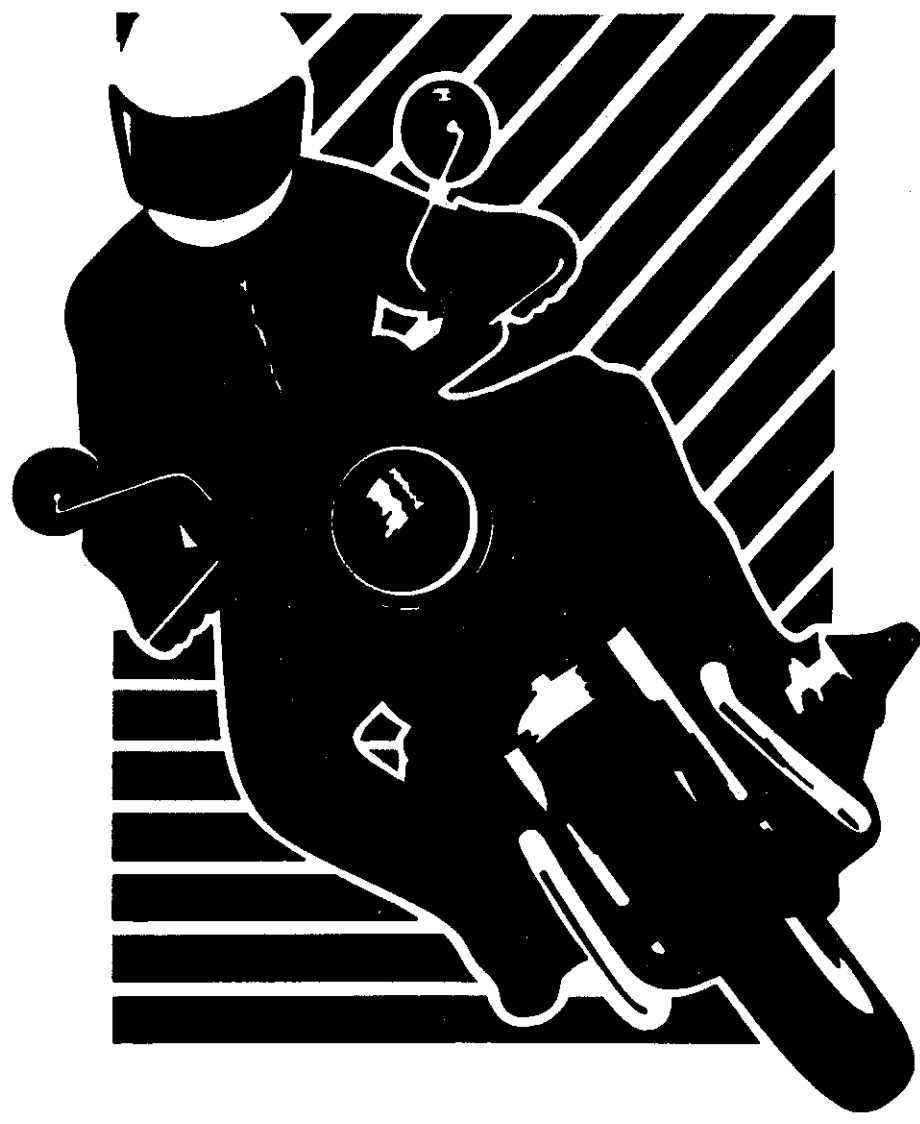


Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA INC.

P.O. Box 453, Richmond 3121, Victoria

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 350km.

Sunday 1st;

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

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. 350km.

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)

October 1998 Itinerary

October

Thursday 1st

General Meeting, 8.15 pm, Inglebys Road
Theatrette at rear of Camberwell Town Hall, Melways Ref 59J2

Sunday 4th

Phillip Island 500 cc GP make your own way

See the world's best riders including our own Mick Doohan competing head to head on the best spectator track in Australia. The season has the closest and best 500 cc racing for many years. Many other classes on display including 125 GPs, 250 GPs and 600 Supersports. Meet 1 pm outside Lukey Museum to share the excitement and catch up with each other.

Saturday 10th

Dirt Ride John Willis leading
10 am Ph: 0419-538-100

Meet Chum Creek Road, corner of Lowes Rd, in the lay-by, Healesville. (This is very near John's old house.) John knows all the nearby tracks and always puts together an interesting and fun ride, with civilisation and facilities never too far away. Should any of the hills be too steep there is usually an alternative route. Expect 80 km plus.

