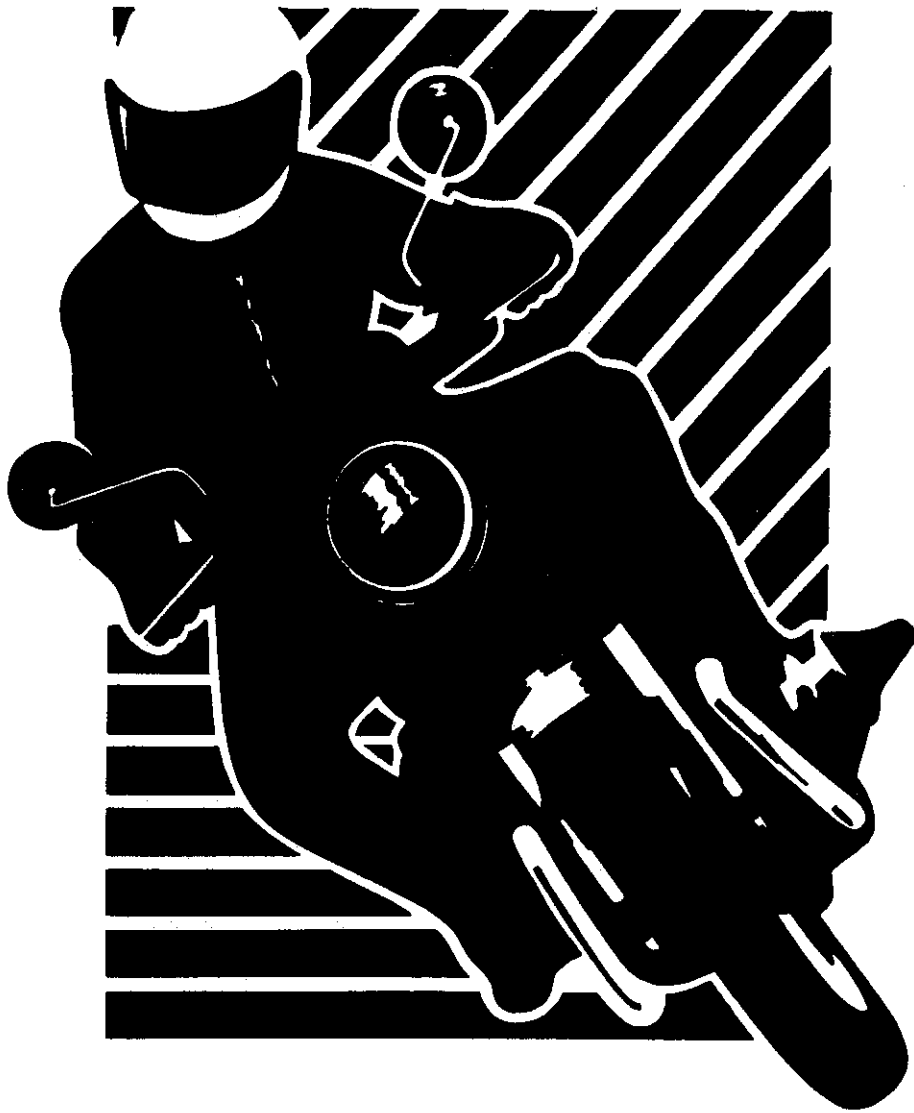


Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA INC.

P.O. Box 453, Richmond 3121, Victoria

September 1999 MTCV Itinerary

September

Sunday 5th **Trawool Valley Resort Lunch** **Wayne Grant** leading
9.30 am KBCP, 10.30 am Yarra Glen

This ride is marked as leisurely so it could be good for a pillion. If you are going directly to the venue, we have booked a table at 1 pm. Note: it is the first Sunday in September, and we all know that is Father's Day, and the Resort could be busy. Please confirm with Wayne if you intend participating. Expect around 250 km for the day.

Sunday 12th **Toorong Falls, Noojee** **Tim Walker** leading
9.30 am KBCP, 10.30 am Yarra Glen

Starting at Yarra Glen one could envisage the Black and Reefon Spurs being picked up along the way, knowing Tim. Whatever happens, expect plenty of twisty roads. There is some good dirt leading to the Falls. Plan on a ride in the vicinity of 400 km and plenty of tyre wear, especially on the Powelltown Road. Though not marked as arduous, it will be!

Thurs. 16th **Social Sip** - Baden Powell Hotel, 61 Victoria Parade, Collingwood, 7 pm. Last time.
This is the last, last time! Next month, Hotel Canada, 596 Swanston St., Carlton.

Sunday 19th **Wonthaggi State Coal Mine** **leader required**
9.30 am KBCP, 10.15 am Hallam

Ben Warden was down to lead this one but has been instructed to attend his parent's 40th wedding anniversary. So, if you feel inclined to volunteer as leader please call him. A route could be worked out if necessary. The Coal Mine is very interesting and the best value tour around, including a 700m long train ride underground, working exhibits, and plenty of horror stories told by old miners who conduct the tours. Expect around 400 km on some of the best roads within a day's ride of Melbourne.

Sunday 26th **Great Ocean Road** **Patrick Davey** leading
9.00 am KBCP, 9.30 am Laverton

Patrick's bike may not be ready in time after his latest crash, but he had planned an epic. Note the early start times. The route included Anakie Junction, Shelford, Winchelsea, Lorne, Lavers Hill and Colac for lunch. Then back down to the GOR via Forest to Apollo Bay, breaking up at Geelong. Expect around 660 km for the day. The route can be modified depending on the weather conditions. This ride would not suit inexperienced riders due to its length and possible traffic conditions along the Great Ocean Road.

October

Sunday 3rd **Phillip Island 500cc GP**
Meet AMCN Expo 1 pm each day

Thurs. 7th **General Meeting, Guest Speaker, 8.15 pm Club Hall**
Theo is working an interesting Guest Speaker.

Motorcycle Touring Club of Victoria, Inc.

