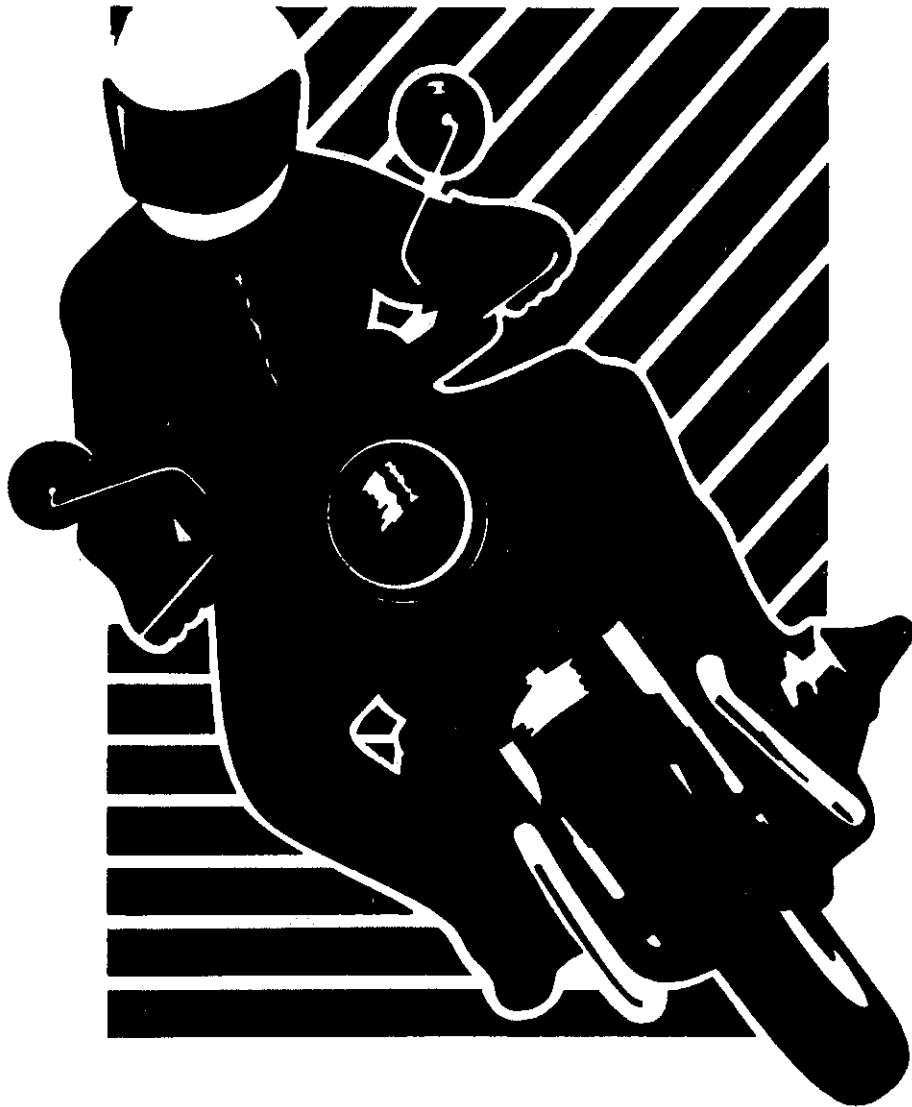


SEPT 98

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA INC.

P.O. Box 453, Richmond 3121, Victoria

September 1998 Itinerary

September

- Thursday 3rd **General Meeting**, 8.15 pm, Inglebys Road
Theatrette at rear of Camberwell Town Hall, Melways Ref 59J2
Guest Speaker: Philip Cottier, Grice and Grice Solicitors
- Sunday 6th **Phillip Island Superbikes** volunteer leader required
Shell Advance Series, Round 6
9 am Hallam
- See the best Australian riders racing bikes loosely based on what we ride competing head to head on the best spectator track in Australia. Racing is normally close and furious. Many other classes on display including 600 Supersports and 250 production. Meet 1 pm outside Lukey Museum to share the ambience and catch up with each other. This will be good practice for the GP next month!
- Sunday 13th **Economy Ride, Eildon** Wayne Grant leading
9.30 am KBCP, 10.30 am Whittlesea
- This will be a leisurely ride. Wayne will probably get everyone to fill their tanks at Whittlesea, ride to the first stop, and fill them again. The person who puts in the least petrol wins the \$50! Some little rule like being passed by the rear rider twice disqualifies you may have to be enforced to stop people riding ridiculously slowly and generating unsafe riding conditions, as per previous years. The rear rider would maintain the legal speed limit. Normally it is a lot of fun. All sorts of economic theories are put into practice!
- Thursday 17th **Social Sip** - Baden Powell Hotel, 61 Victoria Parade, Collingwood, 7 pm
Come and have a game of pool or two while enjoying good food and company.
- Sunday 20th **Reefton and Black Spurs** John Willis leading
Buxton Pub Lunch 12.30 pm for those meeting us there
9 am KBCP, 10 am Yarra Glen
- This ride was formerly listed as Castlemaine Counter lunch but John would prefer to lead us through the delights of his local neighbourhood. Make sure your tyres are in good condition for this ride as there will be plenty of corners. Note the early start time.
- Sunday 27th **Great Ocean Road** Tony Schrader leading
9.30 am KBCP, 10 am Laverton
- Standard GO Road affair - lazy windy roads, undulating hills, lovely beaches, leisurely cruising. Get that suspension sorted and get mobile. Tyres important.

