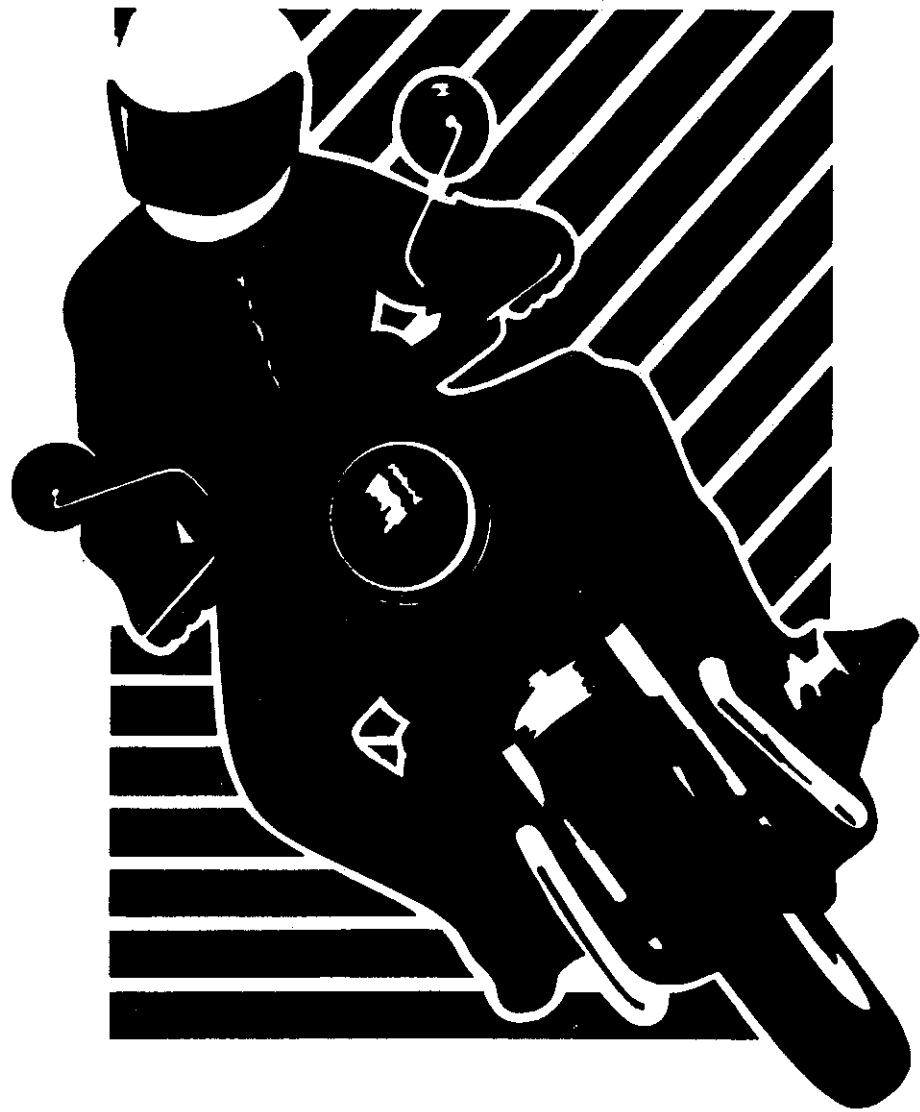


JUNE 90

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA INC.

P.O. Box 453, Richmond 3121, Victoria

June 1999 Itinerary

June

Thurs. 3rd **General Meeting**
8.15 pm Club Hall

Sunday 6th **Reefton Spur** **leader required**
9.30 am KBCP, 10.30 am Yarra Glen

Opportunities abound on this ride for an aspiring leader. Possibilities include Mt Donna Buang, Upper Yarra Dam, Lake Mountain, and the Black Spur, all in the immediate vicinity. Or south to Noojee via the Powelltown road, or even north to Eildon/Alexandra and maybe back to Yea. Good roads everywhere. Expect about 300 km for the day.

Weekend **The Priory - Beechworth** **Ian Payne leading**
12th - 14th **10 am Yarra Glen**

Ian will lead the Club on this leisurely weekend into the wine belt. The route will be from Yarra Glen to Bonnie-Doon, then either the inland route avoiding the dirt via Swanpool and Moyu, or the direct route via Mansfield and 10 km of bad dirt near Tolmie. I guess it depends on the weather and the participants. Up the King Valley Highway and across to Oxley and Beechworth. More details elsewhere including a tear-off deposit slip to complete indicating your accommodation requirements. Weekends to this location in the past have always been memorable. Expect about 350 km first day.

