again pushing the bike, "just a flat battery" sez he! After much huffing and puffing the bike still refused to start so was left at the Molesworth Pub. Danny now saddled up behind Ben for the rest of the ride and with the reduced ground clearance the run through Fraser Nat. Park saw the ZXR's lower fairing come under attack from the road!

(Ben & Danny returned later that night with the ZXR's battery to fit the VFR. All went well until halfway home when the Honda's lights began to dim! Hmm, maybe it's the alternator that's at fault and not the battery? In order to save the battery, Danny rode from Yarra Glen to Ringwood with the lights OFF. Not a bad effort considering it was at NIGHT and in the RAIN.)

The ride continued around to Eildon, Thornton & Taggerty, then up the highway to Buxton and Marysville.

While relaxing at the Bakery we were joined by Tom, Andi & Sam who had been out getting some K's up on Andi's "F1". Talk about flavour of the month, now we had four R1's on the ride, but from all reports they're a pretty impressive motorcycle. In fact Tom has trouble even sitting on it let alone a ride. They had even been up this way the day before and encountered 'snow' at Lake Mountain.

All to soon lunch was over and we were on our way for the exciting run down to Narbethong, the Black Spur and Healesville. Dave decided to end the ride here as many of the group had had enough and there were several different ways of getting back home from here.

Thanks to Dave for an exveptional day that combined good roads, good weather and good company, also thanks to Jack as rear rider, whose experience and patience smoothed out some potential dilemmas.

Ian  
RF900



Winter solstice and the El Nino seems to have well and truly broken but at 8 am no sign of rain and I make a point of not listening to the weather forecast. Off to join the usual suspects at the Laverton pick up, fill up with fuel and wait, not for long as Ben, ZXR 750, Craig, YZF 750, Cam, GTR 1000, Alan, Triumph Sprint 900, Tim, ZXR 7, Stew VTR 1000 arrive to join me, Geoff, RZ 350. Tim ZX7 rear rider

Ben had asked me if I would lead later in the day as he had managed to land a seat in a corporate box at the basketball semi finals at the tennis centre, some talk of unlimited food, drink and of course those highly flexible, scantily clad girls who adorn the court at each break, nice.

After the usual spiel we head off to use the back roads to bypass Geelong and head for Anglesea for morning tea. These particular roads seem very well suited to the sudden release of all that pent up horsepower the Japanese seem to have lurking inside their engines. Some warp speeds were experienced and so to pie time and also the arrival of the RAIN and I mean RAIN.

Ben and Stew gasbag for a while and then depart, I lead off to Lorne past speed cameras, through fog on some of the higher points on the GOR, past a few cars, but always into rain, which had really set in and was causing water to flow across the road in many places. Omen time.

So to Lorne and we scuttle into one of the pubs to consider the rest of the day. To go on is ruled out and so we decide to head for Deans Marsh and home, democracy at work. The road is still very wet as we work our way up the range out of Lorne and

head north east.

Leaders are never crashers, or so I believed and so ignored the odd step out from the rear. Through Deans Marsh and on to the Winchelsea road, this leading stuff is too easy, not even those dreaded sports bike lights filling the mirrors. A easy looking right hand curve but suddenly what looks like a river running across the apex. 1971 and I discover two wheels and am well and truley hooked, no crashes, and only a few near misses.

RZ 350 and rider, or sould I say passenger, as by now I am not in control, slides left, I over correct and my left hand gets thumped by the left handlebar as the bike flicks to the right and dumps me on my face and slides up the road shedding bits and pieces along the road with your scribe following, bum up, mind blank.

Craig arrives and we pick up the bits, get the thing going and head for Geelong and the ride end, thank god. Geoff RZ 350

## The 'born-again bikers' death toll

THE burgeoning number of 'born-again bikers' may be to blame for a steep rise in motorcycle deaths on British roads.

