

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

M.T.C.V. ITINERARY
APRIL 1996

Easter Weekend 4th to 8th	Canberra via East Coast Tony Schrader leading 9:00 am Hallam	If you haven't booked already it's probably too late now. Should be a great weekend.
Sunday 14th	Hills ride Eric Makin leading 9:30 am KBCP 10:30 am Yarra Glen	Sounds like a bit of a spur up the spurs.
Thursday 18th	Social Sip Swan Hotel Cnr Swan St & Church St Richmond	Come and join us for a drink and a chat. 7ish 'til late.
Saturday 20th	Philip Island Ride Day Make your own way. Gates open 8:00 am	See notice inside for more details of the days activities.
Saturday 27th Dirt Ride	Anglesea / Otway Ranges Steve Leyland leading 9:30am Sell servo, Laverton	Calling all crusty demons. Could be soggy satans if it rains.
Sunday 28th	Lunch at Reefton Pub Jon Riddett leading 9:30 am KBCP 10:30 am Yarra Glen	Please, please, not the spur again. Should be a nice relaxed day.
Thursday 2nd May	Annual General Meeting 8:15 pm start	Camberwell Town Hall Theatrette, Inglesby Rd.
Sunday 5th May	Daylesford Ben Warden leading 9:30 am KBCP 10:30 am Whittlesea	Heading West via who knows where. At least Ben is never lost.
ALSO		
Sunday 5th May	Ladies Ride Andi Sirninger leading 8:30 am Brighton Kawasaki 9:30 am Warandyte	This ride is for women. Not blokes who ride like women, or blokes that want to be women, just real women.

MTCV AUCTION - THURSDAY 7 MARCH 1996

SELLER	ITEM	SALE PRICE	BUYER
Martin Thompson	Throwovers	\$60.00	Rick B.
	Slicks	\$40.00	Ben Warden
	2 tyres	\$65.00	Andrew Kennedy
	Handle bars	\$50.00	Tony Schrader
	Clutch lever	\$6.00	Tony Schrader
	Rear BT52 tyre	\$55.00	Andrew Kennedy
	YZF600 rear pegs	\$40.00	Tom Saville
	Dri Rider oversuit	\$30.00	Tom Saville
	Fuel tank	\$20.00	Tony Schrader
	Wheel spaces	\$5.00	Tony Schrader
	2 Sportsmax tyres	\$65.00	Dianne Welsford
	1 helmet - small	<u>\$10.00</u>	Dianne Welsford
	TOTAL	<u>\$446.00</u>	

90% = \$401.40 paid to Marty
 10% = \$44.60 paid to club

Tony Schrader	Red PVC pants	\$15.00	Ben Warden
	90% = \$13.50 paid to Tony		
	10% = \$1.50 paid to club		

Andrew Kennedy	Bundle of AMCN magazines		
	No. 1	\$4.00	Peter P.
	No. 2	\$5.00	Ray
	No. 3	\$5.00	Vince
	No. 4	<u>\$5.00</u>	Dav
	TOTAL	<u>\$19.00</u>	

@90% = \$17.00 paid to Andrew
 @10% = \$2.00 paid to Club

Vince donated magazines back to club
 Danny rebought magazines for \$4.00

TOTAL TO CLUB: \$6.00

Les Leahy	Spidi gloves	\$30.00	Rick
	90% paid to Les = \$27.00		
	10% paid to Club = \$3.00		

TOTAL TO CLUB: \$55.10

The Crusty Demons:

Mark XT600 Leader
Tom XTZ660 Borrowed
Andi XT350 Rear
Rob TTR250

Danny Tenere 600
John R DT200
Barnsy KLR600
Tony B DR600 First ride

Well, I did volunteer to do the write up, why, because it was such a damned good ride. The day before Clipstone Yamaha asked if I'd like to take their XTZ660 along, give it a bit of a work out on some fire trails, bed in the suspension and give others a chance to sample the bike.

10 am Yarra Glen, the weather perfect. The club puts on a dirt ride the 4th Saturday of most months, if your looking for a new dimension to motorcycling, this is the way to go. By the way I'm putting on a weekend dirt ride of a difference in June. Big Desert, lots of sand, camping at Lake Albacutya. If you've ever thought of doing a trip to Cape York or through the Outback, this will be a perfect opportunity to find out what its all about, pretty demanding stuff.