Thurs. 17th **Social Sip - Baden Powell Hotel, 61 Victoria Parade, Collingwood, 7 pm**

Sunday 20th **Heathcote Insect Museum** **Ian Payne leading**
9.30 am KBCP, 10.30 am Whittlesea

Scared of spiders? This could be the ride to get over your phobia. All the insects are dead. The route will include Strath Creek and Pyalong: great roads. Then northwards on minor back roads to Mia Mia and Heathcote. The ride would suit a pillion. Trip home will depend on time and weather. Expect around 400 km for the day.

Sunday 27th **Buxton Pub Counter Meal, 1 pm** **Tim Walker leading**
9.30 am KBCP, 10.30 am Whittlesea

Tim is on holiday interstate and details are sketchy but knowing Tim he'll be looking for the good roads. I imagine he'll head north to Yea for morning tea, maybe via Flowerdale and Strath Creek, before making his way eastwards via the Molesworth Road and Alexandra. There might be time for a blat around Skyline into Eildon before working our way south to the Buxton Pub for a late lunch, meeting up with a few members having driven there. Make your own way home via the Black Spur is likely. Expect around 350 km.

July

Thurs. 1st **General Meeting, Guest Speaker , 8.15 pm Club Hall**

Captains Report for May 1999

Sun. 9 th	Leader Tim walker Destination Reefton & Black Spurs Gembrook Pub Lunch Weather fine roads No. of Riders 14 bikes, 14 people 11 ppl, 2 cars Incidents none Distance 550 km	Sat. 23 rd	Leader Ian Payne Destination Weather cold, wet No. of Riders 7 bikes, Incidents none Distance 280 km
Sun. 16 th Jones	Leader Wayne Grant Destination Woodend Weather cold all day No. of Riders 6 bikes, 6 people people Incidents none Distance 265 km	Sun 30 th	Leader Geoff Destination Seymour Weather wet No. of Riders 5 bikes, 5 Incidents none Distance 300 km

BEECHWORTH WEEKEND

QUEEN'S BIRTHDAY LONG WEEKEND

Saturday 12th, Sunday 13th & Monday 14th JUNE

Details :-

Beechworth is 270 km NE of Melb.
 We are staying at the historic Tanswells Commercial Hotel.
 Tariff includes breakfast.
 Bookings have been made under the name of Ian Payne.
 We are situated close to wineries, Mt. Buffalo, Albury, and Snowy Mountains.
 For more details contact **Ian Payne** Ph. 9558-4740 (H) or 9550-6312 (W)

Beechworth Weekend. 12th to 14th of June

Name _____ Phone _____

Please book for me: -

Saturday 12th.....Single/Twin/Double Room at \$36 single/\$58 double	\$ _____
Sunday 13th.....Single/Twin/Double Room at \$36 single/\$58 double	\$ _____
	Total \$ _____
	LESS DEPOSIT: \$20.00
	Balance \$ _____

Forward to:- Ian Payne, 6 Peter St. Springvale 3171

June Who's News

The Club welcomes new member **Mick Bosworth** riding a Kawasaki ZX9. He lives in Middle Park and flies planes for a living. He boosts our membership to 82. We wish him well and look forward to seeing him on many rides.

The **MTCV Home Page** has taken another 135 hits last month and 3543 since April 1996. We continue to receive email enquiries as a result of the home page, quite a few eventually becoming members. Note: the new itinerary is up on the web and is usually available about 10 days before the hard copy cards are printed.

Seen at the **June Social Sip**: Ian Payne, Ben Warden, Darren Hosking, Wayne Grant, Tim Walker, Theo Kalkandis, Rhys Williams and 2 visitors, Richard (XJ900) and Daryl (GSX1100) who found us via the Club Web site. Apologies to those members who automatically assumed the Sip would be 2 weeks after the Annual General Meeting. We were a week early this month. Heads have rolled. In reality only Ian Payne turned up to the "normal" night.

Danny Vits has a new Subaru WRX. He brought it to the AGM and a couple of members were treated to a ride around the block. One participant was heard to exclaim that he *must* have one. Unfortunately for Danny, 9 days from new, his car was side-swiped (with him in it) by a young P-Plater causing significant cosmetic panel damage, particularly to the doors. Luckily she was covered by third party property insurance and the car has been restored to its former splendor. Meanwhile Danny's BMW R1100S has finally been returned to a non-leaking format and is back on the road. We look forward to seeing Danny back on a ride.

