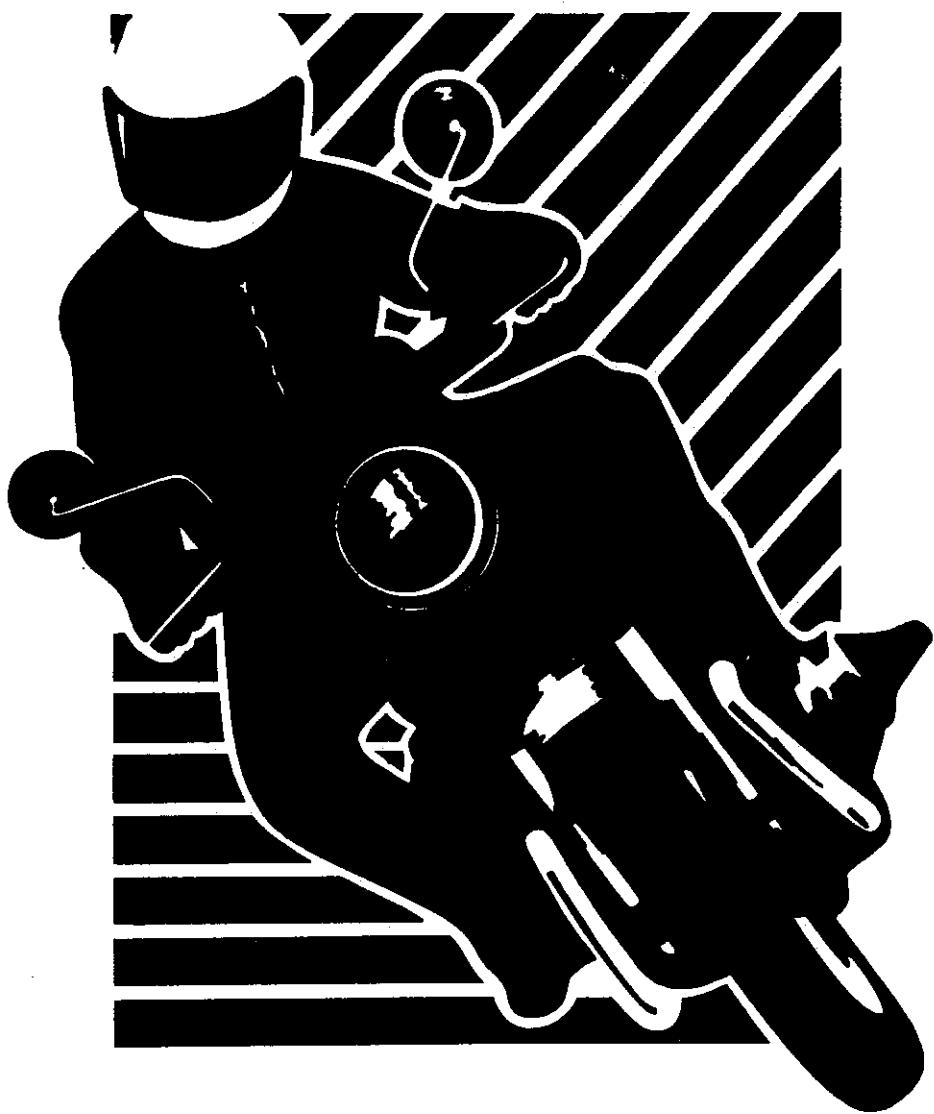


July 95

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

M.C.T.C.V. ITINERARY JULY 1995

Sunday 9th	Euroa, Phil Curran leading 9.30 KBCP, 10.30 Whittlesea	Interesting roads from our first time leader.
Sunday 16th	Reefton Pub counter lunch, Michael Chan Leading, 9.30 KBCP, 10.30 Yarra Glen	Is reefton spur before or after the pub ???
Thursday 20th	Social Sip.	Anchor & Hope Richmond.
Sunday 23rd	Daylesford, Ben Warden Leading, 9.30 KBCP, <u>10.00</u> Laverton	Sure to be an epic. See Ben for the drum.
Saturday 29th	D I R T R I D E. Mt Beemak, 10.00 Yarra Glen, NO CITY PICK-UP. Mark Dennis Leading.	Get down and dirty with Mark.
Sunday 30th	Lake Mountain snow ride. Marty Thompson leading 9.30 KBCP, 10.30 Yarra Glen.	Bring your skis !!!