Registration Number A13853B

President: Ian Payne 9558-4740 (H), 9550-6312 (W), email: ianpay@bigpond.com**Vice Pres.:** Tim Walker 9551-1638 (H), email: walkert@melbpc.org.au**Treasurer:** Wayne Grant 9379-4084 (H)**Secretary:** Ben Warden 040-900-1618 (mob), email: b.warden@its.unimelb.edu.au**Asst. Sec.:** Danny Vits 9776-0236, email: davits@ozemail.com.au**Captain:** Theo Kalkandis 9543-3517 (H), email: t.kalkandis@braemac.com.au**Vice Cptn.:** Darren Hosking 0417-106-162 (mob), email: dhosking@plestel.com.au**Editor:** Ben Warden 9344-5733 (W), 51 Airlie Rd Montmorency Vic 3094**Public Off.:** Danny Vits**Captains Report for August 1999**

Sun 8th
Leader Les Leahy
Destination Economy Ride
Weather rain
No of Riders 3 bikes, 3 people
Incidents ride abandoned
Distance 90 km

Sun 22nd
Leader Dave Ward
Destination Mt Pinninger
Weather glorious
No of Riders 16 bikes, 16 people
Incidents Ben crashed ZXR
Distance 350 km

Sun 15th
Leader Ian Payne
Destination Walhalla
Weather dry
No of Riders 2 bikes, 2 people
Incidents ride abandoned
Distance 60 km

Sun 29th
Leader Geoff Jones
Destination Hill Climb
Weather 18 deg C, warm
No of Riders 12 bikes, 14 people
Incidents Tim Walker won
Distance 360 km

Thurs.
17th
Social Sip Baden Powell Hotel
7 people

September Who's News

The **MTCV Home Page** has taken another 189 hits last month and 4093 since April 1996. The new itinerary is up on the web.

Seen at the **August Social Sip**: Ian Payne, Tim Walker, Darren Hosking, Dianne Welsford, Wayne Grant, Theo Kalkandis, Ben Warden. Last time at Collingwood before moving to Hotel Canada, or more usually known as, The Canada, 596 Swanston St, Carlton. They do a \$10 special including entree, main, coffee and port. Pool table, beer garden, TAB, Sky Channel, cheap beer and late closing may make it a more suitable venue for our requirements.

Dianne Welsford is going to USA on a 13 day Con-Tiki Bus Tour leaving September 4th and returning September 30th spending 5 nights in Los Angeles and another 7 in Hawaii. She plans to pack as much activity into the holiday as possible including baloon trips, miniature submarine tours, water skiing, etc. Old news, but that explains why you get her answering machine all the time.

“Member **Patrick Davey** broke his ankle on the Queens Birthday Long Weekend while rock climbing Mt Arapales in the Grampians. His ankle is in a plaster cast that should be removed in about 3 weeks. His next ride will be Geoff Jones' Hill Climb for which he had been practising!” That's what I wrote last issue. Patrick has since crashed his ZX6 into an errant car driver, bike a mess. Suffice to say **Tim Walker** is still the holder of the Hill Climb Trophy, Patrick failing to get there. He is also in doubt to lead his Great Ocean Road ride at the end of the month. We wish him and bike a speedy recovery.

Ben Warden dumped his ZXR750 on gravel on the recent Eildon Ride. Bike sustained minor cosmetic damage – see article for details.

John Clowes was seen riding a different coloured bike on a recent ride. Rumour has it that the last one disappeared over a cliff on the Black Spur, and was written off.

Mark Turner crashed his VFR800 into a car performing an illegal manoeuvre some months ago and it has taken until now for Mark to get recompense. He's okay, bike almost fixed.

Congratulations to long standing member **Michael Barnes** who, on the Eildon Ride, reported that he was now the proud father of 4 month old Lewis.

Tom Saville and **Andi Sirninger** have headed north for the winter riding around the Litchfield National Park area, Darwin. It will be a good test for their new van, which thanks to Tom's handy-work, not only carries the bikes, it also doubles as a home away from home with sleeping quarters, stove, etc.

The **Black Night Rally** to be held at Kevington on 18th & 19th of September. Anyone thinking of going should contact Rob Mattriciani or meet him on Saturday morning at Yarra Glen at 10.30am.

At the October General Meeting **Steve Howden** from **Tiger Angel** will be the guest speaker. Please make the effort to attend. He is bringing some “enticements”.

Last Sunday **Rhys Williams** had a high speed violent tank-slapper traced to completely wound in compression damping adjusters after a recent fork service. His top triple clamp pinch bolt was also loose. Was that mud running down his leg? See article.

Mount Wallace Hill Climb - Sunday 29th August

Geoff Jones	ZZR600 (Leader)	Ben Warden (Rear)	Dominator
Tim Walker	ZX7R	Rhys Williams	ZX7R
Mark Ayling	ZX9R	Bruce Saville	FJ1100
Ian Payne	RF900	Enzo Cunico	RF900
Ravi Gnanaiah	Across	Michael Alexander (1st ride)	VF750
Ray Walker	GSXR750	Geoff Barton	R1100GS
		Val and Melissa Jones	Ford

I left home a bit early, and on the way in I thought I'd give the new free- (for bikes) -way a try out. Turning off the Westgate freeway onto the Western Link there's a fantastic high speed banked left-hander that just goes on and on. Over the Bolte Bridge, through the Sound Dome, up to Moreland Road for a U-turn, back down taking the Dynon Road turn off, and I still arrived five minutes before departure time. Geoff, Rhys and Ray were waiting. Bruce and Michael arrived just as we were leaving, Michael picking up some idea of the corner marking system on the run up to Whittlesea via the Yarra Boulevard.

At Whittlesea, Geoff previewed the ride, explained the corner marking system, and gave us permission to overtake him on the St. Andrews road and the Flowerdale road if the urge overcame us. Unusually we were lead out from Whittlesea in a southerly direction. At my second corner marking stint I was joined by Rhys, noticing his left boot covered in mud. He told me he had just experienced the mother-of-all tank-slappers - leaving the bitumen for about 100 metres down through grass and mud, miraculously missing a white post as he fought his way back to the black stuff at high speed. The story was still developing when Ben came through and we were off.