Sunday 11th

Brisbane Ranges Geoff Jones leading
9.30 am KBCP, 10 am Laverton

The roads through the Brisbane Ranges are smooth and fast, the terrain quite hilly. Should be an enjoyable ride. Expect around 350 km for the day.

Thursday 15th

Social Sip - Baden Powell Hotel, 61 Victoria Parade, Collingwood, 7 pm
Come and have a game of pool or two.

Sunday 18th

Yarra Scenic Ride & BBQ Andi Sirninger leading
9.30 am KBCP

Ever wondered if it was possible to join all those Boulevards (Richmond, Ivanhoe, Kew, etc) up and follow the Yarra River upstream almost to its source? Let Andi show you the way. At Upper Yarra Dam, 4 km past the Reefton Spur turn-off, the Club will enjoy a BBQ. **BYO meat**. Bread and salads will be provided. For those family and friends arriving independently, 1 pm is the suggested lunch time. Should be a great social ride. Expect 300 km home to home.

Sunday 25th

Nagambie Les Leahy leading
9.30 am KBCP, 10.30 am Whittlesea

Les knows all the tricky connecting roads heading north. Keep your eye out for famous wineries of the district. Expect an interesting and leisurely 400 km.

Saturday 31st
to
Tuesday 3rd Nov.

Warnambool 4 Day Melb. Cup Weekend Ian Payne leading
9.30 am Laverton - note early start
(see elsewhere for itinerary details and booking details)

Captains Report - September 1998

<i>Sunday 6th</i>	Destination	:	Phillip Island Superbikes
	Leader	:	make your own way
	Bikes	:	4 bikes, 1 car, 5 people
	Weather	:	wet, cold, windy
	Distance	:	300 km return
	Incidents	:	shocking weather
<i>Sunday 13th</i>	Destination	:	Economy Ride, Eildon
	Leader	:	Paul Tallents
	Bikes ..	:	9 bikes, 10 people
	Weather	:	wet in afternoon
	Distance	:	260 km
	Incidents	:	Jon Riddett won on XTZ660
<i>Sunday 20th</i>	Destination	:	Reefton & Black Spurs
	Leader	:	Stewart Forster
	Bikes	:	24 bikes, 27 people
	Weather	:	glorious
	Distance	:	350 km
	Incidents	:	lunch at Buxton Pub
<i>Saturday 27th</i>	Destination	:	Lavers Hill via GOR
	Organiser	:	Tony Schrader
	Bikes	:	14 bikes, 14 people
	Weather	:	warm, sunny
	Distance	:	550 km
	Incidents	:	bark on Lavers Hill Rd

INJURED?

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accident, you may have valuable
rights to compensation

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| ■ Motor Vehicle Claims | ■ Conveyancing |
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sound legal advice.
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Telephone (03) 9836 6922 Balwyn

September Who's News

For Sale: Honda 1998 VTR1000, 9000 km , 6 months rego, factory warranty, only ridden on Sundays, never ridden in rain, always garaged. One careful owner. All books, regularly serviced, never raced. Comes with Indigo Sports exhaust system, M-Toby steering damper, Scorpio alarm system, and additional accurate bicycle-type speedo. Owner going overseas. Urgent sale. Mint condition. First to see will buy. A bargain at \$13,000. Ring Stewart Forster on 9557-3775.

For sale: Tyres: new Honda XR400/250 rear tyre: IRC 4.00/18, \$80. Front 110/60/17 near new road compound Michelin, \$80. See Ben.

For sale: Full face AGV Stinger helmet, red, white and blue with "splats", size small (56), clear visor, worn 6 times, cost \$180, sell \$80. Ring **Paul Burns** on 9521-0317.

The **MTCV home page** has taken another roughly 150 hits up to Sep. 28th and 2,500 since April 1995. Thanks to **Darren Hosking** who maintained the home page in my absence. He also typed in the next couple of months' itinerary (October, November) which had slipped my mind in the excitement.

Club Assets. The Club is interested in locating its various assets. If you have, or know where such items as the Club flag(s), the Club tent, etc. are, please notify any of the committee.

Seen at the **September Social Sip:** Ian Payne, Dianne Welsford, Ron and Julie Johnston, Lynne and Paul Burns, Darren and Wendy Hosking, Rob and Mandy Matricciani, Tim Walker, Tim Casemore, Darryn Webster, Stewart Forster, Lyn Duncan, and Darren Morecombe.