Motorcycle Touring Club of Victoria

1 June 1995

Meeting Opened : 8.25pm Camberwell Town Hall
Attendance : 29 members, 8 visitors
Apologies : Denise Fookes, Martin Thompson, David Ward

Captain's Report : MAY

SUNDAY 7TH:

ROUND THE BAY VIA FERRY
 Leader: Steve Leyland
 Weather: Overcast but fine
 11 bikes, 13 people,
 8 people took ferry

SUNDAY 14TH:

HARD ROCK INDOOR CLIMBING
 Leader: Mark Dennis
 Conditions: Damp roads, few showers.
 11-bikes, 12-people,
 19 people at Rock Climbing.
 No incidents.

THURSDAY 18TH:

SOCIAL SIP - 22 people.

SUNDAY 21ST:

MINI GOLF APOLLO BAY
 Leader: Ben Warden
 Weather: Fine and mild
 19 bikes, 22 people
 7 people played mini golf.
 Incidents: Steve Taylor and Danielle
 CBR900 and Val CBR1000 crashed on
 diesel spill near Lara.

SUNDAY 28TH:

DANDENONGS, PIZZA HUT LUNCH
 Leader: Ian Payne
 Weather: Overcast, damp in places,
 no rain
 9 bikes, 21 people total.

President previewed forthcoming rides.

Treasurer's report.

General Business:

1. VFR plugs are now \$17.80 from Nippondenso as Honda bought out the rights from N.G.K.
2. Mark Dennis is running a dirt road ride on one Saturday per month. At this stage rides would start from the normal second pick-up point. Road registered trail bikes only and rides would be run on more scenic fire trails.
3. Raffle for trip to Argentina. Tickets available in near future.
4. Mick Fagan reviewed the Touring Club's earlier days.
5. Guest speaker Steve Brouggy told of his racing expertise and hinted that motorcyclists need to change the unconscious to suit the conscious. Survival of the species and survival of yourself.

Correspondence: Harley raffle

Door prize winners: Loretta Byrne, Pam Dunn, visitor FOZ, and Loretta again but redrawn so Tom Saville.

Meeting closed: 9.16pm.

(PS Special thanks to Dianne for typing this at late notice).

1994/1995 Statement of Accounts

Expenses

Printing Itineraries	525
Printing Magazines	354.35
Supper	397.99
Door Prizes	41.15
Postage	452.71
PO Box Rental	40
Hall Rental	431
Trophies	5
BBQs	41.60
Bank Fees	17.74
Accommodation	158
RACV Maps	8
Poker Run	30
Incorporation Fee	32
Magazine Covers	234
Race Track Hire	1215
Race Track Catering	364
St John's Ambulance	200
Miscellaneous	12.85
Phillip Island Timing	50
Photocopier Purchase	500
1st Aid supplies	2.95
Pizza Night	50
Bat & Ball	12.95
Puffing Billy Parking	5
	total 5181.29

Receipts

Subscriptions	1570
Stickers/Badges/Patches	64.5
Auction	25.6
Interest	19.44
Donations	140
BBQs	11.65
Earplugs	8.10
Race Track Receipts	1795
Race Track Catering	270
Christmas Camp	98
Door money	470
	total 4462.92

Adjusted Opening balance	1065
Plus Receipts	+ 4462.92
Less Expenses	- 5181.29
Closing Balance	\$ 346