Up the St. Andrews-Kinglake road, on to Flowerdale, Strath Creek, a practice blast up the hill climb on the road to Broadford where we stopped for morning tea. Rhys retold his tale, now corroborated by witnesses. After a break we head off toward Pyalong, but turned off beforehand onto a 5 km section of beautifully smooth gravel road. Down through Lancefield and then onto an interesting back road through Cobaw that I hadn't seen before. Cross the Calder, through Tylden and down into Trentham where Ray limps into town in third or fourth gear, gear lever dangling. Some quick work with the farmer's friend - wire, and he's mobile again.

On to Ballan, where Geoff goes looking for, and finds, his wife Val and daughter Melissa in town. They've spent the morning shopping and checking out the craft shops. Heading south from Ballan we take the turn off to Yaloak Vale. The land appears flat, but soon we see a valley appear on the left, and the road drops sharply from the plain down to the valley floor. This is the site of the hill climb. As we descend I see that the road is in worse shape than last year. The recent rains have left sand washed across the road in many places, particularly on the left hand hairpin. This will be interesting!

Val and Melissa position their car at the top - on an embankment on the outside of the last turn. Geoff, stopwatch and binoculars at the ready, sets himself up at the bottom in a position with line of sight to the car. The timing starts when the rider starts, and stops when the car lights flash.

This year we're taking a shorter course, with the run in to the first corner down from about 800 metres to 300 metres. Anyhow, I'm first away, accelerating hard, but braking too early for the first left turn. Accelerate and brake hard before accelerating through another left hand sweeper strewn with sand where I have a couple of nice rear wheel slides. Into the right hairpin covered with sand on the entry, up around to the left, down, up and around to the right past the finish.

The others follow through without any problems that I heard about. I think that sand has made them a bit conservative. Last year we had a mobile phone connection from top to bottom to keep up to date with the times, but this year one of the phones, a digital, had trouble finding a signal. So, we make our way back down to see Geoff and check the times.

I'm in front by a few seconds! Time for a second run. Ben leads out this time surprising me at how slow a Dominator is off the line. I'm fifth away, lifting the front wheel and having to back off to get it down. Better at the first turn, and leaving the braking till later on the other turns as well. A bit sideways in the sand at the hairpin, but overall I felt a better run.

	First Run	Second Run
Tim	0:57.72	0:56.00
Ben	1:02.00	1:00.66
Enzo	1:10.00	1:01.18
Rhys	1:02.69	1:01.32
Michael	1:06.50	1:05.25
Mark	1:11.19	1:05.25
Ray	1:10.15	1:07.75

With the fun over and no incidents I get to keep the trophy for another year. The ride continued on to Melton for the final break up.

Many thanks to Geoff, Val and Melissa for putting in the extra effort that a day like this needs.

Another memorable day. Distance covered: - 350 km.

Tim Walker (Kawasaki ZX7R)

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More Who's News

Life member **Les Leahy** off to India in late August to tackle the Himalayas by motorbike. He is booked on one of the "Enfield's over India" bike treks. Sounds like a fantastic trip.

Theo Kalkandis dropped his Yamaha R1 on the way home from the Eildon Ride while trying to park at the Reefton Pub, sustaining some expensive cosmetic (minor) damage.

After the promise of a fine day, Sunday was wet. Still it was better than Saturday were it had bucketed down for most of the day. According to the Weather Bureau it would progressively fine up, but all this did was create a bit of a dilemma as what to wear. I eventually decided on the Tiger Angel leathers with my wet weather oversuit thrown in 'just-in-case'.

Ben rang to say he could not attend as his car had sprung a major oil leak and he had to fix that. No worries. Off to the City with the weather looking even more promising. Arrived at KBCP which was ominously devoid of any bikes. Hmm, maybe as it was a little after 9.30 am and they had already left and proceeded to Hallam by themselves! Wishful thinking on my part because when I eventually arrived at the Hallam servo there was only one bike there to greet me. Thanks Tim!

Tim Walker had also thought the weather would improve making for a good day's ride but with only the two of us in attendance, we decided to call off the ride, and, if possible, reschedule it later on in the year.

What has happened to our Club? Have we become a bunch of fair weather riders? When I first joined the MTCV we rode rain, hail or shine, and, although nobody really enjoys riding in the rain, it does give you valuable experience in coping with adverse conditions. It also forces you to adopt a smooth riding style.

Anyway, after the disappointment of another cancelled ride, (Les Leahy cancelled the Economy ride one week earlier due to a similar lack of riders) I had to decide what to do with a free Sunday. I still felt like a ride so it was off into the hills for a run through Upper Beaconsfield, Cockatoo, Emerald, Monbulk and Olinda. Then down into Ringwood to check out the new location of Nova Honda. Now what? I know, into the City to inspect some pubs that may be suitable for our new Social Sip venue.

After doing the rounds of the Richmond/Abbottsford area it was back east for a run up to Mt.Dandenong, Olinda, and Monbulk before stopping at the Emerald bakery for a bite to eat. Just on 200 kilometres traveled and no hint of rain. Back on the bike for the short run home, into suburbia and down Heatherton road where a gaggle of slow moving cars jostling for position require an overtaking move. But that parked car looks suspicious. Too late, it does have a camera! What speed was I travelling? Not sure: 70, 75 kays tops. Bugger. Now for an anxious couple of weeks waiting to see what the mail brings.

I know we all have many other things vying for our time but the lack of riders for this and the Economy Ride is concerning. Is it just a coincidence, the weather, the destination or something else? If you have any thoughts on this lack of attendance please let me know.

Ian Payne (RF900)

KBCP Survey.

We received 21 responses (from a membership of 82 at the time). Fairly apathetic, but not unusual.
Should we have a central pickup? 19 yes, 2 no.

Where should the pickup be? McDonalds Victoria Street, just up from the Social Sip: 6, KBCP 3, Hoddle Street Servo 3, McDonalds City Rd 2, Shell Servo/Hungry Jacks 1 (didn't say where), RTA Car Park 1, St Kilda Esplanade 1.

Should we leave the secondary pickup points earlier? 6 yes, 8 no

What time should we leave secondary pickup points? 4 people said 10 am everywhere, one person said 10 am Yarra Glen and Hallam, 9.30 am Whittlesea and Laverton.

My conclusion would be, yes, we keep a central pickup point, but try somewhere like McDonalds in Victoria Street instead of KBCP. Leave the secondary departure times as is. Thanks to members who responded.