Lyn Duncan is not riding her GSXR750 much these days. She was last heard of holidaying in Cairns.

Theo Kalkandis is back at work after undergoing shoulder surgery but will be off his bike for about 3 months. The operation was surgically a success. The Club wishes him a speedy and full recovery and looks forward to him riding again.

For sale; Michelin High Sport 190/50 ZR17. Brand new, still in wrapper. Marked \$320, sell \$180. Ring Jack Youdan on 9802-3564

Vic Roads has created "a new registration category which allows licensed riders to operate recreation vehicles on local and forest roads outside built up areas where speed limits are less than 100 km/h. This ensures that such vehicles are properly monitored and that road safety standards are maintained. For your copy of the improved registration and licensing rules call in at any Vic Roads Office, phone 13-11-71 or visit www.vicroads.vic.gov.au."

Ben's bike looks like new after the fairing was repaired and resprayed after the Adelaide crash. Decals would complete the illusion.

The Committee is looking for a new Social Sip venue! Suggestions to the Committee please.

John Willis looks the part on his new Triumph with black open-face helmet, beard, and flying goggles.

Ben Warden, Editor

GEMBROOK PUB

23/5/99

Riders:

Ian Payne– RF900 (leader)	Darren Hosking VTR1000	Phil Radcliffe – VFR750 (2 nd)
Ben Warden – ZXR750	Wayne Grant & Verity– ZX9	John Willis – Triumph #
Nick Prapas – RGV #	Rob Langer – Van #	Dianne Welsford – Car #
David Ward & Bronwyn Manifold – Car #		
# Joined at Gembrook		7 bikes, 12 people, 3 cars

Preamble

It's unusual for a leader to do his own write-up as he may colour the story favourably but in this case the group insisted I do it as my penance for stuffing up. Yes I admit it, I did wrong by not pre-booking the pub for lunch. But let me explain, 8 weeks ago when I agreed to lead this ride, I enquired at the Gembrook Hotel about the need to book and was told "there would be no need as we have just extended the hotel and it now seats over 100". So imagine my surprise when I rang on Saturday to double-check and was told "sorry we are completely booked out". Seems a car club with 130 people were dining there!

The Ride

Left KBCP at 9.35am with the group comprising 'me, myself & I' and proceeded down the arterial to the second pickup at Hallam. 10.15am came and went with only Darren, Phil, Wayne and Verity in attendance. Wayne was positive that Ben and Julie were coming so we gave them another 10 minutes. Just as we prepared to leave Ben arrives mumbling something about nearly running out of fuel!

From Hallam we headed to Narre Warren North, Harkaway, Beaconsfield Upper and Emerald. The weather was surprisingly warm with the roads wet but still offering a good level of grip. Along to Avonsleigh then a newly tarred section of road to Macclesfield, that contained few twists and turns. Left to Monbulk and after 37 minutes and 49 kilometres it was time for a short coffee/cigarette/ toilet break!

We continued on to Kallista, Menzies Creek and Emerald, due to the high volume of traffic going to "Wombat Gully Plant Farm" we detoured around the back of Emerald to pick up the Upper Beaconsfield road. Then down into Cockatoo and Pakenham Upper, next Gembrook where the road progressively deteriorated the closer we get to town. Another 36 minutes and 41 kilometres had past since our last stop. Certainly not the normal 'Touring Club' average?

Due to the previously mentioned saga of the pub, we parked outside the "Motorist Cafe and Museum" and went to check out the abundance of classic cars in town. From the models present, it appeared the Buick, Cortina and MG car clubs were the culprits packing out the pub bistro. Not to worry, "Puffing Billy" had just arrived so we went to watch the ritual of oiling, watering and steaming the little engine.

We proceeded back to the Café as John Willis arrived on his Triumph, he certainly looked the part with his black open-face and goggles. Next came Dianne, Rob, Nick, Dave and Bron. With Rob wishing he had come on the bike as overtaking in the van isn't easy so a few *desperates* occurred!

We enjoyed a leisurely lunch, then Wayne, Verity and John departed. John returned a little later having left his wet weathers behind! Ben then headed off but he too returned to double check the best way home! That left just the 3 of us to finish the ride but then Troy and Dee appeared having been dirt riding just out of town at the "powerlines".