ANDYS YARRA SCENIC RIDE
3 / 4 / 95

PARTICIPANTS:

TOM	YZF 1000 & XT 350
ROB	VFR 750
BEN	ZXR 750
DIANE	CBR 600
IAN & KERRIE	GSX 750
JOHN BARTA	PD
CHRIS YOUNG	PD (80)
DANNY VITS	K75RT
PAUL BURNS & DAUGHTER	TRUMP1200
LYNNE BARNES	ZZR600
DAV & DENISE	K100RT
BRONYWN	SS500
STEVE & SUE	GPX 750
JOHN M	XJ 750
TROY	GSXR 1100
DAVE WARD	ZX9
JENNY BURNS	NTV650

The ride as it's title suggests followed the Yarra as close as possible, via a maze of back roads which left bewildered heads shaking. Of course the boulevards were used and it was the Kew section that saw the first of our unfortunate mishaps. Tommy while exiting bullshit corner gave his home made yammy a bit more than he should have, laying it down on its right hand side. The bike was still rideable but there was enough damage to detract from riding enjoyment. So it was taken home and swapped for another, he rejoined at Warrandyte, on Andy's new XT 350, while we were having smoko.

Once on the way, still hugging the Yarra tightly, Danny Vits (back marker for the day) over balanced his K75 at Cold Stream, knocking off one of those obscenely expensive rearview mirrors. No big problem here - it was easily bumped back on during a fuel stop just up the road at Healsville.

From here to the dam was a mixture of fast and familiar roads, as well as some not so familiar and probably not so fast sections, but very interesting to say the least. Andy finished her ride at the lookout over looking the Upper Yarra Dam.

At the B.B.Q we met up with Dot, John V.D., Mandy & Dog, Mark Dennis, Pam Andrew & kids setting the scene for a top social gathering.

But wait there's more .

What would a touring club gathering be (in that area)without its customary fang up the Reefton, but alas this is where the 3rd and final step off occurred. Dave Ward pushing his ZX9 a bit too much for the conditions sent it over the side - a reported 10-15 feet down. Once news got back, the situation was hopeless and bodies were needed there, so Mark (who had been fishing)

invited John V D , Andy , Chris , Sue , John M and myself to a blast up like never before, which left us all wanting to go back and get our bikes (they're safer) About half way a few bikes went past indicating all was well. Shortly after Dave passed with little visible damage. All this ment to us greenly textured members was we now had to go back down , but I think Mark had succumbed to our yelling and screaming or was it the threat of Vomit? and steered his combie a little more sedately back down the mountain. The damage to the ZX9 was minimal and we all survived the Reefton - just.

Thanks to Andy for a great day out, Dot & John VD for the BBQ part, Danny for rear riding, Mark for the excitement and Sue for the spelling.

STEVE GPX 750

This issue of the Club Magazine brings A new to some and familiar to others segment called AUTUMN LEAVES totally devoted to news of fellow members motorcycle misfortune. Specifically CRASHING !!!!!

AUTUMN LEAVES

Almost spectacularly there are very few incidents to report. However one person has the dubious honor of being not only the first to grace this page, but also to do it twice in the first issue.

With whom do we bestow this honor,none other than our Club Captain Mr Tony Schrader.Firstly crashing the TZR on the pre-ride for the Heatcote ride.The second was at the Phillip Island ride day two days later on the monday Public holiday. Crashing his YZF600 this time and causing &*¢%\$# dollars worth of damage.Also probably causing Tony to say something like &*¢%\$#¢%@!!!

But wait theres more!!!! Although not motorcycle related 7 days later, Yes folks thats right 7 days later, Tony had yet another oops,when someone pulled out in front of him causing minor damage.Reports to hand say that it was ¢&%ing close to being expensive.

A-1 Performance

- Rider Training -

Have you ever wondered why...