It is believed that the 16 per cent increase, just revealed, can be put down in part to middle-aged riders returning to two wheels but unused to the powerful new machines. Three

out of five motorcyclists are now over the age of forty, and have contributed to a biking boom which saw registrations in 1997 rise by 36 per cent on the previous year.

A spokesman for the Royal Society for the Prevention of Accidents said: 'These born-again bikers must realise that times have changed and they have to be extremely careful

handling big machines.' The Government figures on 1997 road casualties also showed a five per cent rise in the number of child pedestrians killed - a total of 138.

Overall, injuries increased two per cent last year while the number of deaths - 3,599 - was just one more than in 1996. Serious injuries fell by three per cent.

## Eden Weekend

6th - 8th June

The forecast was horrendous and not surprisingly every one stayed at home, except for 3 mentally defective individuals: Ben (ZXR) - intrepid leader, Rhys Williams (ZX7 - no power below 7,000 rpm due to carbies icing up) and madman Danny Kosinski driving Tony Prictor's Jeep towing the battle weary VFR. It is a bit rough leading and having to do your own write up, though Jack manages it - even doing write-ups on rides he doesn't even go on! - so this will only be a few highlights.

It started to rain on Saturday in the middle of the night. It stopped raining for a brief squirt up to Dargo and back on the first day, rained for the rest of the day and night, rained all Sunday, finally stopping on Monday at Stratford on the way home at about 1 pm. That was the first time we had seen the sun in two and a half days! The trip was about 1500 km home to home, of which about 1200 km were in the rain.

We spent 2 nights in a pub at Orbost at \$15 per night. It was a shocker! I figured the cleaner must have died 2 years ago and not been replaced. The rooms consisted of a tubular steel bed (40 years old at least), a wardrobe and a sink. At least the \$15 included continental breakfast in the upstairs TV room. A couple of locals spent all day and all night necking VB from bottles while watching TV. They thought I was a city toff, initially, but after I bugged up the channel tuning, and spent at least half an hour trying to fix it, while they hung shit on me, they decided I wasn't such a bad bloke afterall.

There isn't much to do in Orbost other than work at the timber mill. The population has declined from 3000 to 1500 over the years. Greenies are not welcomed. Saturday night at the pub is the only entertainment, and being a long weekend there were a few young girls spending the night in Orbost while on driving holidays. Danny, Rhys and I gravitated towards the pool table, and spent quite a few games trying to beat the locals and get control of the table. We eventually did, staying on for a few hours. One game late in the evening took 50 minutes, mainly because the opposition was fairly inebriated and had a number of fights to conduct while playing the game. I use the term fight loosely - it was more like choreographed, slow motion, verbal sparring followed by a single slap and someone falling over and not having the strength to stand up again. We endured three of these theatrical events during the course of Saturday evening. The bloke who I thought was of Maori heritage turned out to be Aboriginal cross. He whacked his head fairly hard on the pool table at one stage, and was later thrown out for fighting. His "mate" Bill was about 6 foot 4, solid, quiet brooding type, no 2 haircut, 40ish. Tough. Just the one fight for the evening. These were the two blokes we were trying to rest the table off. There was a certain edge to the evening shall we say.

I was conned into buying Max the old bloke with only 3 fingers (saw mill accident of course) beers. He was barred. The old blokes are pretty interesting and Max had a few stories to tell. He pointed out his son (who had knocked him out the week before in a bit of a row at the pub), and his brother in law. They weren't on speaking terms. The local woman were a tad rough, and we had to beat them at pool too. They weren't too impressed and I believe Rhys incurred the wrath of one sweet thing.

Sunday dawned bright and sunny - just joshing! It was pouring. I suggested it could only get better. I was wrong. According to the news there was 250 mm (6 inches for the old people) of rain that day. We rode 500 km : Cann River, Rockton Junction, Eden, Pambula, Candelo, Cathcart, Bombala, Cann River. It was freezing. Dri-Rider -ha! - soaked to the skin. We huddled around a log fire at some relatives of Danny's in Eden - a couple in their 70's. We ate and drank everything. Magnificent. Then put on our soaking wet clothes and ventured into the grey drizzly yonder. Rhys had his \$13 plasrtic overcoat and was relatively dry and warm.