Ben Warden

Ducati 748	Dave Ward (lead)	1100 Guzzi	Graeme Maizey (3 rd ride)
ZXR750	Ben Warden	ZZR600	Geoff Jones (rear)
YZF750	Craig Morley	GSXR750	Ray Walker
VFR750	Michael Barnes	ZX6	Patrick Davey
R6	Eric Makin	ZX7	Darren Ford
R6	John Clowes	ZX9	Mark Ayling
R1	Theo Kalkandis	R1	Dwayne (3 rd ride)
RF900	Enzo Cunico	900 Diversion	Russell Smart

It has rained for three days straight and looking back on that glorious Sunday seems like it was another world. Memories of five days ago fade quickly but I remember the main thing: I crashed. The bruises are either turning green, blue, and purple, or already fading.

Sunday dawned cloudless and cool. Kicked the tyres and we were away heading for Whittlesea and the first pick-up via the back roads through Kalkalo. The main group had arrived from the city, and not a touring bike to be seen (Graeme on the Guzzi caught up to us later.) Dave detailed the ride activities, Geoff volunteered for rear riding duties, and we were soon on our bikes heading north towards Flowerdale and Yea..

I found myself corner marking in Whittlesea as the group trundled by. I caught most of the group of Kinglake West and then latched onto Dave Ward for the ride down through the steep 60/70 km/h twisties, around the big left hand sweeper and on to Flowerdale, Craig making it a threesome.

We weren't exactly dawdling but when the SB8 (Suzuki TL1000 motor, Bimota frame, \$mega) flew past, a 996 Ducati SP following closely, we heeded the wake up call, and set off in pursuit. I rolled the throttle on, and nothing much happened. Dave, clicking down a gear or two, and SB8 were gone. Craig and I reeled in the 996 slowly, watching. He was cutting the corners early, Fear his pillion passenger. Baulked by a car Craig blitzed by all three of us. I eventually passed under brakes, safely and pleasantly. There's life left yet in the old dunger.

Craig was now the length of the straight ahead entering the down hill phase of Junction Hill. He doesn't like it much and I considered passing him by the bottom of it.

Meanwhile Dave had got half way around the outside of SB8man, realised what it was, and was temporarily awestruck with the quality of machinery he was rounding up, but managed to complete the passing manoeuvre, upholding the MTCV tradition. We all cruised into Yea, the foreigners continuing on, the MTCV's stopping for a respite from all this fun.

Mick Barnes, long time member of the Club who married another Club member, volunteered that he was now a proud father of 4 month old Lewis, mother and baby doing fine.

We picked up John, Eric and Dwayne in Yea, having ridden directly from Healesville. I collected a couple of membership dues and then back on the road again. Up to Molesworth and around to Alexandra, then up into Fraser National Park.

I found myself following Dave, after the top round-a-bout, past the lookout and around the tight esses, when, negotiating a blind left hand corner, I find myself high-sided off the bike, and spat down the road. I jumped up and ran back to warn the oncoming riders of the gravel on the road, leaving the bike to bleed to death. Thanks to whoever picked it up, as it was vertical when I returned.

A few road-side repairs and hobbled back into Eildon for lunch and more permanent fixes. A lack of right hand side foot pegs and brackets (and mirror and blinker) required swapping a few things around. It was quite rideable, and after lunch we headed for the summit of Mt Pinninger offering a 360 degree view of Lake Eildon (now only holding 30% water capacity) and surrounding hills. Fantastic. Camera!

Back to Taggerty, Buxton, Marysville and across the Black Spur. Having not lost any confidence, I was soon into the swing of it again. Latching onto Dave, we rounded a fast downhill bumpy corner only to be confronted by a nearly stopped stream of cars banked up for 2 km behind two fully laden log trucks travelling at 15 km/h down hills. Gulp. It is surprising how difficult it is to ride without a back brake, steering, braking and stability affected. Let alone having to ride with my foot on the back peg. Ho-hum.

We cruised up the outside of the cars for ages, feeling sorry for them, squeezing in to avoid the oncoming bus, similarly blocking up the traffic from the other way. And then we were in the clear for the final fling to Healesville and break-up. Top ride. Top day. Shame about the crash. Thanks to the rest of the riders who helped out at various times. Roughly 350 km for the day.

Craig, Geoff and I headed home via Yarra Glen, Diamond Creek, and the now completed Ring Road, arriving home at about 3.30 pm, in time to strip the bike down and survey the damage. If it was on the right hand side, it was damaged: blinker, mirror, foot pegs, top and lower fairings, brake levers, foot peg mounting bracket, exhaust muffler, and bent fairing mounting brackets. Plenty of garage time. Clothing also suffered: destroyed boots and pants, jacket scuffed and ripped in elbow. They did their job, the armour working well.

It was a nasty un-sign-posted corner with enough gravel to send Lyn Duncan reaching for her poison pen to assassinate some bureaucrat. Dave was on opposite lock until it gripped and ejected him out of the seat, landing on the tank. Ouch! He was lucky in more ways than one.

Handle bar is on back order (hmm), the rest coming together well. Looks like the Dominator will get a run on the Hillclimb at least.

Ben Warden (Kawasaki ZXR750)

p.s. Theo sent emailed to me Monday to report he slipped on mud while dismounting at the Reefton Pub on the way home from the ride, dropping the bike in the process. \$1000 in cracks to repair/replace. Ouch.

Club Participant of the Year

A trophy is presented at the Annual General Meeting to the *Club Participant of the Year* based on the total number of points accrued throughout the year. Referring to the table on the opposite page, points are awarded as follows:

- | | |
|--|---------------------------|
| • participating in a ride, or part there of | 1 point |
| • leading a ride | additional point |
| • acting as rear rider | additional point |
| • contributing an article for the magazine | 1 point (max. 2 per mag.) |
| • attending Club functions (Social Sip, General Meeting) | 1 point |

The Committee has recently decided that those attending abandoned rides will still be awarded points. So far this year we have had three rides cancelled due to poor weather conditions.