The Committee is in the throws of generating a new itinerary. Anyone with ideas on destinations, activities, or willing to lead a ride please pass their comments on to any of the Committee.

John Willis hurt his back at work. To complicate the issue he was in the process of moving house. He was offered and accepted assistance from Lyn Duncan and Rob and Mandy Matricciani. He greatly appreciates their time and efforts and sincerely thanks them. John would also like to thank Ian Payne and Stewart Forster for leading his Reefton and Black Spur on Sunday the 20th ride when he was unable to. John's new address is 3 Christie Parade, Healesville. His phone numbers are unchanged.

Darwin or bust. **Tony Pricor, Kristen, and Ben Warden** left for Darwin and the Northern Territory for 4 weeks holiday on Monday 31st August. Tony's Jeep was used to tow a trailer with the 3 dirt bikes. A Jeep tyre blow-out and a strained knee were the only minor hassles, apart from the stifling heat and humidity at the top end. Ben spent the last week traversing Kakadu NP while Tony and Kristen headed south to cooler climes and the beauty of the Flinders Ranges. Sights visited included Ayers Rock, the Olgas, Kings Canyon, Oodnadatta Track, Dalhousie Hot springs, Litchfield National Park, Darwin, and Kakadu NP. The bikes held up well with no lasting damage sustained, only thick sand on the Finke River 4WD road providing amusing spills once fatigued. Plenty of crocs, bird life, Australian characters, mozzies and flies, aboriginal rock art, fantastic swimming holes. All in all, a sensational trip.

Gary Clifton crashed at Thornton on the 16th August. He ran off the road on a right hand corner at about 100 km/h, hit a large tree root in the long grass, and was thrown off the bike. He suffered a broken tibia and wrist and internal bruising to a kidney. The bike crashed into a tree and demolished the front of the bike - about \$9000 damage. To cap off a bad day he was also booked for speeding!

Police now have a Subaru WRX (4WD, turbo rally car) for pursuit work and it is *very* quick in the twisties. It has been spotted around Kinglake, Healesville and Yea. Note: speed cameras have been active on Kinglake - Kinglake West road.

Action Photography - Graeme Bannerman is offering his services to members. Graeme is a professional sports photographer who will take still or action photos of you and your bike. Cost is \$30 for 7 photos (4"x6"). He will take 15 shots and give you the best 7. He can also enlarge the photos up to poster size (8" x 12", cost \$17.90). Phone 9885-6716 (all hours)

Licola crash casualty **Theo Kalkandis** attended the September General meeting. He recently had the plaster cast removed from his leg and is making very good progress. He is still keen on motorcycling and has ordered a new Yamaha R1!

Lavers Hill via Great Ocean Road

Sunday September 27th

Ducati 955	Jock (1 st ride)	YZF600	Tony Schrader (leader)
YZF750	David Moore	GSXR600	Dave Ward
ZXR750	Ben Warden	Triumph 900	Jack Youdan
YZF600	Jane (3 rd ride)	Across 250	Ben (3 rd ride)
GTR1000	Cameron	Ducati 748	Nick Prapas
R1100S	Rob Langer (rear)	VTR1000	Stewart Forster
TDM850	Tom Doyle (1 st ride)	RF900	Ian Payne

14 bikes, 14 people

One cannot get Club Person of Da Year unless one contributes, like leading rides, rear riding or writing stuff like this – hence, I actually volunteered to “do” this report.

From Laverton, Tony S. took us through Geelong, Deans Marsh and over the bumpy road to Lorne for coffee stop at the Arab Caf. – quite a motorcyclists mecca these days (reflecting the North London ton-up-boys Ace café of the 50’s and 60’s, bit of history eh?) Rob was rear rider on his new black BM R1100s, the model which is over 30 kg. lighter and more powerful than Rob’s traded R1100RS. Speaking of bikes, how about Jock’s Ducati 955 (not your mundane 916 for ordinaire punters). Performance parts by V2 in Perth and C.F. body panels in the deep purple of Italy’s Fiorentian Soccer Club. (Sick to deff. of red Ducatis!) and the number 9 motif is that club’s champion striker – believe it.