We left Yarra Glen a bit past the time and headed through Steels Creek coming out the back of King Lake, back into the dirt, up hills, down, in, out, back around, up again, right, left, down, down, excuse me while I get my breath back. Around again and ah, Wilhelmena Falls.

Mark how long did it take to put this together. He spent time after work and weekends for a while, piecing the tracks together bit by bit. Grouse tracks, so good infact we should make this an annual pilgrimage, hey Mark. More tracks, then following the power lines for a while and out at Buxton for lunch.

Its not bad getting a test bike, you get to ride everyone's bike. The 660 proving a very capable bike, ideal for touring both dirt and bitumen, handling the dirt with exceptional ease, some of those tracks being full on dirt bike tracks. Um I think the suspension is some what bedded in.

After many thrilling moments, hanging loose, for some a bit too loose, Buxton was a well earned rest. Back into it again through the Cathedral Rangers and a hill which seemed to go up forever. Eventually coming out on the Mt Margret Rd at the base of Lake Mountain and a stop at Kepples Falls. Some opted to head straight to Marysville, while the rest of the boys, oh and girl, headed up a steep incline back around and out on the Stephensons Falls road.

Break up was Marysville with some heading straight home as it was near on dinner time, while a few went via the Achron Way for just a little more dirt.

The day was nothing short of fantastic and thanks to Mark for his efforts in making it that way. All I have to do now, is give the 660 a scrub and return it to Clipstone, who were good enough to give the bike to the Club for the day.

Castlemaine Counter Meal Sunday 3rd March

Steve and I left for K.B.C.P. in fine weather hoping for a good turn-out for this ride. We were pleasantly surprised to find about a dozen bikes at the car park, and after the usual pre-ride talk we set off.

We headed west toward Laverton North, Exford, Bacchus Marsh via the Avenue of Honour, Blackwood and Trentham, where we stopped for a cuppa. Mark's new toy was a talking point and everyone had their inspection. It was very cold here and it was explained to me by Danny Vits, a past local of the area, that it is always colder in this area, even on warmish days.

Soon we were off again, watched by some locals. Why is it that bikers attract such attention? Steve led the troops out of Trentham through Fernhill, Springhill, around a reservoir and then into Kyneton. I noticed some roadworks just before Kyneton. They were there still on our pre-ride (drive) several weeks ago. This made it a little more interesting because we had to go around a curvy road to divert it. Beats going straight.

Right on schedule we reached our counter meal pub in Castlemaine. We headed out the back for the beer garden. The weather had warmed up and it was very pleasant to sit down, relax, chat, drink and eat. Aside from the usual natter about bikes, some of the conversation was political and centred on the fact that little Johnny Howard was our new Prime Minister after a landslide victory the night before. Good or bad, nobody knew.

Steve gave the word that we should go. There was much more riding to be done. Next stop was Vaughan Springs (near Guildford) where we had a taste of some mineral water. It had a strong metallic taste and was nothing like the commercial variety. A couple of the guys decided to go down a big slide. They formed a queue with the little ones and took their turn going down. The rest of us were encouraged to go down as well, but we explained that as we had our leathers on we wouldn't slide all that well.

The rest of the day was spent breezing through some very interesting roads with great scenery. Some of the towns we passed through were Franklinford, Hepburn Springs, Daylesford, Woodend and Mount Macedon before breaking up at Gisborne.

Thanks to Steve for an enjoyable day out.

Sue. (Pillion GPX750)

Participants :

Steve & Sue	GPX750 leader	Danny V	F650
Ian P	RF900	Steve B	GTR1000
Pat T	CBR900RR	Lyn	GSXR750
Mark D	GSXR750T rear	Rob M	GSX750
John	CBR600R	Rob & Anne	CBR1000 Non memb.
David	GSXR750	Ray & Irene	ZX900R Non memb.
Andrew	NX650		

Licola
9th to 11th March

With Moomba and the Grand Prix both on the same weekend I felt we had stuffed up with a few who are regular campers going to watch the professional hoons in their F1's screaming around Albert Park. But the real riders had Licola on the fixtures. After making sure my new baby had her blanket over her I kissed her and said goodbye and tucked her in safely with a 20mm chain padlocked to the floor.