When we got to Bombala and congregated around the heater in the servo/cafe area we were looked upon by the locals as something incomprehensible. It was snowing at Tumut we were reliably informed. They enquired if it was raining at Cathcart. "Yup", was our mumbled reply. "I'll be bugged - it hasn't rained there for two and half years" noted a local. Ho-hum. I had taken to stuffing a plastic covered magazine up my jumper to reduce the cold. That was now the only dry patch on my wind cheater. We stepped outside and I immediately began to shiver. It was only

168 km back to Orbost in the fast fading light. Did I mention the 4 km of road works in the middle - the last bit still not completed. Did I mention it was slippery? Danny did a time and distance study when we got back, and nearly had a heart attack. We were riding well by this stage and the idea of a hot shower was strong motivation.

*Method for having shower: Remove clothes, turn on cold water full blast and step in. Keep screaming to a minimum as water "burns", particularly extremities. As body thaws, pins and needles may prove a tad uncomfortable. Endure. As thawing continues, feed in hot water to maintain level of pain, and subsequently reduce cold water, to nil if required. Enjoy.*

Rhys was having a wow of a time with his carbies icing up from about 9 am Saturday morning - ie the whole trip. Imagine trying to ride a bike with no power below 7,000 rpm at which stage 80 or 90 ps kick in, on a wet road with a million corners. To say his rear tyre was shagged would be an understatement. To say Rhys was riding well would also be another understatement, even passing Madman Danny on occasions, when he was holding him up. At thawing breaks Danny and I would look at his tyre and shake our heads in utter amazement. I had a near new set of D207 race compound and nary a slip or slide all weekend. Sensational. Danny had his road tyres and swore he did more damage to them following me in the wet than he did around Winton. Danny was pretty chuffed about the whole weekend, claiming he learnt more about riding in the wet than ever before. Did he have a choice? Danny noted that we were doing our "normal" dry weather speeds. We were. Meanwhile Rhys was having a ball hanging in there. His rear road D207 only lasted the previous Cooma weekend ride and half of the first day - 2000 km maximum. But, excellent grip till the end.

Monday morning dawned wet, wet and wetter. It was very cold. We put Danny's bike on the Jeep. (I don't understand why Tony didn't come ..) At Bairnesdale we headed south through Beng Worden and arrived at Stratford and sun, glorious sun. We stayed in the bakery a long time. Danny caught us up in the Jeep. We decided to give Licola a miss and head home.

Avoiding the highway and revelling in the dry roads we headed south from Yarragon and around through Lardner. On one particularly tricky off camber, steep left hander, Rhy's rear tyre could offer no grip, the result being Rhys running into a ditch and fighting to keep the bike upright. He did a good job sacrificing his body, the bike sustaining a cracked fairing, some scratches and a broken blinker and possibly a mirror. It was quite rideable and we split up at Pakenham.

Apart from the spill at the end it was a pretty interesting and adventurous trip. We hardly saw a car all weekend. The bike handled well with its newly hard cromed front forks and rebuild, and the roads were great. Catch you next time,

Ben Warden (ZXR750)

---

## MTCV Membership Renewal Form

Please complete the tear-off below and return it with your membership fee. Full membership fee is \$25 and associate membership is \$12.50 The money is used to help run the Club and pays for the printing of the magazine, itineraries, stationery, postage, supper, etc. The Club is a non-profit organisation. Membership fees are now due.

**Name:**

**Address:**

**Telephone numbers:**

**Home:**

**Work:**

**Mobile:**

If there is information here that you wish to remain confidential, please indicate.