We rode to Apollo Bay then to a Laver’s Hill lunch stop, but some had turned back departing the ride. Tony led us back to Geelong via the same route down, and thankfully, no “offs” to report. Yeah, there was one, but not to our group. A Fireblade was downed between Apollo Bay and Lorne with the rider requiring an ambulance. Our front runners noted a “nervous uncertainty” when passing this bike rider and our rear runners noted the end result in passing the crash site.

Just one incident to report – a certain VTR running out of fuel just a few kilometers before the West Gate servo break-up point. Is this the same rider who went M.T. on a previous club ride? If so, it must have a bigish hole in the fuel tank.

Thanks to Tony for the nearly 500 km ride and congratulations on his excellent weather arrangements.

Jack Points Amassing Youdan

More Who’s News

Darryn Webster has purchased a 4,000 km old GSXR750, 1998 model with EFI. We look forward to seeing him out on a Club ride or two.

Marysville Service Station has changed hands and the new owner will now keep it open on weekends to cater for motorcyclists and tourists.

Tim Walker now has fitted a cold weather carby kit. to his cold blooded ZX7.

Danny Vits has a minor but similar problem with his ZX9. (No kits available for this model yet!)

Patrick Davey crashed his 250 Suzuki Across near Ballan, 2 days before he had to hand in his license. Damage consisted of fairing, exhaust, blinkers, mirror etc but it was still rideable. With a lot of do-it-yourself repairs, the bill came to just \$500.

**SUNDAY 20 SEPTEMBER 1998
BUXTON PUB COUNTERLUNCH**

John Willis	TRX850 (intended leader)
Ian Payne	RF900 (nominated leader)
Stewart Forster	VTR1000 (actual leader)
Kathy Robinson	CBR600 (first rear rider)
Geoff Jones	RZ350 (2nd rear rider)

Lynne	GSXR750	Euze	RF900 (1st ride)
Dave Moore	YZF750	Bear & Tanya	GPZ900
Dave Ward	GSXR600	Cameron	GTR1000
Craig Morley	YZF750	Ray Toulson	ZX9
Tony Fabris	ZX9	Tony Schrader	YZF600
Rob Langer	RC45	Rob & Mandy	VFR750
Derek Atkinson	FZR1000	Tim Casemore	TL1000
Roger	R1	Nick	CB750 (2nd ride)

Route: Yarra Glen-Christmas Hills-St Andrews-Toolangi-Healesville
 Black Spur-Marysville-Lake Mountain-Buxton
 (intended - Eildon-Molesworth-Yea-Whittlesea - not sure as I left the ride at Buxton)

I mustn't have had a wild enough night on Saturday night, I managed to drag myself out of bed at 8.30am on a Sunday morning for a change! The offer of a pillion ride enticed me out of bed, I decided it would be fun for a good ol' pillion ride, after all, my enjoyment as a pillion is what started the bug! (Though I realised fairly early in the day it's easier being a pillion when you don't actually ride yourself!)

I arrived at Yarra Glen just before 10, where there was quite a crowd who decided to take advantage of the gorgeous day, we waited...and waited...and waited, when at 10.30am Ian arrived, apologetic as he didn't realise it was an early start. He had sent the last of his itineraries to the MRA (we forgive you Ian, though you should have picked up the tab at the Buxton Pub...actions speak louder than words!). John Willis also apologised for the mix-up as he had initially been meant to lead the ride but due to a bad back had to handball it to Ian. Ian asked if anyone else was happy to lead the ride as he was recovering, so our Vice Captain Stewart was the third leader so far and we hadn't even started!

After a pre-ride spiel and no more apologies I left my "baby" in the hands of Oma's Pancakes across the road with their assurance to keep an eye on it (though I wonder if they called their boyfriends when I left to come and take it for a fang!), warned the rear rider that she'd be waiting a while if she waited for my bike to go anywhere, then bravely hopped on the back of Bronnie's bike behind Dave (Bron, note...I didn't called it Dave's bike...does that mean I have a credit for another ride?!)

We rode through Yarra Glen past a bunch of old farts...I mean harleys...and proceeded through the Christmas Hills at a leisurely Sunday pace...NOT!

I had a fantastic time along this road, but my enjoyment took a break when we got on the St Andrews Road. I make no secret I suffer St Andrews Road Phobia which was compounded by the fact that the whole time we were attempting to overtake a bike that was using the whole road in the corners. But we made it through upright and I plucked my nails out of Dave's leathers and started to let him breathe again. On to the Chum Creek Road, a lovely straight road to gives the nerves a rest! Funny how roads are seeming so much shorter today...I'm sure these roads usually take longer!