I mounted my XT and headed for the K.B.C.P. at about 8:45. Lyn was waiting with her GSXR750, just the two of us left the city in surprisingly light traffic at about 9:00. We met Andrew on his Dominator at Hallam and headed via Pakenham and Garfield to Drouin for morning tea. Then on to Moe, Yallourn, Cowwarr and Heyfield, where we met John and Jan on the CBR600. We had lunch and fuelled the bikes and then rode on to Licola.

We got to the camp site at about 2:30, Tom, Andi, Rob, Tish, Les and Di had arrived earlier and had gone for an epic dirt ride. Les dropped his Dominator and Rob swamped his in a river. Andrew suggested we go for a ride to the Pinnacles. As it is a dirt road Lyn scored the back seat of the Dominator, the weasel at work.

My enthusiasm just a couple of k's on to the dirt was showing, with a switch back plus soft dusty gravel, 80km/h and high pressure in my tyres equalling almost saving it but running out of road and hitting the bank really hard. We picked up the XT with not even a scratch (well, not noticeable with all the other ones.) We rode on for a while then decided to turn back. My head hurts and I think we have gone the wrong way. As we returned to camp the troops had the coffee on and Debbie had arrived, so a mono and a jump over a mound of dirt was quite necessary. I went down to the river to fill my billy and found the fish jumping. I scurried back to get my rod and my favourite Rapala FatRap and started casting. I received a couple of risers but no solid strikes. We sat around the camp fire and talked about the days scrapes, but the conversation soon turned to more important things like rinsing, tipping and colouring. Thank goodness I'm a natural blonde.

Morning came and Les, Di, John and Jan headed home due to other commitments. Andrew took Lyn for a ride towards Dargo, the weasel working hard but not hard enough. Lyn returned early to meet the rendezvous riders who had come up for the day. Ha Ha, sucked in. We went for our own ride into the mountains. I let my tyre pressures down and borrowed some fuel from Tom. His Tenere has a 26 litre tank, he wouldn't need it all - stay tuned! With Tish on the back of the Tenere and Andi taking Debbie, we followed the Moroka Rd to the Pinnacles, not the Howitt Rd as Andrew and I tried the day before. Photo's were taken from the fire towers brilliant 360 degree view. Debbie swapped on to my bike for the (rougher) trip back. Further down the track Andi asked how Debbie was going and she said good, the bike is really smooth. I have heard the XT being described as many things before, but never smooth. We visited the Moroka Hut, Andi had fallen off near the river crossing on the way in to the hut, and on the way out I stopped before going over the log bridge. Debbie got off to walk across, and

stepped straight into a puddle. She blamed me for stopping there. At his point I didn't tell her about my back protector otherwise she may have started punching me somewhere else.

We continued upward to Mt Wellington, the track was getting more challenging climbing from 1500 to 1634 metres in 1 km. We stopped at Millers Hut, where Rob sponged a can of Coke from some 4WD'ers and didn't share any of it. From here the track was full of bog holes and steep pinches with loose rocks the size of grapefruit making riding difficult. We stopped at Wellington Plain and walked to the Sentinels, a rocky outcrop overlooking Tali Kahn on one side and the Yallourn power station far in the distance on the other. The thought of the ride down was probably more daunting than the actual task. We stopped at Millers hut to regroup, Tom fell off in one of the bogs, Tish was more worried about her designer jeans getting dirty than helping Tom lift his bike. Meanwhile, back at the hut, I spotted a leech on Tish's boot, so a full body inspection was offered. You can't be too careful with those leeches. Crossing one of the plains I detoured around a bog and over balanced in a wheel rut and fell with a soft landing in some bushes. It seems that a dirt ride is rated on the amount of 'offs', and if everybody falls off it's a bloody doozy.

The Moroka track seemed to be so smooth after what we had been on. We saw Rob jumping his bike over a wash out, so I decided to do the same. Debbie ended up on the front seat and I'm sitting on the tank. Oh well, who wanted kids anyway. Back on the main road the pace was on, two wheel sliding on most corners didn't seem to bother Debbie, but when Tom passed me I had to back off for the dust. Back on to the black stuff and Tom had stopped, out of fuel about five km's from camp. I went back to get the fuel and turned on to reserve just as I rode into camp.