VMC REPORT meeting Thurs 11th. June

Delegates reports as follows;

Melb. Annual Toy Run organised by MRAA has been given official Green light and exempted from incurring council or PTC fees BECAUSE it has official recognition as "Community Event" MCC to help by placing barrakades etc. Swanston Street Traders to help with funding and offering use of footpath for setting up stalls from Melb. M/cycle Clubs

\*Melb. Central and MCC footpath parking fiasco...separate investigations have resulted in contradictory information. One reprinted M/cycles will be towed away by private contractors if parked on Melb Central property. Other report is that Melb. Central have no private agreement with MCC at this point and is simply a bluff. Stay Tuned more next month.

\*Guest Speaker Micheal Czajka Jnr.  
Victorian Delegate to  
Federal Office of Road Safety (FORS)  
Motorcycle Consultative Committee

Which produced loads of information, knowlege and inspiration His recommendations for Traffic Control Devices (TCD) seem to be plain common sense but hav a look around at what engineers are putting on and next to the roads. Do you agree, there should be Safety Guidlines for TCD? there isn't! This may help combating problems like steel man holes, mini speed humps, machine grooving in bitumen, concrete separation strips,rumble strips, wire rope barriers.....also the community should have the right of appeal/reject proposed or existing TCD for reasons of safety. Sounds fair ?

Another breakthrough in Government Departments consulting with us, as Motorcycle community, is inclosed in this issue of Good Vibz, in the way of a Questionnaire, produced by VMC which is to be utilized by MCC. To take the time now and fill it out, is to help with all motorcycle issues in the future, please return to

*Lyn GSXR*

#### Motorcycle parking Questionnaire

This issue itself may not seem important to you but try and think in a broader sense, the VMC is trying to change Government attitude. We want the Motorcycle Community (us) to be consulted, so that we are considered when changes are being planned. This questionnaire, I think is a step in that direction.

*Easy to understand, the corner marking system is one of the strong points of our Club. For it to work well it is important that everyone has a thorough knowledge of how it works and the underlying philosophies. In no way is it perfect: we are always looking for ways to improve it (and everything else). To this end, if you have an idea or any constructive criticism please inform us.*

*Historically this article was written for the benefit of new and prospective members back in 1988. They were given a copy of it or received one in the post. Later it was given to new members as part of their show-bag of Club goodies. It was written with a view to it being of a timeless nature, wholesale modifications being hopefully unnecessary. Reprints have appeared in the Club Magazine ever since. This latest version attempts to remove some of the sexist language and expand on some of the perceived problem areas. Hopefully there is something in it for all of us, new or old.*

There is a "leader" and a "rear-rider". Ideally, no-one passes the leader and the rear-rider passes no-one. When the leader comes to an intersection at which he/she is deviating from straight ahead, or there is any likelihood of confusion, he/she will point to the side of the road indicating that the following two riders are to stay there "corner-marking" until all the remaining riders have passed through, and the rear-rider arrives. The corner-markers then proceed until next required to "corner-mark".

By corner-marking we mean indicate (by preferably blinking or pointing to) the direction the following riders should take. Good corner-markers work as a team positioning their bikes to indicate the direction taken by the leader.

*Here we are falling down quite badly. Be considerate! Corner marking is not the time to gamble on completing smoking a cigarette before the rear-rider arrives. The rear riding position is onerous enough without making him/her wait while you hastily prepare to leave.*

**Use your blinkers!** A hand signal is at best unreliable, and at worst non-existent. It is easy to get talking and forget about the rest of the riders. (Bikes with total loss electrics are excused.)

**Be safe!** Parking on the "riding" line is very dangerous. Park as far to the left as possible, or better still and where appropriate, mount the kerbside, traffic island, median strip etc. Otherwise you are likely to get run into, not by the bike approaching, but the one behind who does not have a fair view - or worse still, the car behind the car. If some one is carrying a bit too much speed, then the riding line should include the "wide" riding line and the "straight ahead" riding line, especially at "T" junctions at the end of dirt roads. It is probably better to never "double park".

**Be in communication!** Ideally park within talking distance of your corner-marking partner. At worst the partner should be at least within visible communication in case some action is required.