October

- Thursday 1st **General Meeting** - Guest Speaker: **Jim Cutts** from MAG
- Motorcycle Action Group (MAG) is a political lobby group fighting for our rights. Come and listen and show your support for these hard working people performing an important task that benefits us all.
- Sunday 4th **Phillip Island 500cc GP**

Captains Report - August 1998

Sunday 2nd
Destination : Yaloak Vale Hill Climb
Leader : Geoff Jones
Bikes : 8, 2 cars, 12 people
Weather : cold, dry
Distance : 350 km
Incidents : Tim Walker won

Sunday 9th
Destination : Licola
Leader : Ben Warden
Bikes : 15, 15 people
Weather : Fine
Distance : 450 Km
Incidents : 2: one serious, one not

Sunday 16th
Destination : Pig & Whistle Counter Lunch
Leader : Ian Payne
Bikes : 15, 19 people
Weather : Fine
Distance : 280 Km
Incidents : None

Saturday 23rd
Destination : Kinglake
Organiser : Paul Talents
Bikes : 14, 14 people
Weather : Fine
Distance : 350
Incidents : None

Sunday 30th
Destination : Poowong
Leader : Tony Prictor
Bikes :
Weather :
Distance : 400 Km
Incidents :

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September Who's News

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.

For sale: Kawasaki KLX300R-B1, brand new, engine number JKALX8B12VA000106, Cost \$7,500, sell \$6,000. Ring Rex Wolfenden on 9457-5411 or mobile 019-427-428 or visit him at his shop c/o *T-Rex Racing Development* at 3/45 Kolora Rd, West Heidelberg.

For sale: Kawasaki ZX6R '97 model, 1200 km, 12 months reg, engine number JKAZX4F16VA034434, perfect condition, bargain at \$10,200. Ring Rex.

For sale: Kawasaki ZX9R-B3, 15 months old, 1100 km, as new condition, engine number: JKAZX2B19TA030515, cheap at \$12,500.

The **MTCV home page** has taken another 118 hits up to Aug 21st and 2,312 since April 1995. Thanks to **Darren Hosking** who has done more development on the home page, modernising it a bit. The visitors page has interesting comments and some are printed elsewhere. The Members only section requires a password and contains various articles from the magazine and a list of members' email addresses. I have emailed those people with the password and login id. Note also a link has been put in to **Stewart Forster's** page describing some of the better roads around Victoria, primarily based on his experiences riding with the Club. It has road maps and a rating system and is very informative. Clearly a lot of time and effort has been spent on this page. Check it out. Thanks Stewart.

Aral Lubricants ride day at Phillip Island Sunday 16th August was attended by **Dave Moore** (YZF750), **Tony Schrader** (YZF600) and **Dave Ward** (GSXR600), and **Nick Prapas** (Duc 748). By all accounts they had a good day: the weather was fine if a little windy, the cost was \$70 which included lunch and 4 litres of oil, and no-one fell off. Dave Moore has fitted a new exhaust system retaining the exup exhaust valve. He almost wore out a set of tyres!

Our guest speaker for tonight is **Philip Cottier** from *Grice and Grice Solicitors and Executors*. He specialises in personal injury claims, motor vehicle claims, and workplace accidents, all of which could be of interest to the motorcycling community.

Lynne Burns has acquired a new green meanie: a ZX6R. It replaces her "old" ZZR600. It goes, stops and turns a lot better. She has already racked up 2500 km and loves it, and has been seen riding it on a few rides this month. Check out her write up of the Licola ride.

New member **Theo Kalkandis** crashed his Suzuki TL1000 on the Licola ride, Sunday 9th of August. He suffered multiple breaks including a broken leg, wrist, feet and fingers, and damaged shoulder ligaments. He was conveyed to Traralgon Base Hospital via air ambulance - helicopter - operated on the next day and a pin and plate was inserted in his leg. A few days later he was transferred to the TAC rehabilitation centre on Springvale Road where he made remarkable progress, discharged on Thursday 20th. He is currently at home recuperating and expects to be off work for a total of 5 weeks. (In fact work is so keen to have him back they have offered to chauffer him around to his clients.) The prognosis is good. The Club wishes him a speedy and complete recovery. His bike was written off.

Patrick Davey (Suzuki Across 250) of mono-ing fame, paid his new member subscription on the Licola ride. He lives in Ballarat and I would hate to think how many kilometres he did that day. Suffice to say he is keen. Unfortunately three doors from home, after the ride, he was stopped by Mr Plod for the "slightly more than usual". He will not be riding with us for the next 4 months, but is very keen to ride pillion. He has transport to KBCP Sunday morning, and can catch the train home Sunday night. His phone numbers are: 5335-8569 (H) and 5332-7368 (W). I am sure he would appreciate a call.

Paul Burns also crashed his VFR750 on the Licola Ride at the same time and place as Theo. He was distracted and crashed in 'sympathy'. Paul was unharmed and his bike sustained minor cosmetic damage. Paul was on the next ride, the bike restored to immaculate condition.