Rob left for home as soon as we got back as he was riding at Philip Island the next day. We settled around the campfire and talked about cooking macaroni and cheese and sauces. You might notice that out campfire conversation was a bit different to normal, this could be due to the fact that there were as many women as men. Yes, it was hard to get a word in. Danny slept out under the stars next to his XT. When asked what he was doing under the blanket in the morning he said that he was rubbing his leg to warm it up.

We casually packed ready to go, I was a bit more casual than the others. We stopped at Heyfield for lunch, then headed home joining the highway at Trafalgar. It seems the police didn't have anything to do after the GP, as I counted 7 speed traps between Moe and Hallam. We stopped for coffee, lamingtons and bickies at Debbie's, the end of a great weekend.

Thanks to Tom for leading Sundays ride, Debbie for being a good pillion and coffee maker, and everybody who came to make the camp a success.

Participants :

Mark D	XT600 leader 9th, 11th	Les & Di	Dominator
Andrew K	Dominator	Rob	Dominator
Lyn	GSXR750	Debbie	GPz250
John & Jan	CBR600	Tish	Pillion
Tom	Tenere leader 10th	Danny	XT600
Andi	XT350		

p.s. I've just seen Tish at the social sip, and she was able to get those nasty mud stains out of her jeans.

Mark Dennis, XT600

Anakie Gorge BBQ
Sunday 17th March

Mark & Debbie	GSXR750 lead	Geoff	RZ350
Ron & Lotta	FZ750	Pearl	ZZR1100
Tony	RC45	Dave & Bronwyn	YZF750
Steve & Sue	XL600	Marty	FZR600
Andrew K	Shadow	Rob	CBR600

From Laverton to Point Cook, Werribee up the Ballan Werribee Rd until the left turn to Rowsley, Mt Wallace and smoko at Mt Egerton, or Gordon, or Dunnstown, or was it Yendon, anyway somewhere around there. It was here that Dave had to leave for work commitments later in the day. Bronwyn, being on the same bike, also had to leave. Marty, finding the roads less than racetrack condition in these parts also left.

The rest of us continued to follow Mark through the interesting although a little bumpy (so reported) roads that connect Ballarat, Morrison, almost Meredith, Durdidwarrah and Anakie (the town) for fuel for myself, the rest of the group going straight to Anakie (gorge) to start a fire and get the food cooking.

Seeing as my chookie was struggling to go a real lot over what is legal, two up and with the exhaust baffle coming loose doubling its overall length this was the most enjoyable part of the day for Sue and I. Not even the presence of a wild western suburbs koala could dampen our spirits, although it was constantly watched just in case it attacked.

After lunch, being a little troubled by head winds and open bitumen we took to the bush to find some tracks and explore the Brizzy Ranges a little more thoroughly. Don't you just hate it when you think you have found a good track only to find a gate at the other end.

I'm not really sure what happened to the club ride from here, but Mark did say later that Meredith, Steiglitz and Maude were some of the centres visited and knowing the winding roads connecting those towns I'm sure Mark would have made the second half of his ride as interesting as the first.

Thanks Mark

Steve XL600

GREAT OCEAN ROAD - Odometer Calibration

24th March

The Ride:

With a largish group already at KBCP for this early start, we proceeded directly to the Laverton servo for the pep talk and the do's & don'ts associated with riding on the GO road. Andrew on the FZ750 elected to go rear rider as he was "running-in" the bike after an engine rebuild. So with Dave leading, on Brom's YZF (his was still at Yamaha Aust. with oil consumption problems!) the group headed down the H-way to Geelong and Anglesea for smoko. Some of the group seemed a bit rusty, as when the first section of twisties arrived some rather unusual riding took place!

During this tea-break the formal part of the ride was explained as Ben recorded names, bikes and kilometre readings for the Odometer Calibration. He would next check the kilometres travelled at Apollo Bay and compare them against the known distance to calculate the accuracy of each bikes speedo. (see results in separate table)

The run along to Lorne, Apollo Bay and Lavers Hill proved most enjoyable, with this my first decent thrash on the RF and compared with the 750, I was impressed with its bags of mid range torque and the uncanny feel of radial tyres. the only down side was the suspension which seemed a tad hard for my liking. After the odometer check I was fortunate enough to get behind Dave for the run to Lavers Hill - "Fantastic".