Must admit I did enjoy this road (though after the St Andrews Road up the clacker of another bike I think I'd enjoy going swimming in a river full of piranah!).

We stopped at Healesville for a 12.00 morning tea, where Ray showed on while heading to out to meet us at the Bucky Pub...along with his new walkman which he said never broke up during the Chum Creek Road, I guess that's great for blocking out sirens behind you is it Ray?

Before long it was back on the road for a blast through the Spur, funny thing is Dave stopped for petrol in Healesville after some comment about not trusting the *(@! fuel warning light (well you would settle for a Suzuki Dave & Bron!). However Fabio not realising this took off through the Spur like his pants were on fire trying to catch Dave!

There was a bit of sand covering oil on one particular corner just to make sure you were concentrating (wake you up did it Dave M?!) and John Willis appeared from nowhere to give the Daves a run for their money.

Up through Marysville where we were joined by Dee and Troy and a friend of theirs who decided to join in the fun. On the road up to the base of Lake Mountain there was snow along the side of the road, must say I was relieved Dave decided to give it a miss due to uncertainty of the road's condition. He was joined by quite a few who had the same misgivings (or was it just all the guys who needed a pee stop?!) I was also questioned here as to why I left my bike behind and went pillion, but they decided that seeing as I'm a girl I'm allowed! Well Dave, I guess if I was a guy preferring to pillion with you then there'd be reason for concern!

So while we had a vegie stop at the bottom, the rest of the club rode up it and came back telling us how good the road was.

With stomachs now loudly protesting we finally took off toward lunch at the Bucky Pub, one of my favourite roads, where we met club members Darren and Kim and Darren Morcombe so I hear [sorry Dazza, didn't see you, I wasn't being a snob really!] and saw a few other familiar faces. We even saw Tom and Andi on the way back, nothing like a sample of Summer to bring the bikes out.

From the Bucky Pub most people headed home but Stew was going to lead the official club ride out to Fraser National Park, then up through Molesworth to Yea for a break-up at Whittlesea, however as I left the ride here and Stew didn't return my phone call this week, I can only list their intended route.

My escort of Dave W, Dave M and Tony delivered me back to my bike and then headed back to the Christmas Hills, I guess Dave wanted another go at it while not being held on the seat, I headed home....(for a few minutes anyway, then back to Lilydale Airport to meet some friends, then to KFC, then my sister's etc.)

Thanks Stew for leading, thanks Cathy and Geoff for being rear riders and thanks Dave for a fantastic ride (and for behaving yourself!). Bron, I delivered him back intact..well maybe save for a cracked rib or 2!

DI

More Who's News

Stewart Forster (and Amanda) are heading to the USA in late October. Stewart will be working in California for up to 3 years (and will seek residency). We wish them well in their endeavors. See add elsewhere for his VTR.

Kathy Robinson has a new 1998 Honda CBR600. It is the rust, charcoal, and black version. It was debuted on the Reefton and Black Spurs Ride where Kathy was tail rider. She loves it.

Rob Langer has bought a new BMW R1100S. He was seen riding it on the Great Ocean Road last week. See Jack's article for more info.

The **Phillip Island 500cc GP** next week has risen a notch or two in importance with the loss of the Brazilian race due to the track not passing the FIM inspection. With Mick Doohan currently leading the world championship by 21 points, a win(25 points), in what is now the second last race will ensure another world championship. Go Mick!

Ben Warden (note: new mobile number 040-900-1618)

Riders: (30 bikes, 31 people)

Tony – VTR1000 (leader)	Cameron – GTR1000	Darren – GS1000	Derrick & Kathy – FZR1000
Rob & Mandy – VFR750	Ben – ZXR750	Tim – TL1000	Dave – XJ900 Diversion
Paul – VFR750 (r/rider)	Kirsten – GPz600	Ian – RF900	John – TRX850
Nick – CB750 *	Lyn – ZX6	Lyn – GSXR750	Craig – YZF750
Michael – CBR250 *	Ian – ZX6	Nick – GSXR600	Gerry – YZF600
Greg – Triumph Trophy	Darryn – ZZR250	Mark – GSXR600	Jane – YZF600
Jack – Triumph Daytona	David – ZZR250 *	Chris – RGV250 *	Mick – YZF600
	Sue – ZZR250		Geoff – RZ350
			* 1 st Timers

Route:

Hallam to Narre Warren North, Berwick, Harkaway, Upper Beaconsfield, Cockatoo, Woori Yallock & Yarra Junction for smoko. Along to Powelltown then Noojee for lunch. Back roads to Neerim Junction then Rokeby and Drouin. Re-fuel then south to Poowong & Ranceby before heading north towards Warragul, Lardner and back to Drouin, next the back roads to Pakenham then highway to Narre Warren.