Rule 15 of the MTCV Road Rules state: "Dangerously unroadworthy machines will not be permitted on the day's ride." Recently a number of members have been attending rides with clearly unroadworthy tyres - bald tyres. As tyres perform a primary safety function, and in the light of recent events, the Club may be policing the rules a little more diligently. Further to this, Rule 34 of the general rules defines one of the functions of the Club Captain as "to ensure the general safety of persons on association rides". A copy of the road rules is printed in the Magazine elsewhere.

On a less formal note, it is really a courtesy thing to other riders: the risk of getting a puncture (and the consequent delays) increases dramatically when the tyre approaches the end of its life. Similarly traction is a function of tread depth; just because it looks like a slick doesn't mean it grips like a slick. Slicks have tread depth indicators. Bald tyres offer very little grip, wet or dry. The legal tread depth for a rear tyre is 2 mm, and 1 mm on the front, up to 100 km/h. At higher speeds you need more tread depth. The manufacturers often quote figures. Another reason to have good tyres is that they offer cheap insurance - squeezing *just one more ride* is a risky policy.

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.

Ross Bradshaw has retired from the position of Public Officer. He performed the duties associated with the Club being incorporated diligently and efficiently, behind the scenes. There were various forms that had to be completed, and monies that had to be paid annually. We thank him for his time and effort over the years, and wish him luck in his future endeavours.

Tony Schrader and **Dave Ward** have invested in a TZ250 GP bike to further their racing careers. The bike is a '92 model with a '97 spec motor and produces 80 ps and weighs 98 kg. It currently sits in Dave's spare room. Watch this space for future developments. In the meantime keep a lookout for Dave riding a Kawasaki Vulcan 1500 Cruiser. He has been seen on it a bit lately.

Seen at the **July Social Sip**: John Willis, Tony Pricor, Ben Warden, Dave Moore, Wayne Grant, Lyn Duncan, Jon Riddett, Rob and Mandy Matricciani, Wendy and Darren Hosking, Davorin Zivkovic, Ian Payne and Rob Langer. 15 people

Seen at the **August Social Sip**: Paul, Lynne, and Niki Burns, Jon Riddett, Ben Warden, Danny Vits, Ron and Kelly Johnston, Tony Pricor, Kirsten, Dicky Otzen, Rob and Mandy Matricciani, Darren Morecombe, Wayne Grant, Davorin Zivkovic, Dave Moore, Tim Walker, Ian Payne, John Willis, Dianne Welsford, Rhys Williams, Tim and Nick Casemore. 24 people. We discovered the pool table and juke box and took over the room. A good time was had by all. The girls can certainly play pool, and I believe a certain doubles team (John W. and Ron J.) didn't pot a ball in one game and have yet to pay the penalty

Danny Vits has purchased a new Kawasaki ZX9 and loves it, after softening up the suspension. He will have done 1500 km by the time you read this and completed the first service. He debued it last Sunday on the Poowong Ride. In the quest for a suitable bike Danny rode a Fireblade, a VFR750, a ZX6, and a ZX7 before settling on the ZX9R. It offered the best seating position. If you thought he was quick on the TRX850, you won't see him now!

Note the **itinerary change** on the 20th: Castlemaine Counter Lunch is now **Buxton Pub** Counter lunch. The start times are the same to avoid confusion. See itinerary for more details.

Elmhurst Dirt weekend was attended by 11 riders and by all accounts everyone had a good time, including **Craig Morley** who crashed 1 pm Sunday afternoon and dislocated his shoulder. He put it back in on the way to the hospital. He'll be sore for a few weeks. Members attending the weekend were John Willis, Tony Pricor, Craig Morley, Lyn Duncan, and Kirsten.

Darwin or bust. **Tony Pricor**, **Kirsten**, and **Ben Warden** left for Darwin for 4 weeks holiday on Monday 31st August. Tony's Jeep is being used to tow a trailer with the 3 dirt bikes. We hope to check out all the sights such as Ayers Rock, Kakadu, Alice Springs etc

Magazine articles should be sent to the usual address as I plan to return to work on the 28th of September, allowing enough time to produce a magazine. Ian Payne is the contact, should you need.

Ben Warden

Dear Committee members.

I would like to tender the following suggestion for your perusal and discussion.

Middle Rider suggestion.
#####

I suggest that we continue with our established 'ride leader' and 'tail rider' concept, but that we introduce a 'middle rider' (call them whatever you like). This person will have the dual responsibility of being the 'tail rider' for the fast riders and the 'ride leader' for the 'touring riders'.

Note that for the purpose of this discussion I will refer to the 'middle rider' as the 'middleman'.

The responsibility of the 'middleman' is twofold. They will act as the 'tailman' for the fast group of riders, they will also be the ride leader for the second group of riders (the tourers).

The 'middleman' will upon reaching the cornermarkers from the first group of riders. Replace the 2 cornermarkers with riders from the second group to allow the cornermarkers from the first group to move on. If there are NOT 2 riders which can replace the 'first group' riders then the 'middleman' will take the place of the first cornerman he encounters so the 'first group' riders can leave. The middleman will wait in the same manner as the 'ride leader' would until he has sufficient riders to perform the cornermarking duties, before proceeding with the ride.

The benefit of this concept is that anyone which feels they want to ride a little quicker can do so without any conflict with slower riders, the slower riders can at the time of reaching the 'middleman' indicate that they wish to ride with the first group. This is allowed and riders from the first group may indicate to the 'middleman' that they want to drop back to the second group by holding their cornermark position. In this way riders may ride at a quicker pace for part of the ride and then nominate to ride at a more leisurely pace for part of the ride.