After a bit of a chat with them, Phil, Darren and I headed back down to Pakenham Upper then Toomuc Valley, Upper Beaconsfield, Berwick, Narre Warren North and then Endeavour Hills for breakup at the servo.

This took another 43 minutes to cover the 55 kilometres. Hmm, that means we only travelled a total of 145 kilometres for the day in a little under 2 hour's actual riding time! Wow an average of 75 kilometres per hour, perhaps the ride should have been labelled leisurely?

Thanks to all that came and added to the enjoyment of this ride.

Ian
RF900

Reefton and Black Spurs

9th May, 1999

Bike	Name	Bike	Name
VFR750	Danny Kosinski	RF900	Ian Payne
ZX7	Rhys Williams	ZX7	Tim Walker (leader)
XTZ660	Les Leahy	ZX6	Patrick Davey
NX650	Ben Warden	RGV250	Dave Ward
RGV250	John Clowes	R6	Eric Makin
TL1000R	Darren Webster	ZX9	Mark
CBR600	Scott Schrieke	R100GS	Geoff Barton (rear)

I met the group coming from the city rejoining the Christmas Hills Road at Kangaroo Ground and slotted in behind Tim. As I was on the Dominator I could see him looking in the mirror trying to figure out who it was. We made our way to Yarra Glen, the first pick-up to meet the others. The Yarra Glen main street (called Bell St) by-pass is really taking shape, the earthworks looking very serious and grand. Looking around at the group I could see it was a pretty sports focused – all sports bikes and mainly long standing members. It should be a fun ride I thought.

We set off to Healesville taking the back route, across to Yarra Junction and Warburton before heading up Mt Donna Buang. The Dominator was having to earn its keep to stay with the other more sport oriented bikes but has sufficient power and handling to keep a few at bay, particularly in the tighter stuff. Remember Andrew Kennedy on his Dominator? – hard to pass in the twisties.

It was quite cold at the top of Mt. Donna Buang and only Tim and I climbed the tower to be greeted with a fine view of cloud. Hmm. Back down the mountain to Warburton for refreshments. Tim pulled into the servo for fuel with a couple of bikes following him. Only Les was in town, and not realising that I had passed quite a lot of bikes, I thought some may have kept going straight, and so went off in pursuit to the next town. Along the way I numbered off those who I had passed or were on corners etc, realised the error of my ways, and returned to morning tea.

After Saturday's freezing temperatures including snow on all the peaks and as low as Kinglake, the weather was relatively mild. The sun was shining brightly and by the end of the day most people were red faced and sunburnt. Rhys regaled us with his usual humorous stories before hitting the road again.

I corner marked at the bottom of the Reefton Spur with Eric. When Geoff on his R1100 wizzed by we set off on a playful dual the full length of the Spur. I managed to pass Eric early but he passed back a few corners later. I spent the rest of the Spur chasing and hounding him, thinking I could make up some ground under brakes because my bike was lighter. Then it dawned on me: it wasn't! Hmm. The knobbies weren't helping either, the rear tyre destroyed by the end of the day. I managed to squeeze by him a few corners from the end, the extra ground clearance or desperateness spooking him. Top ride. Brought back memories of battling with Steve and Craig on the Tengai. Meanwhile at the front, team RGV had been setting a hot pace, but madman Danny Kosinski managed to catch them on his VFR. He practices up there he said. It shows.

Marysville for lunch and tale telling before tackling the Black Spur. I remember passing a few bikes and being chased down by Dave and John, me acting as the bunny, slipping past the cars a little easier. From Healesville we headed north up Chum Creek Road to Toolangi and onto Kinglake and the St Andrew's tight twisties. We broke up at Kangaroo Ground at about 3 pm. A great ride with no incidents and lots of fun. Thanks Tim for leading and Geoff for riding at the rear. Next week I hope to be back on the ZXR after a few cosmetic repairs to the fairings.

Ben Warden (Dominator NX650)

Excessive Front Tire Wear

By James R. Davis

Excessive tire wear, and/or cupping, is a problem that most motorcyclists experience over time. Too often this is simply the result of failing to maintain proper tire pressure. However, this is far from a complete answer.

Cupping is a phenomena that is absolutely normal! Excessive cupping or excessive wear on one side of the tire as compared to the other is not.