MTCV Participant of the Year, 1999-2000																																	
May		June						July						August																			
6	9	13	16	23	30	3	6	13	20	27	3	10	17	24	31	7	14	21	28	4	11	18	25	1	8	15	22	29					
Meeting	Article	Spurs	Social Sip	Woodend	Gembrook	Seymour	Meeting	Article	Reefton	Beechworth	Social Sip	Insect Museum	Buxton Pub	Meeting	Article	Maldon Train	Cape Schank	Social Sip	Mt Donna Buang	Calder	Meeting	Article	Foster	Economy	Thompson's Dam	Social Sip	Eildon	Hill Climb					
Atkinson, Derek	1																											5	Atkinson, Derek				
Ayling, Mark				1																								1	1	6	Ayling, Mark		
Barnes, Michael																												1	1	1	Barnes, Michael		
Barton, Geoff	1		2										1							1		1	2					1	10	Barton, Geoff			
Blashki, Mark																								1					1	1	Blashki, Mark		
Bosworth, Michael													1											1						2	Bosworth, Michael		
Brown, Ken																													0	0	Brown, Ken		
Casemore, Nick													1							2	1									4	Casemore, Nick		
Casemore, Tim																													0	0	Casemore, Tim		
Clowes, John			1																											2	2	Clowes, John	
Cottler, Phil		1																												1	1	Cottler, Phil	
Cunico, Enzo									1																			1	1	3	Cunico, Enzo		
Czamecki, Damian														1																1	1	Czamecki, Damian	
Davey, Patrick		1	1																											3	3	Davey, Patrick	
Duncan, Lyn													1	1						1										3	3	Duncan, Lyn	
Grant, Wayne	1			1	2	2		1				1	1			1	1					1							13	13	Grant, Wayne		
Handforth, Ian				2			1					2	1																	6	6	Handforth, Ian	
Hanton, Mick	1											1	1			1	2													5	5	Hanton, Mick	
Hosking, Darren	1			1			1				1	1	1						1			1							10	10	Hosking, Darren		
Johnston, Ron									1				1			1	1													4	4	Johnston, Ron	
Jones, Geoff							2					1												2				2	2	12	12	Jones, Geoff	
Kalkandis, Theo		1		1							1		1									1	1					1	1	9	9	Kalkandis, Theo	
Kosinski, Danny	1		1						1		1		1							2		1								3	3	Kosinski, Danny	
Langer, Rob																					1									3	3	Langer, Rob	
Leahy, Les	1		1				1	1														1	2			2				10	10	Leahy, Les	
Makin, Eric			1																											2	2	Makin, Eric	
Manifold, Bronwyn					1								1																	2	2	Manifold, Bronwyn	
Matricciani, Rob	1												2	1					1	2		1								9	9	Matricciani, Rob	
McFarlane, Ian																								1						1	1	McFarlane, Ian	
Meiklejohn, Jane																														0	0	Meiklejohn, Jane	
Miller, Harry																														0	0	Miller, Harry	
Moore, Dave							1		1																					2	2	Moore, Dave	
Morcomb, Darren	1												1										1							4	4	Morcomb, Darren	
Morley, Craig																														3	3	Morley, Craig	
Payne, Ian	1	1	1	1		2	1	1	1	2	1	2	1	1		1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	29	29	Payne, Ian
Phillips, Peter	1																													4	4	Phillips, Peter	
Pricter, Tony																														0	0	Pricter, Tony	
Riddett, Jon																														1	1	Riddett, Jon	
Robinson, Kathy	1								1																					5	5	Robinson, Kathy	
Sanders, Peter																														1	1	Sanders, Peter	
Saville, Bruce																														2	2	Saville, Bruce	
Saville, Tom																														0	0	Saville, Tom	
Schrieke, Scott			1																											1	1	Schrieke, Scott	
Shearer, Len																														0	0	Shearer, Len	
Sirianni, Sam																														1	1	Sirianni, Sam	
Sliminger, Andi																														0	0	Sliminger, Andi	
Sr Russell, Paul																														2	2	Tallents, Paul	
Thomas, Jacinta																														0	0	Thomas, Jacinta	
Turner, Mark																														0	0	Turner, Mark	
van Meurs, Peter																														0	0	van Meurs, Peter	
Vits, Danny	1																													2	2	Vits, Danny	
Walker, Ray																														6	6	Walker, Ray	
Walker, Tim	1		2	1	1								1	1	2	1	1					1	1						1	17	17	Walker, Tim	
Ward, Dave				1																										5	5	Ward, Dave	
Warden, Ben	1	1	1	1	1	1		1	1	2	1	1	1	1	1	1	2	1			1	1	2	1	1		1	1	2	28	28	Warden, Ben	
Webster, Darryn	1		1																											4	4	Webster, Darryn	
Welsford, Dianne		1											1	1																9	9	Welsford, Dianne	
Williams, Rhys	1		1	1																		1	1							8	8	Williams, Rhys	
Wurster, Hans																														0	0	Wurster, Hans	
Wurster, Ken																														0	0	Wurster, Ken	
Youdan, Jack						2		1	2						1		1	1						2						10	10	Youdan, Jack	
Total points	18	7	16	7	8	9	7	15																									

Second Australian Motorcycling Conference – Sydney.

Preamble.

The original aim of this conference was to “bring together the major groups of Australian motorcycling, Industry, Sport and Rider Groups with a focus on developing improved communications, cooperation and mutual understanding”. Additional aims were:

- To promote the usage, awareness and safety of motorcycles and motorcycling.
- To create a greater awareness and understanding of trends toward global harmonization and its possible effects on Australian consumer/rider groups and the local motorcycle market.
- To create an awareness of the benefits in establishing an informed united body to speak with one voice to Government on motorcycle issues and to represent Australia on the International motorcycling stage.

The first such conference was held in Melbourne in August 1998 with MTCV member Lyn Duncan attending as our delegate. Unfortunately for the 1999 conference, Lyn was unavailable, but with some prompting by the Victorian Motorcycle Council the MTCV Committee agreed that someone should attend and that I represent the MTCV at the conference. (As it transpired I would also represent the VMC due to their inability to send a rep!).

The conference was scheduled to be held on Saturday, August 21, at Rydges Hotel in Parramatta. Therefore it looked like a weekend stay in Sydney. Some of the other Victorian delegates were riding up on the Friday but the thought of droning up the Hume for all those hours sounded like physical suicide, not to mention the tyre wear! Others were ‘training’ it on the XPT (express passenger train) which didn’t sound too bad as they had a “licensed buffet car” on the train!