The main principle of this concept is to allow a buffer for the true touring riders which are out to enjoy a days ride at their own pace.

Both groups of riders will get to socialise with each other at any 'break points' defined by the ride leader, coffee break, lunch, scenic views, etc.

This 'middleman' concept may only need to be used when we have a large turnout for some rides. There is enough experienced riders within the club to make the decision on the day, as to the use of a middleman.

It should be stressed that there is no stigma to riding in either group, it is purely a 'safety issue'.

Personal note.
@@@@@@@@@@@@

I know this concept will seem wildly complicated to you folk, I can tell you that I have successfully used this concept on 'dirt rides' with great success. I feel it is less divisive than holding 2 separate rides to cater for the needs of all riders and 'I' am prepared to 'do' the middleman job for as long as required or until it is proven to be a failure.

Tony Pictor

Kinglake

Sunday 23rd August, 1998

YZF600	Paul Tallents (leader)	ZXR750	Ben Warden
YZF600	Jane (1st ride)	TRX850	Danny Vits (rear rider)
YZF600	Mick Hanlon	VFR800	Mark Turner
Daytona	Jack Youdan	ZX6R	Ian McFarlane
FZR1000	Warwick Piper	SZR660	Jon Riddett
GSXR600	Dave Ward	ZX900	Wayne Grant
CBR600	Dianne Welsford	ZX900	Ray Toulson

14 bikes 14 people

The weather was sensational once again and for the third week in a row we had 14 or more bikes on the ride. A sign of the times is that more than half the riders were on 600 cc machines. The modern day 600s are making so much power and handle so well that for the road it could be argued that nothing beats them.

After the formal departure speech was capably delivered, with particular note given to the new arm-bands for the leader and rear rider to aid recognition, Paul promptly departed via the wrong exit from the service station. Heading towards Pakenham, this immediately producing a change in the planned route. Oops!

At Pakenham we turned left and headed north up through Gembrook, Cockatoo, Woori Yallock and Healesville for morning tea, regrouping outside the milk bar opposite Don Road. The road surfaces varied from dry, smooth and fast, to tight and twisty with the occasional bump. In general the roads were in excellent condition raising everyone's confidence a notch or two.

From Healesville we rode across the Black Spur, up to Marysville and Buxton, along the highway to Alexandra before picking up the Molesworth Road across to Yea for lunch. The Black Spur was notable for the bright green lichen up the centre of the road, though in the dry it posed no problems and seemed quite grippy. I had no problems with traffic and had a most enjoyable trip across the Spur, before corner marking at the Narbethong turn-off. The last downhill left hander before Molesworth, covered in gravel as per usual, created a bit of excitement amongst the more eager riders.

At Yea we lunched in the usual spot between the milk bar and toilets. Dianne and Warwick joined us here, and Jon left us. Dianne was abuzz with descriptions of where the police and radar traps were. It was a leisurely and very social lunch with Ray cracking me up with some of his stories. Welcome back Ray. First time rider Jane seemed to be coping well, making a good impression with her consistent riding.

Leaving Yea Warwick slotted in behind me as I sat out the first 12 km to the base of Junction Hill. Other riders whizzed past, impatient to get a move on, but the 2 of us just plodded, patiently. And then it was party time! I love the skill required to ride this hill: it has a couple of very tricky off camber corners, varying radius corners, and the rate of climb changes rapidly. There were a few bikes to add to the excitement. I never looked back until the last corner straightened out and sure enough Warwick was coming. We lost ourselves in controlled speed. Fabulous road. Climbing up towards Kinglake West through the series of 60 and 70 km/h corners I changed down, and down again, looking for more power. There wasn't any! Those 90,000 km are starting to take their toll.

On to Whittlesea and Yan Yean where I corner marked. Dianne arrived with news that she felt we had lost Jane. I was sceptical as we had not taken any turns, but there was that group of bikes at Flowerdale sitting on the Strath Creek turn-off Dianne was proved correct, and Jane emailed me during the week to confirm that she had indeed turned right and headed for Strath Creek and Broadford, realising she had lost the group. She wasn't too concerned and should be back soon.

The group had further dwindled to about 7 riders who made their way across to Doreen, Hurstbridge, Kangaroo Ground and Christmas Hills. We broke up in Yarra Glen after a solid day's riding with no mishaps. Early finish, 350 km for the day. Thanks Paul for leading and Danny for rear riding duties. Till next time,

Ben Warden (ZXR750)

Sunday 16th August, 1998 East Trentham (Pig & Whistle Hotel)

RF900	Ian Payne, Kerrie Gooding	CBR600	Dianne Welsford
VFR750	Rob & Mandy Matricciani	ZX7	Tim Walker
ZXR750	Ben Warden & Julie	CBR1000	Martin Bastock
CB400/4	Ron & Julie Johnstone	ZX6R	Lynne Burns
VTR1000	Darren Hosking	Across 250	Ben 1st ride
GSXR600	Nick Casemore	ZZR600	Nick 1st ride
ZX900	Wayne Grant	TL1000	Tim Casemore
VFR750	Paul Burns		

There were 15 bikes and 19 people.

Sunday started out as cloudy and fine; we hoped it would not rain. Being a pillion rider (Julie) is darn tiring. Gee it was cold getting to Whittlesea - my hands were frozen. Had a cup of coffee when we arrived there hoping it would warm me up. I put on the wet weather pants - that made a difference.