There are at least seven causes of cupping and/or uneven wear in the front tire other than tire air pressure:

- Most roads are banked away from the center. Thus, if you ride vertical, the side of your tire closest to the center of the road wears more.
- Your tires 'scuff' when you force a speed change with them. The rear tire scuffs when you accelerate and when you brake (and every time you ride in a direction other than straight ahead.) Thus, it tends to have even 'cupping' as compared to the front tire (which scuffs when you brake but not when you accelerate.)
- While alignment is not usually a problem with motorcycles - it can be.
- Carrying an unevenly divided load (all your tools, jumper cable, etc.) in one saddlebag can result in your riding the bike other than vertical most of the time.
- Setting your TRAC (anti-dive) unequally can easily cause uneven tire wear.
- If one of your front shocks is defective you will experience uneven tire wear.
- Excessive use of the front brake will result in excessive cupping.

[Return](#) to *Articles Directory*.

Copyright © 1992-1999 by The Master Strategy Group, all rights reserved

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

WILSON'S PROM. MAY 2

FZR1000	Derek Atkinson	TL1000	Darren Morecomb	
GSXR600	Nick Casemore	TL1000	Peter van Meurs	
T595	Tim Casemore	CBR600	Scott Schrieke	
ZX9	Mick Bosworth	GSXR750	Ray Walker	
ZX6	Pat Davey	ZX7	Rhys Williams	
ZX9	Wayne Grant (rear)	Guzzi	Jack Youdan	
YZF600	Mick Hanlon	VTR1000	Kristen	
R1	Theo Kalkandis	ZZR600	Dwaine & Laureen	1 st ride
ZZR600	Geoff Jones	CBR600	Jaunita	1 st ride
GTR1000	Cameron Burgess	VTR1000	Mitch Whelan	1 st ride
RF900	Ian Payne (lead)	VFR800	Neville Mags	2 nd ride
TL1000	Tony Prictor	748	John Listro	1 st ride
VFR750	Rob & Mandy Matricciani	R1	Glen Parnell	1 st ride
Virago 1100	Neil Manassa 1 st ride	FJ1100	Bruce Saville	1 st ride
VN750	John Wait	R65	Barry Law	
CX500	Jim Ryan			

31 bikes, 33 people, 550+ km

This run was ably led by Ian Payne, standing in for Danny Vits.

Well, Presidents just have to do these things. Danny's bike is still down-in-bits as he has joined BMW's "Its's on back order" club (so many of us are former members).

With Wayne as rear rider we left Hallam late, as several first-time participants needed the Club's ride instructions course. Ian followed Danny's well-researched route through Upper Beaconsfield, Pakenham, Bayles, Poowong, Bena to Korumburra for lunchstop.

We lost more time due to confusion at a bridge construction corner near Bayles----- some riders, including the rear rider, went via a very long route to get to the lunch stop.

At Korumburra four of the first-time riders dropped out complaining of the pace and wheel-standing antics. I think the offenders were non-members, but notwithstanding, we lose four potential members and worse, they probably spread the word, which contributes to a negative public image of the Club.

Geoff Jones took over rear rider duties as Wayne had a commitment (he is an aspiring test cricketer) and we pressed on to Fish Creek via Kongwak, where Rhys did the overcook-gardening bit, but with only a body scratch, the bike, not him. Next stop was Tidal River-----lightly populated with tourists this day, which will not be the case once we get a few five-star hotels built there!

Home was through Tarwin Lower, Inverloch, Wonthaggi, Loch, Nyora and finally Lang Lang. It was close to a 500 km run, the last bit on secondary roads in dusk and dark conditions-----not good for us with less than 20/20 vision, I tell you.

Thanks to Danny for the planning, and leader and rear riders for the execution.

Jack Youdan

MAY MEETING MINUTES

Thursday 6th

Open Meeting:	8.32pm
Present:	20 members and friends in attendance. Ian welcomed new member Geoff Barton for lives in Loch and had travelled up for the meeting.
Visitors	Nil
Apologies:	Theo Kalkandis (in hospital undergoing shoulder surgery).
Secretary Report:	Contents of PO Box sorted & relevant items read by Ben :- 2 x tickets Historic Winton 29-30/5, M/Ship form, Triumph N/Letter & Hall hire receipt.
Treasurer's Report:	Wayne Grant gave a brief account of finances. \$3045 in bank with majority due to Ride day earlier in the year.
Captains' Report	Past and Forthcoming rides previewed by Wayne Grant.
General Business:	The new June to September itinerary is being formulated, if members would like to lead a ride over this period please contact Ben. At the April meeting Les Leahy had asked us to consider the impact of City Link on KBCP as a ride starting point. Ian explained that the "New Committee" would discuss all aspects of this change. Brighton Kawasaki have a ride day on Monday 24 th of May for \$100.
Guest Speaker:	None.
Door Prize:	1 st – Rob Langer, 2 nd – Wayne Grant, 3 rd – Geoff Barton.
Close Meeting:	8.51pm