- You always seem to struggle with certain corners -
- Feel uncomfortable and don't know why -
- You know the answers, but can't seem to apply them -

If you don't know who or what to listen to, consider this:

One thing that characterises motor cycling is that everyone has an opinion - and they're not afraid to express it. Generally speaking it is not based on any fact or experience of their own, but rather repeating information they've heard, thus creating the "Chinese whisper" effect.

Unfortunately, many of these people come across as "experts", and their advice is often given more respect than it truly deserves - leaving the receiver of this "gift" of knowledge feeling that it must be him or her that is the failure when they can't make it work.

Others appear to live under the fallacy that they can't improve much more because they were not naturally endowed with the necessary skills to ride better.

A-1 Performance Rider Training has been formed with these facts in mind. The structure and material of the courses offered are designed

specifically to address these problems using the unique talents of instructor Steve Brouggy.

Although happily retired from competition, Steve enjoyed a successful career that spanned over almost ten years. During that time he won three State Championships, won National Championship races, competed in international events, and held up to six lap records at one time around the country.

More importantly though, Steve is not a "natural" rider. In his early career, after almost two years of unsuccessful racing and many crashes, Steve quit the sport. Some time later, after finding the correct material to apply, and training himself without the pressure of competition, Steve returned to the track. Winning almost from the outset, Steve quickly gained a reputation as one of the smoothest and most consistently fast riders in the country.

With the belief that "good riders aren't born, they're made" in mind, Steve offers his personal blend of skills both on and off the bike to help you understand the principles of improvement specific to you.

Whether that means to win races, or just to feel a little more confident on the road, A-1 Performance Rider Training backs up its claim to be of value to each and every individual doing the course by offering a non-conditional...

MONEY BACK GUARANTEE

If you don't improve, or gain any of the things that we are claiming we will give you your money back.

PIZZA RUN 28TH MAY

PARTICIPANTS

IAN AND KERRIE GSX 750 (LEADER)
 MARK DENNIS GSXR 750
 STEVE B GTR 1000
 STEVE & SUE GPX 750
 ROBERT BLAKELY NX650
 ALEC & DEBBIE 4WD
 BETTY BURNS CAR
 DAVORIN K 100RT
 JENNIFER BURNS NTV650
 ANDREW KENNEDY NX650 (REAR RIDER)
 GERALDINE & STEPHANIE VFR 750
 JOHN ? CX500
 ANDREW,LINDA,SASHA,REBECCA, DOUGLAS
 PLUS (MOTHER)LYNETTE

18 ADULTS , 3 CHILDREN, 10 BIKES

The troops assembled at Hallam for the usual spiel before departing in sunny but damp conditions for Harkaway, Beaconsfield Upper, Toomuc Valley, Pakenham Upper & Cockatoo for a pee stop. From here around to Emerald and Monbulk where the slick conditions tempered the pace somewhat . At this stage Geraldine and Stephanie caught up having arrived late at the Hallam start.

Onwards to Olinda , The Basin and our Pizza Hut Destination at Boronia.

The group then set about re-organising the seating to accommodate us, no sooner had this been done than Alec & Debbie arrived, (looking tanned and relaxed after their Tahiti holiday) and an additional table was added then John , Robert & Betty arrived and another table was added so in the end the touring club commanded a table stretching from one end of the Pizza Hut to the other.

The next couple of hours were spent eating our way through all the Pizza , Pasta , Salad & Desert one could possibly eat. We also learnt it was Andrew Douglas' birthday (happy birthday Andrew).One could see where Jennifer Burns gets her looks & bubbly nature from after talking to mum Betty.

As the weather had now cleared up nicely the troops felt the need for a smallish ride to help with the digestion. So back down Mountain Highway to Sassafras, Kallista and a look from St Johns Hill lookout then onto Emerald , Beaconsfield Upper , Berwick , Narre Warren Nth & Hallam . With the roads now dry a more enjoyable pace could be sustained

A coffee invitation was extended to all back at the Payne / Gooding residence with only Steve & Sue taking up the offer.

Thanks to all who came.