The Trip

Carla and I left Melbourne on the train at 8 pm on the Friday night and, with ‘aircraft’ type seats, it was quite comfortable, once you got used to the rocking motion. Dinner was served, and, as we left the suburbs behind, the speed increased. Very pleasant so far. After lights-out at 10.30 pm we settled in for some shut-eye. Unfortunately we were positioned quite close to the amenities which had a steady flow of visitors throughout the night!

After a less than satisfactory nights sleep we were woken at 6 am for the final run into Sydney. After a check of the map we decided to disembark at Strathfield then catch a local train and taxi across to Parramatta, arriving at about 7.30 am. After booking into our accommodation, a quick shower and change of clothes, it was nearly time for the conference to begin.

Conference

The start of the conference was a bit of a media circus with Jackie Kelly (Federal Minister for Sport and Tourism) and Ross Cameron (Federal member for Parramatta) arriving on bikes. Also in attendance were David White (Motorcycling Australia Executive Director), Ray Newland (FCAI Motorcycling Manager – Federal Chamber of Automotive Industries, represents all the motorcycle manufactures), Stuart Strickland (Honda Aust. CEO and FCAI Chairman) plus about another 40 people representing the industry and riders clubs. Not a bad start with representatives from the Federal Government, the National Sporting Body, the Motorcycle Retail and Distribution Industry and the many other diverse groups that represent motorcycle riders.

The conference proper began with an impressive speech from Jackie Kelly (a genuine motorcyclist) confirming the Government’s support for the conference and her own encouragement for the formation of the joint lobby group. Then Ross Cameron, who, apart from informing us “that if you think Jackie looks good in leather you should see her in lycra bike shorts”! went on to explain that he’d had first hand experience of what hazards we motorcyclists must deal with, as an errant motorist cut them off while he was being pillioned to the conference!

After a break for coffee the talkfest continued with statistics indicating a resurgence in motorcycling with 3,000 new racing licenses issued in the last 18 months and, for 1998, just over 60,000 new motorcycles were sold. Issues also touched on included Government funding for bike racing, compulsory rider training, grey imports, cheaper registration/third party insurance, TV commercials, *Global Harmonization* (world wide standardization of designs), and accident data collection.

Two contentious issues were the new Green Slips (NSW rego) that were \$100 cheaper BUT in the event of a serious accident you only received a compensation payout if you were 10% or more permanently disabled. Secondly, Victoria and NSW are contemplating allowing anyone with a drivers' license to ride a motor scooter. The scooter would be limited to 50cc engine capacity, weigh up to 80 kg, and be capable of no more than 60 km/h. The rider would have some minimal training, be required to wear a helmet, but not be able to carry a pillion. Much debate over this one!

All the above, including lunch, took until 4 pm. Then it was time to form a Steering Committee and set some objectives for the next 12 months. A three-member committee comprising David White, Ray Newland and Greg Hirst was formed. It will be based in Melbourne and may co-opt others to help as needed.

The main objective of the Steering Committee is to devise a methodology for collecting motorcycle accident data because there is no formal procedure for collecting this information unless a fatality occurs. As accident statistics can influence government policy, the need for accurate data is important. This is quite timely, as Greg will be in France during October at an FIM conference where this topic will be discussed.

Finished at last and not a moment too soon as brain fade had started to set in. Time for a quick shower, some drinks at the bar, and then the conference dinner. It was very enjoyable after such a long day.

Some of the local riders had planned to take us 'interstate' delegates for a ride around Sydney on Sunday but after witnessing the alcohol consuming ability of these riders we diplomatically declined the offer. Instead Sunday was spent sight-seeing around the Harbour City. Then it was back to the railway station for the journey back to Melbourne.

Sleep was easier on the return trip as we were seated mid-way along the carriage. We arrived back in Melbourne about 6.30 am and home a little after 8 am. Fortunately I had taken Monday as a leave day so crawled into my own bed for a few hours shut-eye.

All things considered I felt the conference was a success and one I would advocate we continue to send a representative to in future. A full set of notes covering the conference is being printed and once the Club receives a copy they will be available for members to peruse.

NOT the Annual M.T.C.V. Fuel Economy Ride

I wuz robbed! Seventeen degrees they said. Sunny conditions they said. And there I was, ensconced in an alcove of the Whittlesea Mobil Servo, the only place I could find to get out of the rain. The relentless, incessant rain. The grey, mist laden, all-encompassing, soaking rain.

It began in the early hours of the Sunday morning. Lying in bed you could tell by the very sound of it on the roof that it was set-in for the long haul. This wasn't to be some shower that would disappear with the first light of morning. No, this was mean, serious, stubborn rain, determined to eliminate my meticulously organised fuel economy ride from the minds of all M.T.C.V. members.

As I leant here in the alcove, surrounded by bags of fire-place kindling and crates of home delivery soft-drinks, I watched puddles of water growing around my gumboots. Would I be the only one to front up? Has there been a club ride where only the leader has attended? Was it the combination of factors (riding slowly and getting wet) that had caused the membership to stay away in droves? Fortunately the arrival of the honourable Editor/Secretary on his venerable 750 Kwacka interrupted the need for answers to these and other brooding questions.

With two of us now contributing to the puddles of water underfoot, we ruminatingly looked over the all-pervasive wetness. When lo and behold a third rider appeared on the horizon. It was our illustrious President, feeling somewhat guilty if he had chosen not to attend and thus not bring the emergency kit with him. However, the only emergency I could visualise on today's ride was one of drowning. And unless there were several sets of water-wings in the kit, its presence was somewhat superficial.

So... Ben, Ian and myself looked out across the unchanged greyness. Privately I totalled up a few statistics in my head, and came to the conclusion that the three gentlemen in attendance had collectively accumulated very close to sixty years of continuous riding with the Club. Incredible. Incredible that motorcycling can cause grown men to stand around in pouring rain, desirous of determining whether their motorcycles are able to obtain seventeen kilometres per litre or sixteen kilometres per litre.