Ride:

While waiting at Hallam to start it was decided to try the “middle rider” corner marking system (see article in September newsletter) the decision was made due to the large turnout and also the abundance of new, small capacity machine riders. Ben then explained this system and Lyn Duncan was nominated as ‘middle rider’ (basically the leader of the 2nd group and rear rider of the 1st group – Confused? – “it worked” reasonably well).

With Tony leading and Paul Burns as rear rider we left Hallam heading for Harkaway and the flowing sweepers to Cockatoo. Some time was lost here when one of the new riders missed a corner marker and went straight ahead, but Paul soon had him back on track. Onto Woori Yallock and the Healesville road before veering back to Launching Place and Yarra Junction for morning tea. During this leisurely break at the local coffee shop, we decided to dispense with the “middle rider” as the newer riders had joined into the main body of the ride quite successfully.

Off to Powelltown and the sensational road to Noojee, with its combination of tight twisties and flowing sweepers it is an ideal riders road but all too soon it was over as we filed into Noojee for lunch. Tony had pre-warned the shopkeeper of our visit so they had plenty of hot food available.

With the sun now shining brightly we had a chance to relax and have a bit of a chat.

- ◆ John Willis had the duct tape removed from his TRX (for its impending sale) and it looked brand new, the tape certainly kept the bodywork free of abrasions & stone chips.
- ◆ Good to see Gerry back riding after her recent shoulder operation and from all accounts she was riding as smooth and fast as ever.
- ◆ First-timer Nick had a pristine early 70’s Honda 4 and it was impressive to see this classic still able to mix it up with the modern bikes.
- ◆ It was interesting to compare Darren’s GS1000 with the modern Suzukis and to think that they used to race these beasts around Bathurst on such “skinny” tyres.
- ◆ Craig managed to score a ride on Tim’s TL1000 and with its carbon mufflers it sounded great.

The variety of bikes on the ride was certainly diverse, apart from the regulars we had a couple of oldies plus five 250’s & eight 600’s and in reality a modern 600 is all that you really need for most Touring Club rides. John Willis agreed and related that the best ride he’d had was on his CBR600 after the Confusion rally along the Licola road, where he chased and finally passed a Fireblade that was leaving “blackies” out of the corners.

During lunch we noted that Jane was missing again (she also got lost on her last ride with the Club) but not long after she turned up following Dave on the XJ900. It seems they went straight ahead from Yarra Junction and got to Warburton before realizing their mistake.

All too soon lunch was over and we were on our way. Down past the Noojee pub and up the back road to Neerim Nth then re-joining the main road to Neerim Sth before continuing on to Drouin for fuel. While waiting here it became apparent the ride was very spread out and it wasn’t until Paul arrived to inform us that the GTR had refused to start at Noojee, hence the delay. A loose battery cable was found to be the cause.

Off again and through our ride destination of Poowong, we continued on to Ranceby and Korumburra for a brief stop. At this stage Tony handed over the leading duties to Ben, who with his intimate knowledge of the area would lead us back to Drouin over a completely different set of roads. We started by heading North to Ellinbank, Lardner & Drouin then Longwarry and the familiar back roads to Pakenham before stopping at the Narre Warren servo for breakup.

All in all an excellent day out and a good effort from Tony on his first try. The route was well thought with good weather and a great bunch of riders, can’t wait for his next!

Ian
Suzuki RF900

VMC meeting 10th September

*Footpath parking; no change

- Detlef report on VMAC: topics discussed were: Hand held Mobil phones
MA + YAC Recreational Registration
Motion from Damien for 50cc moped to be operated
On car license.
Mark Wiggin suggests a study "capacity usage of
Motorcycles" to demonstrate the use of motorcycles

*VMC possibly to contact MA to offer our input because they are expanding from only competitive sport