1999 ANNUAL GENERAL MEETING

Thursday 6/5/99

Open AGM:	8.52pm																				
Read Minutes of 98 AGM:	No official minutes as such recorded. Ian read notes from June 1998 newsletter.																				
Appoint Chairman:	Les Leahy accepted. All committee positions declared vacant.																				
Call for Nominations:	<table><tr><td>President</td><td>Ian Payne</td></tr><tr><td>Vice President</td><td>Tim Walker</td></tr><tr><td>Treasurer</td><td>Wayne Grant</td></tr><tr><td>Secretary</td><td>Ben Warden</td></tr><tr><td>Assistant Secretary</td><td>Danny Vits</td></tr><tr><td>Social Secretary</td><td>no nominations</td></tr><tr><td>Captain</td><td>Theo Kalkandis</td></tr><tr><td>Vice Captain</td><td>Darren Hosking</td></tr><tr><td>Editor</td><td>Ben Warden</td></tr><tr><td>Public Officer</td><td>Danny Vits</td></tr></table>	President	Ian Payne	Vice President	Tim Walker	Treasurer	Wayne Grant	Secretary	Ben Warden	Assistant Secretary	Danny Vits	Social Secretary	no nominations	Captain	Theo Kalkandis	Vice Captain	Darren Hosking	Editor	Ben Warden	Public Officer	Danny Vits
President	Ian Payne																				
Vice President	Tim Walker																				
Treasurer	Wayne Grant																				
Secretary	Ben Warden																				
Assistant Secretary	Danny Vits																				
Social Secretary	no nominations																				
Captain	Theo Kalkandis																				
Vice Captain	Darren Hosking																				
Editor	Ben Warden																				
Public Officer	Danny Vits																				

No further nominations so all duly elected.

Ian thanked Les for officiating and commented that he hoped the result was not due to apathy but members felt this was the right team for the job.

Victorian Motorcycle Advisory Council

The Secretary
Motorcycle Touring Club
PO Box 453
RICHMOND VIC 3121

Dear Sir/Madam

“Motorcycling and the Road Environment” Workshop

The Victorian Motorcycle Advisory Council extends an invitation to a representative of your Club to attend a “Motorcycling and the Road Environment” Workshop to be held on Tuesday 8 June 1999, from 9.00 am to 1.30 pm in the VicRoads Theatre, Ground Floor, 60 Denmark Street, Kew.

The Victorian Motorcycle Advisory Council (VMAC) is the Government’s key advisory body on motorcycling matters and is committed to developing initiatives which improve the enjoyment, mobility and safety of motorcyclists. Motorcycling safety and mobility provisions are an important aspect of the Government’s strategies to provide an equitable transport system for all road users.

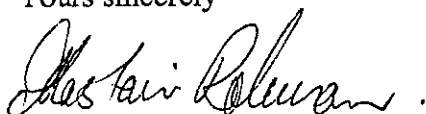
The “Motorcycling and the Road Environment” Workshop is an opportunity for Victoria to lead the way in ensuring that motorcyclists needs are considered when government agencies and local government consider changes to the road system. Syndicate groups will address the major motorcycling issues that need attention (including mobility, amenity, environment and safety), and also whether motorcycling safety and mobility considerations are given due regard when road or traffic treatments are designed, constructed and maintained.

Stakeholders from motorcycle clubs, industry, researchers, government agencies, Councils, police, TAC and VicRoads will also be attending. A Workshop Agenda is attached for information.

Could you please forward participant’s details using the attached registration form by Friday 28 May 1999. There is no charge for registration.

Participants will be provided with a copy of the recently published “Austroads Guide to Traffic Engineering Practice – Motorcycle Safety” for information prior to the Workshop.