**Be visible!** Positioning your bike to indicate the direction taken by the leader only works when that bike is visible to the following riders. Otherwise it is useless. On right hand corners it seems to work well, especially at "T" junctions where one bike can park at the end of the "T", side-on to the following riders, the other bike parking before the intersection leaving its blinker on.

Left hand corners are a real problem. If visibility is good, one bike can creep just around the corner. If visibility is poor, for instance there is a building on the corner, then it is no good parking around the corner. The communication link is broken. It is better for two bikes to be stopped one behind the other before the corner, indicating. To get around this, some riders have been parking on the other side of the road, similar to a right hand turn at a "T" junction, but this time facing the other way. This is obviously a highly illegal manoeuvre as at some stage you must ride on the wrong side of the road. Which leads to the next point:

**Be discrete!** *Corner marking is probably illegal in the first place. Parking on the wrong side of the road with your headlight blazing and blinkers flashing isn't discrete. Oncoming car drivers at best will be confused and more likely irate. The police will probably take a dim view.*

*Depending on the size and style of ride we often have clumps of bikes forming at intersections, usually waiting for the lead rider to get a little ahead. Don't obscure the field of view for the following riders of the corner marker with either your bike or body ie don't block the view of the blinkers!*

*The onus is on the leader to point out particularly difficult corner marking situations. The Tullamarine Freeway - Mt Alexander Road intersection springs to mind. For safety reasons we often decide not to have any there at all.*

*Night rides offer the greatest potential for the corner marking system to come apart at the seams. Consider "If I was on a night ride, would this be a suitable place to corner mark?" If yes after considering the safety, visibility and communication aspects, then there is a fair chance it is suitable in the daytime.*

Two bikes are left to corner mark for various reasons. If someone takes a wrong turn, one of the corner markers can chase and bring the errant rider back. The remaining bike continues to perform his function of corner-marking, and the ride "flows". The majority of riders are not inconvenienced, and little or no time is lost.

*So if there is only one bike on a corner, make a second!*

If someone breaks down, gets a puncture or crashes, the two following riders stop to offer assistance. In time the rear-rider will arrive with the "Emergency Kit", which contains a First Aid kit, a tubeless tyre puncture repair kit, a can of Finelec or similar, arm bands, and a tow rope. Most mishaps are catered for.

*If leading and carrying a pillion, the pillion should wear the armband on the right arm. This reduces the excuses for riders overtaking the lead rider. Otherwise the leader wears it on the right arm and the rear-rider on the left - for when he/she overtakes (!) the corner-markers. The rear-rider can supplement the arm band by judiciously flashing his/her headlight.*

After an incident the leader will eventually run out of corner markers and stop. The leader should be informed of the incident and the estimated time delay by a messenger sent by the rear-rider. A decision can then be made by the leader where best to regroup. Therefore it is important that corner markers never leave their corner until the rear-rider, or his messenger arrives. After an in-ordinate amount of time has elapsed (usually greater than 10 minutes) since the last bike passed through, one rider may leave the corner and (normally) back-track down the corner-markers to render assistance and determine the cause of the hold-up.

If on arrival at an unmarked intersection there is any doubt as to which way the leader has gone, proceed straight ahead. At "Y" junctions, take the major road; at large round-a-bouts (though often marked), go straight ahead.

Using a corner marking system makes for a smooth ride. Riders can travel at their own pace; if they wish to travel faster, they will end up corner-marking more often; if they ride at a leisurely rate then only occasionally will they be required to corner-mark. Effectively, riders can travel at any speed they wish. Other advantages of this system are that no-one ever gets lost, and there is no need to be constantly looking at a map - in fact you don't even have to know where you are going!

Ben Warden for the Committee

Question 14. Do you find parking your motorcycle in the city :  
(Please tick one box only)

Difficult ☐ Easy ☐ Don't Know ☐

Comment: .....