Headed off to Kilmore via Kinglake West, Flowerdale, and Strathcreek to Broadford. There we saw some riders from the Ulysses Club, so we carried on to Kilmore. I haven't been to this part of the town before. My husband Ron had an eye on a car in the car yard, but he forgot to write the phone number down. This was our morning stop for hot food and drinks. I really enjoyed the ride leading up to here so far.

We headed off via Lancefield to Woodend and East Trentham. We stopped at the Pig & Whistle hotel for lunch. It was well patronised. I was beginning to unwind and listen to the band that was on that afternoon. The waitressing service was a bit slow, but well worth the wait I think. I had pasta and thoroughly enjoyed the meal. A cup of coffee was very welcome. A few members of the bike club left before 3 pm and there was only approx. 7 members who decided to continue on with the ride. Wayne Grant stayed at the Pub. Lunch over with, we headed off to Trentham for fuel, only to find the service station was closed!

Dianne, Lyn and myself were on reserve (petrol). Consultation going on to decide what to do. After studying the map we decided to go to Daylesford for fuel. A short ride on before we came to a General Store so we fuelled here (Bullarto).

Heading back to Melbourne via Bacchus Marsh to Diggers Rest. Surprise, surprise Mr. Plod going the other way. Did a u-turn, gave chase and pulled Ian over. He got pinched for speeding.

Being rear rider we came into the straight before Diggers Rest and saw a couple of people on bikes stopped on the side of the road and a car and bikes further down the road. I thought someone must have broken down or had an accident. Dianne and Nick were stopped. Dianne explained what happened and I said we may as well carry on. We took off. Dianne and Nick followed. The cops were a couple of hundred yards away; we were waved in. The cops did a licence and registration check.

The cop that flagged us down was interested in bikes. I think he said he owned a 125 Suzuki. Poor Ian was getting issued with a ticket. After about 10 mins. or so we headed into Diggers Rest, where we saw Ben, Julie and Lynne waiting beside the fence beside the General Store, eating ice creams. We stopped and had a gossip for a while and then we headed off home leaving the others behind. It had been a good day with no accidents and to top it off the rain didn't show up.

Ron and Julie Johnston

FJ1100	Steve Jenkins (1st ride)	TRX850	Danny Vits
ZX9	Wayne Grant	YZF600	Mick Hanlon
ZX6	Lynne Burns	TRX850	Andrew (1st ride)
GSXR600	Mark Blashki	VFR750	Paul Burns
FZR250	Trent Brinsley	ZX7	Tim walker
YZF600	Paul Tallents	T595	Adam Harrington
ZXR750	Ben Warden	Across 250	Patrick Davey
TL1000S	Theo Kalkandis		

I awoke early, before the alarm, very excited because I was going to take my new baby for it's first real run. The sight of fog did not overly deter me for I was 99% confident of sunshine. This is because the night before I had sworn that I would be going on this ride whether it rained or not! The God's stepped back in awe, apparently, for a more glorious day I have not seen in months.

With persistant poking (no pun intended) the bloke (Paul) got out of bed and, showered, dressed and fed, we were ready to leave. Having made the decision to fill up near KBCP we decided to leave a little earlier than normal so as not to be late. Not late!! Arrived at 9.00 am and vowed not to disclose this to anyone - what eager beavers! Another bike eventually arrived at 9.26 am: Mike on a 600. We discussed and compared the various beauties of 600's, the importance of pipes, etc.

Our illustrious leader arrived looking somewhat hassled and pointing frantically to his tank whereupon he continued to the nearest fuel before returning to collect his charges. By then another 600 had joined us and we headed off to Hallam. Before we had crossed the river we were joined by Andrew on his black TRX asking "Are you on the ride?" Yes said I, and I am the rear rider so join in. A very sedate run along the South Eastern Freeway (what a misnomer!), (fog? what fog?) to Hallam where numerous glorious and exotic equipment awaited us.

There was some shuffling of paperwork and two people committed themselves to being members, paid on the spot - that's enthusiasm! I met Patrick whose name I knew from the previous newsletter and when he mentioned Ballarat I instantly knew who he must be. Talk about keen. Ben asked if anyone had any first aid training (a premonition Ben?) and I quietly confessed that I had attended a course last year but felt that I had forgotten most, if not all of it. Nominated rear rider was Wayne Grant on his ZX9.

Time to go and the bikes roared into life. As we wended our way to Moe the sun began to shine and I knew it was going to be fabulous. Have to confess the roads along here are fairly boring at least until Drouin but the roads between Drouin and Moe are pretty nice. But on the way back I was very tired, slightly more subdued and the sun was in my eyes so I did not take full advantage of them.

A toilet stop, some people fuel (where the delights of the local bakery were devoured) and on to Heyfield via Yallourn North and Tyers. More fuel and the information that the road was about to become seriously good fun. Oh yes! Mind you, I had been having a pretty good time at, for me, fairly serious speeds. When Burnsie told me that I was travelling very quickly I agreed but said that I was not riding beyond that at which I was comfortable. There was discussion with Patrick about the merits of various 600's but I had to tell him that I could never go past my beautiful new baby (an F3 ZX6R) otherwise known as the gorgeous green one (GGO). So responsive, so forgiving.