A slightly smaller group enjoyed lunch at Lavers Hill as Martin Bastock, Tony Fabris & Dave Moore had left at Apollo Bay. Martin had other things to do while Dave had left as the rear tyre on his GSXR was well past its used-by-date and Tony's FZR had sprung a major engine oil leak.

With lunch over we headed back to Apollo Bay and then up Skenes Creek road to Forrest and Deans Marsh where the ominous l-o-n-g wait occurred. Trying not to think of the obvious (CRASHES!) we sat and talked to another group of motorcyclists from Geelong one of which had a business called "Locate-a-Part" where he found hard to get motorcycle parts.

Eventually word came through that a CAR accident was the holdup. Seems a small car with 5 girls on board had run off the road and rolled. Ben, who was behind the car when this happened then became involved in helping with the injured, getting the local "off-duty" cop to the crash scene and giving a statement as to what had happened.

Once underway after this 40 minute delay a fairly direct route was taken to Moriac and Geelong where the ride officially broke up. All in all a most enjoyable day with good weather, good roads and a group whose overall riding skills and restraint made it such an enjoyable day. So thanks to Dave for leading, Andrew for rear riding and Ben for the odometer calibration.

A small group then proceeded around to North Shore, Corio and Lara where the long straight stretches of road allowed some of the group to "extend" their bikes. (How'd the Fairyblade go Stu?) Then back onto the Geelong Road for the trip to Melbourne.

Ian
Suzuki RF900

Lies, Dam lies, and Statistics

Tony Fabris, the nominated scribe for the day, failed to complete the ride due to mechanical problems. So Ian and I organised to share the write up. I would do the odometer bit and Ian would describe the ride.

Just a couple of notes.

The accuracy of an odometer reading is dependent on many variables:

If the odometer is gear driven via a cable from the front wheel, then the rolling diameter of the front tyre controls the accuracy. Tyre pressure, tyre wear, make and model are all components. Road speed is another factor: the faster the wheel spins, the greater the tyre grows due to the centrifugal forces. *On my old GPz900 the front tyre used to "eat" the front mudguard at speed.* As a tyre warms up, the air pressure inside it increases a couple of pounds, again changing the rolling diameter. Similarly, riding near the edge of the tyre, for instance around a corner, rather than in the middle of the tyre, say in a straight line, effects the rolling diameter because it is smaller at the edge of the tyre. So, the more corners you do, the higher the odometer reading.

Most bikes have the speedo drive (and odometer) taken from the front wheel. Some BMWs, for instance K Series BMs, take the drive from the rear wheel where an electronic counter counts the number of rear wheel revolutions, and converts them into a km per hour digital read out.

Some Hondas take the drive from the counter shaft sprocket. Changing the number of teeth on either the front or rear sprocket will affect the odometer accuracy. In the above table, there are 4 CBR600s with readings of 75.5, 75.6, 79 and 80 km. Andrew Kennedy's bike reads the highest. Maybe he has fitted a light weight chain and sprocket kit *and* changed the gearing to improve acceleration by reducing the number of teeth on the front sprocket or increasing the number of teeth on the back sprocket. *This would certainly explain the sensational acceleration the bike appears to have.*

Another interesting contrast is that of the two CBR900Rs: Stuart's odometer reads the outright lowest, and Patrick's (formerly owned by Andrew Kennedy!) reads the outright highest. Same make, same model - definitely a gearing discrepancy between them.

Mark's new GSXR750 had a digital readout, but not in tenths. I didn't notice how it gathered the speed/distance data.

People take different lines: ride the same piece of road twice and you will get two different distance readings. There are so many variables.

So, looking at the table, most bikes read high for whatever reason. Since usually the odometer is also directly geared to the speedo, then the speedos read high as well. And speedos are always err on the high side (by design) to guard against the litigation keen Americans who might claim their speedo was reading low.

Note: a 5% high reading means that for every 1000 km indicated, the true distance is only 950 km ie 50 km less.

Hope this throws some light on an instrument we catch glimpses of maybe hundreds of times per ride and take totally for granted.