As the hour by now was 10:20 am, by unanimous vote we decided to reschedule the Economy Ride to another date. And our Editor will notify all and sundry of that re-allocation in this august journal. Ben decided that going home was in his best interest, where Ian and I concluded that as we were already exposed to the elements we may as well make an excursion of it. To this end we splashed off, at some pace I might add, up the infamous Humevale road, an all-time favourite of mine.

Riding along the ridge of the Kinglake National Park we eventually loomed out of the mist at Kinglake township and headed straight for the bakery. In no time at all we were propped up on stools at the window bench with cappuccino in one hand and either coffee scroll or hot jam doughnut in the other. In this totally appropriate environment we ruminated at length about motorcycling in general and the effectiveness of wet-weather clobber in particular.

Having warmed the cockles of hearts, we then ventured down the slopes of many a twist and turn to St. Andrews and eventually homeward through Panton Hill etc. As I closed on the metropolitan area, patches of blue began to appear in the western sky producing a fairly dry Sunday afternoon from memory.

So there you have it. The Fuel Economy Ride that wasn't. But it will be, in the not too distant future.

Pace Yourself by Nick Ienatsch, 1993 (*The Web*)

The street is not the track - it's a place to Pace.

Two weeks ago a rider died when he and his bike tumbled off a cliff paralleling our favourite road. No gravel in the lane, no oncoming car pushing him wide, no ice. The guy screwed up. Rider error. Too much enthusiasm with too little skill, and this fatality wasn't the first on this road this year. As with most single-bike accidents, the rider entered the corner at a speed his brain told him was too fast, stood the bike up and nailed the rear brake. Goodbye.

On the racetrack the rider would have tumbled into the hay bales, visited the ambulance for a strip of gauze and headed back to the pits to straighten his handlebars and think about his mistake. But let's get one thing perfectly clear: the street is not the racetrack. Using it as such will shorten your riding career and keep you from discovering **The Pace**. The Pace is far from street racing - and a lot more fun.

The Pace places the motorcycle in its proper role as the controlled vehicle, not the controlling vehicle. Too many riders of sport bikes become baggage when the throttle gets twisted - the ensuing speed is so overwhelming they are carried along in the rush. The Pace ignores outright speed and can be as much fun on a Ninja 250 as on a ZX-11, emphasising rider skill over right-wrist bravado. A fool can twist the grip, but a fool has no idea how to stop or turn. Learning to stop will save your life; learning to turn will enrich it. What feels better than banking a motorcycle over into a corner?

The mechanics of turning a motorcycle involve pushing and/or pulling on the handlebars. While this isn't new information for most sport riders, realise that the force at the handlebar affects the motorcycle's rate of turn-in. Shove hard on the bars, and the bike snaps over; gently push the bars, and the bike lazily banks in. Different corners require different techniques, but as you begin to think about lines, late entrances and late apexes, turning your bike at the exact moment and reaching the precise lean angle will require firm, forceful inputs on the handlebars. If you take less time to turn your motorcycle, you can use that time to brake more effectively or run deeper into the corner, affording yourself more time to judge the corner and a better look at any hidden surprises. It's important to look as far into the corner as possible and remember the adage; "You go where you look."

Don't Rush

The number-one survival skill, after mastering emergency braking, is setting your corner-entrance speed early, or as Kenny Roberts says, "Slow in, fast out." Street riders may get away with rushing into 99 out of 100 corners, but that last one will have gravel, mud or a trespassing car. Setting entrance speed early will allow you to adjust your speed and cornering line, giving you every opportunity to handle the surprise.

We've all rushed into a corner too fast and experienced not just the terror but the lack of control when trying to herd the bike into the bend. If you're fighting the brakes and trying to turn the bike, any surprise will be impossible to deal with. Setting your entrance speed early and looking into the corner allows you to determine what type of corner you're facing. Does the radius decrease? Is the turn off-camber? Is there an embankment that may have contributed some dirt to the corner?

Racers talk constantly about late braking, yet that technique is used only to pass for position during a race, not to turn a quicker lap time. Hard braking blurs the ability to judge cornering

speed accurately and most racers who rely too heavily on the brakes find themselves passed at the corner exits because they scrubbed off too much cornering speed. Additionally, braking late often forces you to trail the brakes or turn the motorcycle while still braking. While light trail braking is an excellent and useful technique to master, understand that your front tire has only a certain amount of traction to give.

If you use a majority of the front tire's traction for braking and then ask it to provide maximum cornering traction as well, a typical low-side crash will result. Also consider that your motorcycle won't steer as well with the fork fully compressed under braking. If you're constantly fighting the motorcycle while turning, it may be because you're braking too far into the corner. Setting your entrance speed early, an important component of running the Pace, can eliminate all these problems.

Since you aren't hammering the brakes at every corner entrance, your enjoyment of pure cornering will increase tremendously: You'll relish the feeling of snapping your bike into the corner and opening the throttle as early as possible. Racers talk about getting the drive started, and that's just as important on the street. Notice how the motorcycle settles down and simply works better when the throttle is open? Use a smooth, light touch on the throttle and try to get the bike driving as soon as possible in the corner, even before the apex, the tightest point of the corner. If you find yourself on the throttle ridiculously early, it's an indication you can increase your entrance speed slightly by releasing the brakes earlier.

As you sweep past the apex, you can begin to stand the bike up out of the corner. This is best done by smoothly accelerating, which will help stand the bike up. As the rear tire comes off full lean, it puts more rubber on the road, and the forces previously used for cornering traction can be converted to acceleration traction. The throttle can be rolled open as the bike stands up.

This article won't tell you how fast is safe; it will tell you how to go fast safely. How fast you go is your decision, but it's one that requires reflection and commitment. High speed on an empty four-lane freeway is against the law, but it's fairly safe. One kilometers per hour across the Reefton Spur may be legal, but it may also be dangerous. Get together with your friends and talk about speed. Set a reasonable maximum and stick to it. Done right, the Pace is addictive without high speeds along the straights.

The group I ride with couldn't care less about outright speed between corners; any fool can twist a throttle. If you routinely go 160 km/h, we hope you routinely practice emergency stops from that speed. Keep in mind outright speed will earn a ticket that is tough to fight and painful to pay; cruising the easy straight stuff doesn't attract as much attention from the authorities and sets your speed perfectly for the next sweeper.