Ian Payne.

YEA

Sunday 4th June 1995

NTV650	Jennifer Burns	K100RS	Andrew Dunn (rear)
XT600	Mark Dennis	XJ750	Phil Curran (rear)
Dominator	Andrew Kennedy	Gpx750	Steve Leyland & Sue Wells
GSXR750	David Moore	XJ900	John Morley (leader)
YXF600	Tony Schrader	YZF600	Martin Thompson
ZZR1100	Lisa Robinson	CBR900R	Andrew Sullivan (1st ride)
ZX900	David Ward	GS500	Bronwyn
ZXR750	Ben Warden	VFR750	Darryl Weinert

I checked that the pick-up was Whittlesea at 10.30am before getting a bucket of water to clean the bike. It was. Fifteen minutes later most of the G.O.R. bugs were gone and we were on the road. It was cold (7°C) and foggy. At Yan Yean the fog lifted. I came around a corner and there was blazing sunshine.

The gang were already at the Whittlesea servo. I filled up, borrowed a pen from Tony to write down a few names and, before I knew it, I was nominated to write the article.

Marty was there with his new YZF600, resplendent in a new jacket as well. The jacket looked the business: pockets galore, armour in shoulders and elbows, built in back protector and some sort of liner. He's in the business of selling them, so check his out.

Phil volunteered to go rear rider until Yea where Andrew Dunn took over. It was a bit cold on the hands climbing up to Kinglake. But our engines enjoyed the thick, moist-air, wanting to rev harder and quicker than normal.

People were starting to pull over to let John get ahead. I found myself corner marking at the Strath Creek turn-off. And then the fog came down again. The normally quick trip to Strath Creek was taken at a more leisurely pace, a swish of the finger across the visor required every five seconds or so to maintain visibility.

Strath Creek for morning tea. It had been a long, hard 48km. Hot tea and coffee, pies and pasties were the go. Jenny was cold - T-shirt and leathers, but new rider Andrew (CBR900) was freezing - jeans, low cut boots and leather armed wind cheater. We chatted, we wandered around, we dilly-dallied, until it was time to watch the "Mark Start the XT" show.

The XT was fast developing a bad reputation. People were already saying "don't turn it off"! When they tried to bump start it - and failed, I left in pursuit of the leader to warn him of a possible delay. Next stop was Yea, via Kerrisdale, a further hectic 30 km.

I did a U-turn at the highway and headed back towards Strath Creek. Alas, the others weren't far behind me - though I did manage an extra 10kms.

When I got off the bike at Yea I sniffed - I could smell something. "Coolant" said Marty. Sure enough there was a green puddle beneath Marty's new(ish) YZF. Off with the fairing panel, start the engine, squirt, squirt, squirt. Holed radiator, bottom right corner, presumably caused by a thrown stone.

Down to the servo for some radiator repair compound. It took time to drain the radiator and clean and blow dry the affected area. It took a further hour for the compound to cure, according to the instructions. Tony and Dave stayed with Marty while the group made tracks.

As we were leaving the FZR bus arrived. I recognised Tom, Andi, Alex and Dee (CBR900). There was another YZF as well. They were heading for Eildon.

I played catch up with the group, now heading to Glen Burn via Break O'Day. Beneath every shadow going up Junction Hill the road was wet, and presumably slippery. I moderated my speed. As I crested the top corner the odometer clocked over 10,000km. Most appropriate I thought.

Yea Cont.

I caught John at Glenburn and corner marked. At least this route cut off 29km of boring highway. Steve (and Sue) and Phil had left the group at Yea to investigate some roads as preparation for Phil's upcoming Euroa ride in July.

At the Mt Slide junction Daryl (VFR) and I think Andrew (CBR9) kept going towards Yea, while the rest of us turned right and headed for Kinglake and the St Andrews Road. It was bright sunshine now and there were bikes everywhere. When I passed Lisa heading up the twisty, steep bit, the strobe effect of the bright light and dark shadows made it impossible to tell if the road was wet or just shiny. I trusted my tyres and just went. We compared notes later.