- Jim Cutts MAG informed us update on Arthurs Seat Tourist Road. NO speed humps Motorcycles will not be banned but Peninsula Road Safety Committee apparently to find a solution (*whats the problem*) seems it may be double white lines, cats eyes and 40kph limit.
- TED MAG Trans Urban update still not able to fit transponders to motorcycles. (Ken Daly Yrans Urban contact) also submitted report on Motorcycling Conference Aug. 14th-16th.
- Lyn: Submitted Report on Motorcycling Conference Aug 14th-16th.
- Asked about 250cc. Licensing laws. For those interested Tasmania are trialing new system called LAMS based on power to weight. I am expecting information from Tas MRA as yet hasn't arrived.
- Guz : MAG had some interesting updates from his visit to Euro Demo, held in Bonn (the old capital of W/Germany) *only* 10,000 bikes small says Guz by usual standards, possibly because German contingents were down, slightly more conservative about riders rights. The main run of the festival was sabotaged by police, who split the run in two and diverted out of city center where run was planed to go. There are 150 bans on motorcycles in Germany at present, that means 150 separate sites your not allowed to ride your bike we got to make sure this doesn't happen here (ie; Athurs Seat) they also have and "End of Life Vehicle Policy" set at ten years which includes motorcycles. And a limit on motorcycle BHP to no more than 100BHP. A certain Mr. Martin Bangerman has a lot to do with this. Some disappointing news he brought back from England, the Annual "MAGnicata" was cancelled, apparently because of impending risk of violence between Leicescester patched fraternities, police claiming to need 40 recruits to each patch member to keep control. This event usually attracts about 8000, and estimated 30,000pound loss of usual campaign funds for fighting beaurocracy. Just another way of putting us out of business I think.

Lyn.

Planning

- (i) Plan on map.
- (ii) Pre-ride the ride (ideally)
 - to look for adverse/changed road conditions, tricky Y junctions, etc.
 - to refresh your memory - thus avoiding unnecessary U-turns, and
 - to know the distances and time intervals.
- (iii) Avoid highways within reason because:
 - back roads reduce traffic and associated hazards, and
 - back roads are more interesting.
- (iv) Plan a similar alternative route because
 - dirt roads are often difficult in the wet,
 - insurance against unexpected delays
- (v) Get out of city quickly and efficiently.
- (vi) If a destination or activity requires extra equipment (eg torch, towel, clothes, etc) inform the editor so that adequate warning can be printed in the magazine, or on the itinerary.
- (vii) Do interesting "stuff" early to avoid missing out due to delays.
- (viii) Bear in mind "no liquor is to be consumed on Club rides".
- (ix) Plan stops. A stop should:
 - have access to toilets;
 - winter is more pressing
 - have access to food;
 - people appreciate a variety rather than a single vendor
 - have lunch at lunch time (normally 12 to 2)
 - be a place of interest
- (x) Limit riding time to less than one and a half hours to minimise fatigue.
- (xi) Other stops may be needed to "regroup" if the ride is becoming too strung out.
- (xii) Return late afternoon, ideally 4-6pm (itinerary states late afternoon) (The sun sets much earlier in winter.)
- (xiii) The ride will be slower by about 20% than the pre-ride. (The leader is effectively only as fast as the rear rider.)

Pre-Ride Talk (to assembled riders)

- (i) call for volunteer/s to do magazine ride report
- (ii) call for volunteer (if not already established) to be rear rider
- (iii) introduce new riders
- (iv) inform group that the ride is not a race
- (v) establish fuel range of smallest tank
- (vi) inform riders of expected route and approximate distances between stops

- (vii) seek comment from others concerning road conditions (e.g does the Reefton Spur have three inches of freshly laid gravel on it?)
- (viii) warn riders of tricky or adverse road conditions or intersections
- (ix) ensure all riders are familiar with corner marking system, and nominate number of corner markers.
- (x) inform group who is rear rider and what motorcycle they are riding - note armbands
- (xi) draw attention to the emergency kit (and its contents) and request that riders with first aid training make themselves known

Leading

- (i) point to the side of the road when and where you want corner markers
- (ii) wait for a third bike (not including the leader) to approach the corner before leaving - this method condenses the ride.
- (iii) monitor your speed
 - slower speed on highways/straight roads
 - keeps riders together to give feeling of riding in groups.
- (iv) leave extra corner markers even along straights if you feel the group has become too strung out.
- (v) don't let stops drag on too long
- (vi) organise an appropriate break up point - at a place where most people will know how to reach home.
- (vii) don't make the break up point too far from Melbourne

The above points have been formulated by the current committee as a guideline to encourage more members to consider leading rides.

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