Away again and I did not wait to be last. I wanted to get close to El Leader and try to follow some of his lines. Got too close and ended up corner marking so then I was at the back. Oh well.

I then had the joy of riding the GGO on the best bike road I have ever seen in my life! Did they build this just for bikes? I was in heaven and my beauty was superb. (I cannot fault this bike. Any mistakes were mine and she forgave me. We were meant to be.) What a sensational road! Wide enough, well surfaced, good camber, almost no road litter to speak of other than the odd rock which was easily avoided.

NO WHITE LINES I watched the faster bikes leave me behind and then settled in to enjoy and focus. Even the parts which were wet (only a few) were no problem: the bike just hooked in and around we went. I find it an interesting phenomenon that one can be on a ride with 15 or so bikes and yet be so totally alone on the road.

So focused I missed the turn off to Licola (no corner marker here Ben?) but quickly reconsidered when I saw the buildings tucked away and decided to turn back. Only problem is I couldn't turn around and nearly dropped it in the ditch on the other side when I couldn't pull the bike backwards (off or on it) due to being on a slope. By the time I had finally turned back Paul was looking for me (thank goodness he didn't see me trying to turn) and I joined the rest for a cool drink and lunch. What a beautiful spot Licola is. I made friends with the local dog and her puppy, chatted some more and then the return.

Tried to follow Ben but my heart left my throat - one day.... Tootled along at my own pace, back out into the open when around the corner and over the rise what did I see? Bikes stopped everywhere, can only mean one thing. Confess I looked for my bloke first but I only saw the red bike initially. Heart rate slowed down a little (sorry Theo) and I pulled up with the rest. Took moment to take it all in.

Red bike down, people everywhere and the bloke picking up his VFR. Shit! Oh well, he's ok. Move tentatively toward Theo because I realised that I really had forgotten that first aid stuff. (I now take the book with me!) Theo was conscious and talking, a good sign. How do you feel? It hurts! What does? Everything! Well, that's helpful. Tried to make him more comfortable, (thank God for Adam: limited shared knowledge is a great deal better than none!), rang the ambulance, Danny went for Ben, Trent for the towie. Sit back and wait. Some anxious questions from Theo like how are my leathers? They're fine, How's my bike, about to reassure and up pops honest Ben who says forget about that, it's a write off. No, No, No. One of the first rules of first aid is reassurance. Lie Ben, lie. (-) Ambulance arrived, (thank goodness) and was shortly followed by the helicopter. Way to travel Theo!

With Theo in the far more competent hands of experts, the group left with Adam remaining for moral support etc. I confess I completely forgot about Trent. Sorry. Headed off down the road but the feeling of the group was more subdued, at least for awhile. Not so much fear as recognition - pay attention or it bites! It took some time for me to refocus and I don't really remember much about the return to Moe other than to say the roads were still heavenly, the bike superb and the sun was shining. Started to pick it up and focus again, but not so full on - just enjoying the bike and the roads but no longer able to push myself so hard.

Fuel stop and coffee at Moe, everyone a little tired. Head off for Pakenham (on the way spy Mr Plod talking to a citizen in exactly the same spot as he was in the morning - was it really only such a short time ago?) and some very nice roads but the sun is in my eyes and I'm feeling very tired so I cannot take advantage of them. Tim and Danny must have swapped bikes at Moe because Danny very quietly flies past (as he always does!) on the green ZX7.

Arrive at Pakenham for a quick chat and goodbyes. A funny moment when Patrick suddenly flings on his helmet, leaps onto his bike and is off. Sort of took everyone by surprise. Thought he might have at least said goodbye. 50 metres up the road he stops and runs into the public toilet. Did you ever consider walking Patrick?

We tootled home in the dark on the South Eastern with Andrew for company until Warrigal Road where we waved goodbye. Got home with a raging head, ringing ears and a very big grin. (-)

ps Dear Mr Kawasaki, I did not let the GGO go outside the recommended rev range during run in time, I promise. Let the Good Times Roll!

Lynne Burns

The MTCV Visitors Book

Let us know what you think. If you have any comments or suggestions please leave them [here](#).



On 11 August 1998, **Greg & Jenny** (oliveoil@one.net.au) visited the MTCV Home Page and had this to say:

"Gerry All I can say is you look the part - Greg will say more No he won't - he freezes on the internet if its not anything to do with music, the beatles or olives All I can do is invite you and your friends in the club up to Gregs cottage. He will invite you all to stay overnight (in tents for the overflow) and send you all on your merry way the next day. The proviser being YOU do the dishes. Jenny "

On 11 August 1998, **Tim** (walkert@melbpc.org.au) visited the MTCV Home Page and had this to say:

"I agree with Gerry - great work Darren. I particularly like the first photograph in the group "Bikes". ie. My bike!"

On 10 August 1998, **Gerry** (g.east@its.unimelb.edu.au) visited the MTCV Home Page and had this to say:

"Top effort, Darren. These photos bring back some really good memories. Please add more but no rear end views of me thanks."

On 10 August 1998, **Sonny Koo** (sonny_7777@hotmail.com) visited the MTCV Home Page and had this to say:

"Hai guy!! Riding is more fun then you do other thing!!!! So keep on it !!!!!!!!!!!!!!"