Question 15. When you come to the city on your motorcycle where do you normally park ? (Please tick one box only)

Off-street Car Park ☐  
On-street in a Parking Meter ☐  
On the footpath ☐  
On-street - Motorcycle Parking Space ☐  
Private Parking Space ☐  
Other ☐

Comment: .....

Question 16. Do you think the supply of motorcycle parking in the City other than on the footpath is:

Plentiful ☐ Not Enough ☐  
Adequate ☐ Don't Know ☐

Question 17. Have you ever paid for motorcycle parking in the City ?

Yes ☐ No ☐

Question 18. Do you think the cost of motorcycle parking in City car parks is : (Please tick one box only)

Low ☐ High ☐  
About right ☐ Don't Know ☐

Question 19. If footpaths were not available for motorcycle parking would you continue to ride your motorcycle to the City ?  
(Please tick one box only)

As frequently ☐  
Less frequently ☐  
Not at all (go to question 21) ☐

Question 20. If you were unable to park your motorcycle on the footpath and you continued to ride your motorcycle to the city, where would you park your motorcycle? (Please tick one box only)

Off-street Car Park ☐  
Free on street Motorcycle Parking Space ☐  
On-street Metered Parking space (designed for cars) ☐  
Don't Know ☐

Please state reason: .....

Question 21. Which of the following situations would cause you to visit the city more often? (please rank each point in this question in order of importance from 1. to 4. being the least important.)

Knowing that there was dedicated motorcycle parking in the Central Business District. ☐  
Dedicated footpath parking areas in useful locations ☐  
Secure and reasonably priced off-street parking in Commercial Car Parks ☐  
Other (below) ☐

Please specify: .....

Question 22. How important is the Safety of your motorcycle when it is parked ? (Please tick one box only)

Extremely Important ☐ Important ☐  
Very Important ☐ Not Important ☐

Question 23. Are you employed in the city ?

Yes ☐ No ☐

Question 24. Gender ?

Male ☐ Female ☐

Question 25. Would you consider a 50 % discount off the price of parking in an off-street commercial car park a reasonable price to pay for a secure and safe place to park your motorcycle?

Yes ☐ No ☐ Don't Know ☐

Question 26. Age Group

17 - 19 ☐ 30 - 39 ☐ 50 - 59 ☐  
20 - 29 ☐ 40 - 49 ☐ 60 + ☐

Further comments (optional)

Footpath parking .....

Removal of footpath parking .....

Other .....

The Victorian Motorcycle Council supports footpath parking as being of benefit to motorcycling and the wider community.

Please photocopy this form if you need more copies

Please return to

**VMC**

Post **PO Box 489, NORTH MELBOURNE, 3051**



# MOTORCYCLE PARKING QUESTIONNAIRE

The City of Melbourne seeks to gain an appreciation of your view of the city environment from a motorcyclist's perspective. Your answers to this questionnaire will assist the City in addressing areas where you think improvements can be made to make the city a more attractive and accessible centre for motorcyclists doing their shopping, enjoying entertainment or conducting business activities. In particular the City would like to find out how you as a motorcyclist feel about visiting Melbourne and the parking facilities provided for motorcyclists

All details will be kept confidential. Please be assured that none of the information requested will identify you.

The questionnaire should only take about 5 minutes to complete.

Question 1. What is the postcode of the area in which you live ?

Question 2. What mode of transport do you normally use ? (please rank in order from 1. being the most frequently used; to 8. being the least used.)

Motorcycle	<input type="text"/>	Car Driver	<input type="text"/>
Walk	<input type="text"/>	Bicycle	<input type="text"/>
Bus	<input type="text"/>	Train	<input type="text"/>
Taxi	<input type="text"/>	Tram	<input type="text"/>
Car Passenger	<input type="text"/>	OtherWalk	<input type="text"/>

Question 3. How frequently do you ride your motorcycle to central Melbourne (the CBD) ? (Please tick one box only)

Every day	<input type="text"/>
Once a week or more	<input type="text"/>
Once a fortnight	<input type="text"/>
Once a month	<input type="text"/>
Once every 3 months	<input type="text"/>
Once every 6 months	<input type="text"/>
Once a year	<input type="text"/>
Never	<input type="text"/>
Don't know	<input type="text"/>

Question 4. What is the engine capacity of your motorcycle ?