Yours sincerely



ALASTAIR ROBINSON
SECRETARY
VICTORIAN MOTORCYCLE ADVISORY COUNCIL
12 May 1999

Kings Bridge Car Park Survey

Discussion:

The Committee is considering ideas concerning KBCP, secondary pick-ups, and start times, in light of changing Club needs. The Committee needs input from the members and this survey is considered one formal way of getting constructive feedback. Please take a few minutes to consider.

Advantages of KBCP

- central location, easily identifiable, good for new people
- historical, nostalgic, consistent
- some weather protection afforded by overhead (leaky) bridge
- new riders have time to learn group riding skills in smaller group at lower speeds
- fulfils criteria of *no thinking required* – “just arrive with a full tank” as per itinerary

Disadvantages of KBCP

- blocked by running events once or twice a year
- bleak, no toilets, no food, little shelter
- not the “real” start of the ride – city congestion, traffic lights, a waste of time
- kiosk attendants occasionally grumpy - it is private property
- the effect of City Link tolls has yet to be determined

If we don't feel KBCP is an appropriate meeting place, but think a centrally located site is desirable, then alternative sites for central pick-up departure point need evaluating. Issues such as ease of access to the freeways and ring roads, geographical location, available parking, site amenities, weather protection, and comfort can be considered. For instance, meeting at such a venue as McDonalds (say the one on Victoria St just up from Hoddle Street) could promote a social aspect, making breakfasts a possibility. It also has under cover parking. Similarly the RTA at the top end of Lygon Street is a well known, central location and has easy access to the Eastern Freeway (and hence Yarra Glen). Conditions are similar to KBCP. Hoddle Street links the Eastern and South Eastern Freeways so a service station on it could meet most of our requirements.

The Usual Secondary Pick-up Points are:

- *Yarra Glen*, corner of Bell and King Streets, Yarra Glen, Melways Map 274K2
- *Hallam*: Liberty Service Station, Princes Highway Hallam, Melways Map 96G1
- *Whittlesea*: Mobil Service Station, Plenty Road Whittlesea, Melways Map 246F9
- *Laverton*: Shell Service Station, Geelong Road Laverton, Melways Map 53B11

This information will now be on every itinerary.

Advantages of Secondary Pick-ups (with no central pick-up)

- could leave earlier than now since not waiting for city contingent – save time – and hence possibility of finishing rides earlier
- vast majority of riders, particularly members, head for pick-ups directly anyway
- leaders often find it onerous to pick up city contingent

Disadvantages of Secondary Pick-ups (with no central pick-up)

- new riders may be unclear of where exactly to go (fixed – locations now printed)
- new riders miss out on learning corner marking system and riding with a group skills

KBCP Survey Response Form

Please take a few minutes to complete the following Kings Bridge Car Park Survey.

Should we have a central pick-up point for riders departing from the city? yes/no

If yes, should it be KBCP? yes/no

If no, can you suggest somewhere else?

Suggestions include: a service station on Hoddle Street,
the RTA car park, top end of Lygon St,
(circle one) McDonalds, Victoria St (just up from the Social Sip venue),
McDonalds, corner City Road and Claredon Street,

suggestion 1.....

suggestion 2.....

If no, should we leave the secondary pick-ups earlier? yes/no

(The standard times are Yarra Glen 10.30 am, Hallam 10.15 am, Whittlesea 10.30 am and Laverton 10 am.)

If yes, state preferred times:

Yarra Glen _____

Hallam _____

Whittlesea _____

Laverton _____

Do you have any suggestions, ideas?

.....
.....
.....

Please return this slip to any of the committee or post to *MTCV Box 453 Richmond 3121*.

Thankyou for your time and co-operation.

Ben Warden, for the Committee.

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 fee is \$12.50 and is due before July 1st. 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 and relies on your support for its continued existence.

Name: _____

Address: _____

Telephone Numbers: Home: _____

Work: _____

Mobile: _____

Email Address: _____

To save Club funds, would you like your magazine sent electronically when available? yes/no

Do you have a medical condition that the Club should be aware of in the event of an accident?

.....
.....

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

.....

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

July General Meeting: please attend if possible

Guest Speaker: **Rod Sharp from Cycleworks**

Date: Thursday 1st

Place: Club Hall, General Meeting

Topic(s): Progressive Suspension for Road Bikes; Understanding Suspension

Background: suspension guru to current racers; former Team Kawasaki suspension mechanic. He works from home – a comprehensive workshop. He distributes HyperPro springs, Race Tech Gold Valves, etc.

Quite a few members regularly use him for sorting out suspension problems and maintaining suspension components.