On 10 August 1998, **Sonny Koo** visited the MTCV Home Page and had this to say:

"(Being rather quiet, Sonny didn't leave any comments) "

On 6 August 1998, **Curtis Williams** (cwilliams@pacbrands.com.au) visited the MTCV Home Page and had this to say:

"My father is a member of this club and all he does is rant and rave about how much of a good time he has. Best I get myself another bike one day and participate!."

On 5 August 1998, **Adrian Stasinowsky** (etm.etmadst@crosby.ericsson.se) visited the MTCV Home Page and had this to say:

"Hi, Your site is very good. The information for potential club members is very clear and informative. The pictures and ride listings give a very clear picture of the type of club, people and rides that are organized. I am currently working in Holland, but when I return to Australia in another couple of years, I do very much look forward to visiting on a few rides with your club. If any members of your club plan motorcycle related travel/holidays in Europe, please feel free to contact me for assistance, info or suggestions. I would be glad to help out if possible. Adrian "

On 5 August 1998, **Peter Collie** (asb@tbsa.com.au) visited the MTCV Home Page and had this to say:

"Great site, Very informative regarding club details and rides etc. I am interested in joining you on some rides in the very

near future. The pics look great, some more would be better keep up the good work Peter "

On 5 August 1998, **RON AGER** (theagers@pacificrim.net) visited the MTCV Home Page and had this to say:

"I HAPPENED UPON YOUR PAGE LOOKING AT TOURING OPTIONS IN THE AREA AND DIDN'T NOTICE A 1998 CALENDER. I WOULD LIKE TO JOIN YOU AT SOME POINT THIS SUMMER OR FALL AND WOULD LIKE TO FIND OUT IF YOU HAVE PLANS TO TOUR IN THE STATES AT ANY TIME. I LIVE IN BELLINGHAM WA. PLEASE CONTACT ME VIA E-MAIL OR PHONE 360-650-1195. THANK YOU, RON AGER"

On 4 August 1998, **Ray Thomas** (raytom@melbpc.org.au) visited the MTCV Home Page and had this to say:

"Hi guys, yes I am still alive and riding, see you on the road one day."

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)



Minister for Roads and Ports

80 Collins Street MELBOURNE Vic 3000
GPO Box 2797Y MELBOURNE Vic 3001
Telephone: (03) 9655 6474 Facsimile: (03) 9655 6562

Please Quote: GN51679.7

Dear Ms Duncan

ROAD MAINTENANCE PRACTICES AND MOTORCYCLE SAFETY

I refer to your letter dated 2 July 1998, supplying information on a product that could be used to patch road surfaces and improve motorcycle safety.

As you are aware from our previous correspondence, VicRoads has instructed its contractors and road patrols to ensure that excessive aggregate is not spread and to immediately remove any surplus aggregate.

I have forwarded the information to VicRoads and requested an investigation of this product and its potential for improving riding surface conditions. VicRoads has advised that initial contact has been made with the manufacturer of the product STO Flex APS. Further information on technical, safety and practical data is being sought to investigate the products suitability for use in Australian conditions.

Thank you for your interest in this road safety matter.

Yours sincerely



GEOFF CRAIGE
MINISTER FOR ROADS AND PORTS

31/8/98

MOTORCYCLE TOURING CLUB OF VICTORIA INCORPORATED (1987)

Hereafter called the Association.

ROAD RULES OF THE ASSOCIATION

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

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

(As specified in the Itinerary)

Riders may form at a secondary departure point and should be ready to leave when a clear signal is given by the approaching leader. The leader may not necessarily stop at this point.
15. Dangerously unroadworthy machines will not be permitted on the day's ride.

16. Motorcycle Clothing :-

- (a) The wearing of sandals, thongs or other open-toed shoes is strictly prohibited when travelling on association rides.
- (b) Members shall be encouraged to wear appropriate protective clothing.

17. Riding other's Machines :-

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

18. Membership of Two Clubs :-

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

19. Alcohol and Illicit Drugs :-

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

Herald Sun, Monday, August 24, 1998

Fine scam dupes drivers

DOZENS of speeding motorists have been duped by a bogus demerit points avoidance scheme.

The so-called "loophole" promoted on the Internet promises fail-safe avoidance of the loss of demerit points from speeding tickets and red light cameras.

Claiming to have an invaluable tip for "speed freaks" and "petrol heads" the anonymously e-mail has come to the attention of authorities, in-

By ANDREW PROBYN

cluding the Justice Department and the RACV.

The scam is claimed to work by relying on a computer glitch in the processing of speeding fines.

"When you get your fine, send a cheque to pay it, and if the fine is, say \$79 then make the cheque out for \$82 or some small amount above the fine," the e-mail advises.

"The system will then have to send you a cheque back for the difference, so eventually

you get a cheque for \$2. Now, here is the trick. Don't cash the cheque. Throw it away. Demerit points are not removed from your licence until all of the financial transactions are complete."

By not cashing the refund cheque the transaction is incomplete, leaving your licence free of a penalty, the e-mail claims.

The *Herald Sun* knows of one case where a man on his last demerit points failed in his attempt to use the scheme to avoid losing his licence.

Police have received many calls from the public about the loophole and some motorists caught speeding have even phoned the penalty payment office complaining they have received demerit points despite having paid the advised extra.

Acting Supt David Richardson of the traffic camera office said the scheme was "total nonsense and a furphy".

He said the demerit points system was not stalled or stymied by motorists paying more than required.

Acting Supt Richardson warned that any overpayment of a fine would not be automatically refunded if the amount in question was less than \$10.