The St Andrews Road is wickedly dangerous heading downhill as I number off the corners where X, Y and Z have gone off over the years. We followed the highway to Hurstbridge and Diamond Creek, taking Iron Bark Road across to Plenty, picking up the Greensborough By-Pass and the new link across to Plenty Road. The lights on Plenty Road seem to be breeding at about two sets per month.

We stood around outside the Morley residence absorbing the warming sun rays. It was fast approaching 2.30 pm and afternoon tea time. Dave Ward, Marty and Tony arrived in a lather of excitement. Junction Hill had proved slippery as Dave and Marty got all crossed up. Tony, with soft compound tyres and leading, wondered what all the fuss was about. (Note: the two bikes to crash on the last G.O.R. ride had standard tyres.) Later, Marty had had a fearful tank slapper running down into Whittlesea. He was muttering about steering dampers, quick steering, and tyres.

We all went inside and had tea, coffee, banana cake and biscuits provided by Colleen (thanks). The couch potatoe clique sat mesmerised watching the football on T.V. Jenny and I whiled away an hour swapping stories of uncontrollable crashes when riding downhill in mud or clay.

I am not sure what Colleen (mother of Craig, triple head on, G.O.R.) made of all this bike talk. "Civilians" don't quite have the same ... appreciation... of pain and suffering motorcyclists have.

Home by 4.30 pm to wash the bike. A round trip of a smidge over 200 km from home to home.

Thanks John for leading and Phil and Andrew for looking after the rear riding duties.

Ben Warden (ZXR750)

ATTENTION ALL CLUB MEMBERS

**GOOD NEWS FROM YOUR LEADER, PAUL &
SIMON AT THE BIKE BARN WHO ARE ONE OF
MY GOOD CLIENTS ARE GOING TO OFFER
MEMBERS 10 - 20 % OFF ACCESSORIES, TYRES,
"RIVET" GEAR . ANY QUERIES CALL PAUL OR
SIMON ON 9602 4269 OR CATCH ME AT THE NEXT
RIDE YOUR ON....**

MARTY.

ECHUCA WEEKEND 10/11/12 JUNE

DAY 1

Well after a dismal forecast , the weather wasn't too bad. It must have been bad enough for some people though cause only 9 brave souls ventured out to Whittlesea. John Morley, Dot & John chose to take the easy way out and drove! Their cars, however, proved to be a handy place to stow our gear . With Ian & Kerrie leading and Steve and myself taking up the rear, we headed off along with Mark into what seemed some ominous weather.

Ian chose an interesting route heading north-west towards Wandong and Broadford . Then via the back roads to Seymour, Northwood and past the Mitchelton Winery. Even though the rain held off, some wet and slippery roads were encountered and due to recent heavy rains and flooding in the area all rivers were high , making the many bridge crossings rather hairy albeit interesting.

Lunch was a welcome break at Nagambie. Ian took us to a great eat spot on the main drag where we were able to watch passing motorcyclists from other clubs all headed towards different rallies in the neighbouring area. After we had filled our bellies we once again took to those back roads heading towards Murchinson , where a local cop tagged along. We sighted Peter. P. at Rushworth having a yarn to the Ulysses mob, and at Stanhope we picked up Lisa Johnson (FZR 600) who had earlier arranged to meet us there.

Arriving in Echuca we caught up with John , Dot, Peter P. and John Morley. Lisa took off to her sisters place who lives in Echuca to see if she could arrange an afternoon tea for us . Our rooms were allotted, unfortunately it was not the Hilton. Lisa came back and says it's o.k. for us to all go to her sisters place and eat all her food. Her sister (Glenda) thought there was only 5 coming , but when we all showed up she nearly fell through the floor. We ate all her food anyway. Great stuff !