Group Mentality

Straights are the time to reset the ranks. The leader needs to set a pace that won't bunch up the followers, especially while leaving a stop sign or passing a car on a two-lane road. The leader must use the throttle hard to get around the car and give the rest of the group room to make the pass, yet he or she can't speed blindly along and earn a ticket for the whole group. With sane speeds on the straights, the gaps can be adjusted easily. The bikes should be spaced about two seconds apart for maximum visibility of surface hazards. It's the group aspect of the Pace I enjoy most, watching the bikes in front of me click into a corner like a row of dominoes, or looking in my mirror as my friends slip through the same set of corners I just emerged from.

Because there's a leader and a set of rules to follow, the competitive aspect of sport riding is eliminated and that removes a tremendous amount of pressure from a young rider's ego - or even an old rider's ego. We've all felt the tug of racing while riding with friends or strangers, but The Pace takes that away and saves it for where it belongs: the racetrack. The racetrack is where you prove your speed and take chances to best your friends and rivals.

I've spend a considerable amount of time writing about the Pace (see Motorcyclist, Nov. '91) for several reasons, not the least of which being the fun I've had researching it (continuous and ongoing). But I have motivations that aren't so fun. I got scared a few years ago when Senator Danforth decided to save us from ourselves by trying to ban superbikes, soon followed by insurance companies black-listing a variety of sport bikes. I've seen Mulholland Highway shut down because riders insisted on racing (and crashing) over a short section of it. I've seen heavy police patrols on roads that riders insist on throwing themselves off of. I've heard the term "murder-cycles" a dozen times too many. When we consider the abilities of a modern sport bike, it becomes clear that rider technique is sorely lacking.

The Pace emphasises intelligent, rational riding techniques that ignore racetrack heroics without sacrificing fun. The skills needed to excel on the racetrack make up the basic precepts of The Pace, excluding the mind-numbing speeds and leaving the substantially larger margin for error needed to allow for unknowns and immovable objects. Our sport faces unwanted legislation from outsiders, but a bit of throttle management from within will guarantee our future.

The Pace Principles

- Set cornering speed early.
- Blow the entrance and you'll never recover.
- Look down the road - maintaining a high visual horizon will reduce perceived speed and help you avoid panic situations.
- Steer the bike quickly. There's a reason Wayne Rainey works out - turning a fast-moving motorcycle takes muscle.
- Use your brakes smoothly but firmly. Get on and then off the brakes; don't drag 'em.
- Get the throttle on early. Starting the drive settles the chassis, especially through a bumpy corner.
- Never cross the centerline except to pass. Crossing the center line in a corner is an instant ticket and an admittance that you can't really steer your bike. In racing terms, your lane is your course; staying right of the line adds a significant challenge to most roads and is mandatory for sport riding's future.
- Don't crowd the center line. Always expect an oncoming car with two wheels in your lane.
- Don't hang off in the corners or tuck in on the straights
- Sitting sedately on the bike looks safer and reduces unwanted attention. It also provides a built-in safety margin.
- When leading, ride for the group good verbal communication is augmented with hand signals and turn signals; change direction and speed smoothly.
- When following, ride with the group. If you can't follow a leader, don't expect anyone to follow you when you're setting the pace.

Victorian Motorcycle Council Inc.

Minutes of July General Meeting 1999 General Meeting No.31

8 July 1999

Officers

A. Davenport	Chairman	present
D. Lamp	Treasurer	present
C. Czajka	Secretary	overseas

Opening

The Chairman opened the meeting at 8.24 pm and welcomed representatives. Chris Swalwell (Z Owners) kindly consented to once again taking notes.

Apologies

No apologies

Minutes

Motion : That the minutes of the meeting of 10 June 99 be confirmed as correct.

Moved Detlef (BMW), Seconded Chris S (Z Owners) Carried unanimously

Correspondence

In – Letter from Triumph Owners. Out - Minutes

Treasurer

Bank statement has not been received, no expenditure etc.

Liabilities, PO Box fee, postage

Agenda Items

- **Wire Rope Barriers**
 - Lainie (Triumph) reported on installation at cnr Burwood Hwy and Mt.Dandenong Tourist Rd. Lainie to follow-up any further Vicroads information and we will check installation recommendations etc.
 - Several clubs have passed resolutions and sent letters of support for the VMC stand on Wire Rope Barriers.
 - We want as many as possible letters of support to pass on to NSWMC and to use in a campaign.
- **ARTA Hazard Perception Seminar** : Report on the three day seminar is still not available.
- **VMC Future Plans** :
 - Creation of advertising material – Jim (MAG) produced a draft document for mail-out Victorian clubs to be undertaken by MAG.
 - Government funding : Detlef to look into possibility of grants.
 - Computer equipment : specify our needs and review available options
- **VMAC Motorcycle Forum** : 'Motorcycles and the Road Environment' Workshop report document in final stages ready for publishing, will be sent to clubs..
- **Motorcycle Coalition of Australia** : Follow-up possible delegates and accommodation situation, conference is to be held in Sydney on 21 August 1999, details to follow.

General Business

- **Ride to Survive Day** : Westgate Community Road Safety Council's free day was very successful, and will be repeated in early November, we have copies of a road safety video for clubs to be picked up by delegates at VMC meeting.
- **AOMC Information Day** : The AOMC's information day 'Focus on Club Management' was notified to all clubs via last minutes and participation was encouraged because the Incorporation Act and the regulations have been amended and more formal organisational and financial accountability requirements now apply.
- **250 cc Learner restrictions** : Triumph Owners require reply in writing regarding current status of initiatives in area of motorcycles approved for use by learner riders. Information will be sent.

The meeting closed at 9.46 pm

Next Meeting : General Meeting No. 32,

12 August 1999,
The Baden Powell Hote
Victoria St., Collingwood
Starting at 8.00 pm **SHARP**

Please note

- **VMC funds come from,**
 - **Several individual donations,**
 - **Donation of VMAC delegate's sitting fee,**
 - **Annual subscriptions from member clubs**
- **Payment of annual subscriptions may have been overlooked by a number of member clubs.**
- **The VMC is currently owed \$990 in unpaid subscription fees from member clubs.**