"But of course if people ring us and tell us they had overpaid a fine and ask for it back then we will give it back," he said.

Officers at the penalty payment office receive about 10 overpaid penalty payments a week, Acting Supt Richardson said.

In the year ending June 30,

382,866 Victorian drivers were issued penalty notices for speed camera offences, 35,946 were caught by red light cameras and 160,254 were caught speeding by police radar.

Of these, 352,436 drivers lost one demerit point, 213,751 incurred a three-point loss and 12,879 lost between four and six points.

Drivers can lose a maximum 12 points in three years before loss of licence.

VicRoads also said it was aware of the bogus scheme.

MOTORCYCLE TOURING CLUB OF VICTORIA, Inc.

MINUTES OF THE AUGUST GENERAL MEETING

Venue	:	Club Hall
Date	:	6 August, 1998
Opened	:	8.45 PM
Apologies	:	Lynn Duncan Darryn Webster Danny Vitz
Secretary's Report	:	Ben had some trouble with the mail box key therefore very little to report on.
Treasurer's Report	:	Was unable to be tabled or presented in the absence of Darryn Webster.
Captain's Report	:	A general summation of the previous months' rides and a brief outline of the upcoming rides.

Above reports accepted and seconded from the floor.

Ian Payne	:	Mentioned the upcoming Warrnambool weekend away; details on the back of the previous Club magazine. Please speak with Ian for further details.
	:	The committee would welcome input from general members who wish to be involved with the committee. There still exists several vacant positions.

General Business

- 1) Lynn Duncan to attend a road safety conference discussing motorcycling safety issues, footpath parking, freeway usage monitoring transponders, etc. Many other issues to be discussed with Lynn to report back interesting news & views to the Club via the magazine.
- 2) Membership subscriptions are now due. Please make payment soon if you already have not. Magazines will not be provided to non members on an ongoing basis.
- 3) Theo Kalkandis, who unfortunately had a recent motorcycle accident, still remains committed to the Club and looks forward to being involved in the future. The Club wishes him all the best during this difficult time and is there for support. Please feel free to contact him if you wish. The committee may be able to assist with details.
- 4) Phil Cottier unfortunately was unable to address the General Meeting due to a recent death in the family. However will be able to speak at the next General Meeting.
- 5) Thanks Jon Riddett for being available a month earlier than expected.
- 6) Please be aware that Ben Warden will be unavailable for Committee/Club business in September due to his riding trip to Darwin.
- 7) A big thankyou to Geoff Jones for donating a very unique perpetual trophy to the winner of the recent hill climb won by Tim Walker. I think Tim has won three Club awards since joining the Club about 12 months ago. Well done.

Guest Speaker - John Riddet

Spoke informatively for around 45 minutes running through the results of the survey and fielding questions as they were put. He was able to highlight some interesting results, in particular where the Club has its strengths and weaknesses. The survey clearly showed the popular age groups within the Club and their respective views on speed, pick up times etc. Well done Jon, who deserves further congratulations for being able to present at the last minute in less than ideal circumstances.

Door Prizes - 1st Ross King
2nd Darren Hoskins
3rd Darren Hoskins (who generously donated the prizes!)

VMC report. August '98

Good things are happening this month, have a read of letter from Hon Geoff Craige. And it's not a fob off through other sources (MAG) information got back to me that Vic Roads have been in contact with Austria making enquiry's, I feel like we're getting somewhere, this has come about with our involvement with VMC, MAG who is also a member has been able to feed me information to help the cause. The other great happening this month : **Australian Motorcycling Conference for Industry Sport and Riders;** Held 14-16th Aug. at the Travel Inn, Carlton. I was lucky enough to be included because of work with VMC. (remember our club is a member) I'll give you a brief idea what it was about if any one wants to know more I've produced a more detailed report. **Aim of conference;** to bring all the disciplines facets of motorcycling together to realize and agree we should be working together. **Attendance;** Three Federal Ministers, two International guest speakers from large motorcycle organizations, government committee representatives, Australian Multi-national representatives, Motorcycle Sporting Organization reps, also from NZ. Eleven Australian Motorcycle Rider Political Groups, and rider groups. Fantastic assortment, the weekend was full of food for thought, of where and how we can go from here. Really surprising element of the conference was when, being first to make a presentation, Tim Hoelter, Director IMMA: International Motorcycle Manufacturers Association. Along with being Harley Davidson's Lawyer and owner. Informed us of what is being marketed as **Global Harmonization:** Australia will ditch our Design Regulations and adopt on of another country! This we are told will reduce cost of motorcycles and help to keep out extreme legislation. Australian government has already attended conference in Geneva on this strategy. We need to know more, and be kept informed. Also found out what other Australian motorcycle lobby groups had achieved. **Outcome:** Unanimous agreement we all need to pool resources and work together, keep informed and be informative. We have formed a Working Party to represent all motorcycling elements: Riders, Sporting and Industry. It will be reported on by a steering committee of 3: Greg Hirst: Motorcycle Council NSW. David White: National Director and Secretary MA (motorcycling Australia) and Ray Newland: FCAI (Secretary Federal Chamber of Automotive Industries) So the weekend was for establishing acquaintances with like minded people of organizations, those with an interest, or might I say passion for motorcycling, and a wish to retain it's freedom. I wasn't sure how many would be interested lots more info on request. Lyn GSXR

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