Back at the pub discussions were held . Where will we eat tonight ? After a quick look around , the pub a few doors up seemed the go. John & Dot went up to grab us a table. After the meal , which was great, some of us headed for the Tabaret . John & Dot were the experts at this and quite lucky at it too. It must have been good , cause Steve L actually spent \$5.00 on them (over the course of the weekend) . This we all thought was quite something. After much drinking , gambling, talking and more drinking it was decided to call it a night.

DAY 2

Fine, but cloudy weather greeted us in the morning . After breaky (some had Mac attacks and headed off for the local McDonalds) we did the touristy thing. A trip up the river on the paddle steamer Canberra and then on to some sights was the order of the day . The men were enthralled with the "Penny Arcade" , especially the peep show machine. Wine tasting at Tisdall came next . Steve thought he saw a familiar looking parked B.M.W. he went to investigate . Then around the corner walks Dav - K100RT.

After a big day we decided to stay in the Bistro down stairs from our rooms for that evenings meal . The G.P. was on that night so we arranged it with the publican to watch it on their telly . There were only 2 available t.v.s to watch .One in the lounge and one in the pubs creche . The boys went to the creche . Unfortunately no parental supervision was

Echuca Cont.

available so Mark built things with blocks, Dav attacked the blackboard with chalk and Steve threw stuffed animals around the room. The start of the G.P. finally quietened them down. After the race and after much alcohol we all hit the sack.

THE LAST DAY

Some of us were up very late. Once breakfast was over, bags packed and bikes loaded up, a quick fuel stop in town was made. It had been arranged prior that we were all welcome at Lisa's parents farm at Stanhope for lunch.

When we arrived at the farm we were greeted with typical country hospitality. Lisa gave us a tour Kerrie and I couldn't keep our hands off the animals. Nor could Steve Ian loved the sheds full of old relics and cars. We were then taken inside and treated to a scrumptious lunch. Lisa is a great host. All to soon it was time to go Much appreciation goes to Lisa and her family for their hospitality.

We headed straight for Whittlesea in fine but cold weather, following the same route as the trip up and with a quick fuel stop in Broadford. We soon reached our original meeting point at Whittlesea. After a chat and a bite to eat we bid our goodbyes.

Thanks to Ian for an excellent weekend away and thanks also to those that came.

Sue.

THOSE THAT WERE THERE:

IAN & KERRIE (LEADERS)	GSX 750
STEVE & SUE(REA RIDERS)	GPX 750
MARK	GSXR 750
DAVORIN	K100 RT
LISA	FZR 600
DOT & JOHN	SIGMA
PETER. P.	HOLDEN
JOHN MORLEY	HOLDEN



Novel
HONDA

A.C.N. 005 881 765



4/70 Maroondah Highway, Ringwood, Vic. 3134. Telephone: 870 2222 Fax: 879 6791

Sunday 18th June 1995.
Inverloch

The lunatics were;

Dave Ward ZX-9R (Leader)
Ben Warden ZXR750
Craig Morley YZF750
Jack Youdan BMW K1100RS (Rear Rider)
Wayne Pope CBR1000 (shared rear rider duties)
Greg FZR250

Ben and I were the only ones to leave from the city, and after meeting Ben at the start of the Boulevard we were both already pretty fired up, ensuring the ride to Hallam was brisk.

Upon arrival we were met by four other riders with Wayne to arrive shortly after. Dave gave the pre-ride rave shortly after, with the usual warnings of road works, and we started towards Drouin. At this stage the roads were damp but there was little rain. Unfortunately it was only to deteriorate as the day went on. We morning tea'd at Loch, and after the usual lies went on towards Wonthaggi.

By this time the rain was steady and the roads were wet. We turned left onto a tight piece of tarmac called Glen Alvie Rd, then right onto the Korumburra-Wonthaggi Rd. At this junction I gave Greg and Craig some excitement as I discovered the limits of adhesion of Bridgestones Battleaxe tyres. It was close, and a foot was required to put the whole plot right. It was a sign of things to come as the rain got heavier. Three of four corners later Ben witnessed me lose the plot yet again, with the front and rear letting go and drifting across the road. WWHHOOAA !!!! Thankfully it sorted itself out again. Not fun though.