Question 5. Why do you use your motorcycle ? (please rank in order from 1. being the most common reason; to 5. being the least common.)

Economical (less cost to run a motorcycle)	<input type="text"/>
Travel Time (less time to travel)	<input type="text"/>
Proximity (can get closer to destination)	<input type="text"/>
Traffic Congestion (too much car traffic)	<input type="text"/>
Other Reasons (please state below)	<input type="text"/>

Question 6. Does the weather influence your choice of not using your motorcycle?

(Please tick yes or no)

Yes	<input type="text"/>	No	<input type="text"/>
-----	----------------------	----	----------------------

If YES go to Question 7 If NO go to Question 8

Question 7. Under what weather conditions do you choose not to ride your motorcycle? (please tick as many boxes as required)

Light Rain	<input type="text"/>	Hot	<input type="text"/>
Heavy Rain	<input type="text"/>	Windy	<input type="text"/>
Cold	<input type="text"/>	Other (* below)	<input type="text"/>

\*Other.....

Question 8. What method of travel do you use to go shopping during the Daytime ? (please rank in order from 1. being the most frequently used; to 8. being the least used.)

Motorcycle	<input type="text"/>	Bus	<input type="text"/>
Car Driver	<input type="text"/>	Train / Tram	<input type="text"/>
Car Passenger	<input type="text"/>	Taxi	<input type="text"/>
Bicycle	<input type="text"/>	Walk	<input type="text"/>

Question 9. What method of travel do you use to go shopping at Night ? (please rank in order from 1. being the most frequently used; to 8. being the least used.)

Motorcycle	<input type="text"/>	Bus	<input type="text"/>
Car Driver	<input type="text"/>	Train / Tram	<input type="text"/>
Car Passenger	<input type="text"/>	Taxi	<input type="text"/>
Bicycle	<input type="text"/>	Walk	<input type="text"/>

Question 10. What method of travel do you use to attend entertainment venues during the Daytime ? (please rank in order from 1. being the most frequently used; to 8. being the least used.)

Motorcycle	<input type="text"/>	Bus	<input type="text"/>
Car Driver	<input type="text"/>	Train / Tram	<input type="text"/>
Car Passenger	<input type="text"/>	Taxi	<input type="text"/>
Bicycle	<input type="text"/>	Walk	<input type="text"/>

Question 11. What method of travel do you use to attend entertainment venues at Night ? (please rank in order from 1. being the most frequently used; to 8. being the least used.)

Motorcycle	<input type="text"/>	Bus	<input type="text"/>
Car Driver	<input type="text"/>	Train / Tram	<input type="text"/>
Car Passenger	<input type="text"/>	Taxi	<input type="text"/>
Bicycle	<input type="text"/>	Walk	<input type="text"/>

Question 12. What method of travel do you use to attend business activities or work during the Daytime ? (please rank in order from 1. being the most frequently used; to 8. being the least used.)

Motorcycle	<input type="text"/>	Bus	<input type="text"/>
Car Driver	<input type="text"/>	Train / Tram	<input type="text"/>
Car Passenger	<input type="text"/>	Taxi	<input type="text"/>
Bicycle	<input type="text"/>	Walk	<input type="text"/>

Question 13. What method of travel do you use to attend business activities or work at Night ? (please rank in order from 1. being the most frequently used; to 8. being the least used.)

Motorcycle	<input type="text"/>	Bus	<input type="text"/>
Car Driver	<input type="text"/>	Train / Tram	<input type="text"/>
Car Passenger	<input type="text"/>	Taxi	<input type="text"/>
Bicycle	<input type="text"/>	Walk	<input type="text"/>