As we approached Wonthaggi, the roads started to dry and the pace increased accordingly. The road from Wonthaggi to Cape Patterson and Inverloch was mostly dry with only a slightly damp patch here and there to keep you on your toes. We stopped at Fish Creek for fuel, where most of us had filled our tanks before the attendant had arrived. Where was he you may ask??? over at the local milk bar buying his lunch. Trusting souls country folk, aren't they ???

Next stop was the entrance to the park, where we had to pay our \$2.00 entry fee and hand in our firearms. The road from here to tidal river car park were sensational !!!! Ben, Craig, and I settled into a comfortable pace behind Dave. The fear of native animals crossing the road kept speeds well and truly sane.

We stopped at tidal river for five minutes literally. As time was against us, and Dave had to be home early to help Bronwyn with her sponge bath. The return trip out of the park included a trip up to Mt Oberon to enjoy the view. AAAAHHHH I sn't it lovely???????

We returned via Meeniyan, Mirboo North, Trafalgar, Yarragon, Lardner, Drouin, and broke up at Narre Warren. A round trip of 550Kms. Thank You to Jack and Wayne for rear rider duties and to Dave for a most excellent journey.

Marty.

DIRTY WEEKENDS

Dirt riding on the last available Saturday of each month. The rides will follow the traditional M.T.C.V. theme and will incorporate forest roads and tracks, all bikes must be registered. Conservation areas should be observed. Where a more difficult trak is taken an alternative route will be provided for the people less confident and so bikes with road tyres could be used for some rides. But remember these are dirt rides, don't bring ya fairy blade!

JULY 29TH	MT BEENAK	10.00 AM YARRA GLEN
AUGUST 26TH	MATLOCK	10.00 AM YARRA GLEN
SEPTEMBER 30TH	OTWAY RANGES	10.00 AM LAVERTON
OCTOBER 28TH	CATHEDRAL RANGES	10.00 AM YARRA GLEN
NOVEMBER 25TH	NARBETHONG	10.00 AM YARRA GLEN
DECEMBER 30TH	CHRISTMAS CAMP	

Details of rides will be in good vibrations on the month of the ride. Rides in this calendar are negotiable, if you have a better idea contact Mark Dennis 015 543 809 hope to see you there.

MARK DENNIS

SOCIAL "SIPPERS" WHO SIPPED ON THURSDAY 15 JUNE 1995:

Ron Johnston	Dianne Welsford	Ian Payne
Julie	Tony Schrader	Kerrie Gooding
Pam Dunn	Alec Brown	Robert Matricciani
Andrew Dunn	Mark Dennis	Mandy Flower
Pay Tayeh	Davorin Zivkovic	Andrew Kennedy
Vincent Genola	Steven Baszak	

Members: 14
Just plain alcoholics?!: 3

Aspects of Leading a Good Ride

Planning

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

Pre-Ride Talk (to assembled riders)

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

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

Leading

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

Dear Members,

As detailed in the last Club magazine, We are looking for new editors. Or A new editor. Please any one who would like to give back to the club some of the fun and enjoyment it has given them please contact your friendly committee member. A.S.A.F.P.

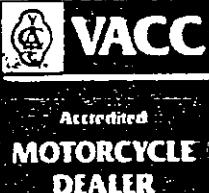
Marty.

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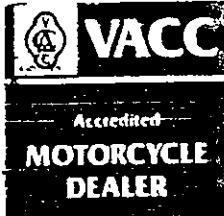
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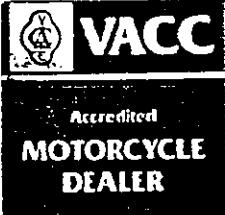
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