Great Ocean Road Odometer Calibration 22.3.96

25 Bikes 29 People

Bike	Rider/s	Before	After	Distance	% High
1 CBR900R	Stuart Bates	6868	6942	74	-1.99
2 CBR600	John Willis	25502.8	25578.3	75.5	0.00
3 CBR600	Geoff and Linda	12691.5	12767.1	75.6	0.13
4 GSXR750	Mark Dennis	1782	1858	76	0.66
5 GSXR750	David Moore	33481.4	33558.1	76.7	1.59
6 GSXR750	Carl	12967.1	13043.8	76.7	1.59
7 GPX250	Stuart Forster and Friend	44171.2	44248	76.8	1.72
8 RF900	Ian Payne	2143.2	2220.1	76.9	1.85
9 GSXR750	Lynn	9255.8	9332.7	76.9	1.85
10 FZR1000	Gary	35265	35342	77	1.99
11 ZX900	Ray Toalson	10263.4	10341	77.6	2.78
12 ZX10	John and Ratchel	143367.3	143445.1	77.8	3.05
13 YZF750	David Ward (leader)	12826.7	12904.6	77.9	3.18
14 ZXR750	Ben Warden	2414.3	24192.2	77.9	3.18
15 GSX750F	Rob Matricciani	26121.9	26200.3	78.4	3.84
16 FZR1000	Derryn	1350.9	1429.8	78.9	4.50
17 VFR750	Mimo and Julie	22859.6	22938.5	78.9	4.50
18 R1100RS	Jon Riddett	16799	16878	79	4.64
19 CBR600	Robert Langer	1760	1839	79	4.64
20 CBR1000	Martin Bastock	27754.3	27833.8	79.5	5.30
21 CBR600	Andrew Kennedy	16627	16707	80	5.96
22 CBR1000	Rob 2nd ride	22864.9	22944.9	80	5.96
23 CBR900R	Patrick Tayeh	27514.8	27595.2	80.4	6.49
24 FZR1000	Tony Fabris (oil leak - retired)	17702.8			
25 FZ750	Andrew Smale (rear)	90449.9			

The distance according to maps was 75.5 km.

Subordinate Legislation Act 1994 REGULATORY IMPACT STATEMENT Road Safety (Procedures) (Sign Penalties) Regulations 1996

Notice is given in accordance with section 11 of the **Subordinate Legislation Act 1994** that a Regulatory Impact Statement (RIS) has been prepared in relation to the **Road Safety (Procedures) (Sign Penalties) Regulations 1996**.

The Parliamentary Road Safety Committee recommended that penalties for disobeying traffic signs should be reviewed, and amended to ensure that the Infringement Notice penalty for disobeying signs that in general have little or no safety impact is less severe than the Infringement Notice penalty for disobeying signs that are primarily safety related. At present the Infringement Notice fine for disobeying a sign at an intersection is \$165, and the Infringement Notice penalty for disobeying a sign not at an intersection is \$105. All "disobey sign" offences attract three demerit points.

An assessment has been made of the circumstances in which each kind of sign is used, and the purpose it is intended to achieve. Signs have been classified into two groups; a group primarily for safety related purposes, and a group used primarily for purposes other than safety. It is proposed that disobeying signs in the first group attract an Infringement Notice fine of \$165 and three demerit points, and disobeying signs in the second category have an Infringement Notice fine of \$105, and not attract demerit points.

The following signs were determined to warrant the more severe penalty: STOP, GIVE WAY, STOP HERE ON RED SIGNAL, STOP HERE ON RED ARROW, NO OVERTAKING OR PASSING, NO OVERTAKING ON BRIDGE, EMERGENCY STOPPING LANE ONLY, ONE WAY, DO NOT ENTER, NO ENTRY, ROUNDABOUT.

The following signs were determined to warrant the less severe penalty: LOW CLEARANCE, NO TRUCKS, ALL TRUCKS MUST ENTER, ALL BUSES MUST ENTER, all signs prohibiting or requiring turning, KEEP LEFT, KEEP RIGHT, NO EXIT.

Additionally, the Infringement Notice penalty for disobeying a bridge load limit sign will be increased to a scale that results in higher fines for higher mass over the limit. The penalties proposed are similar to those for disobeying mass limits applicable to roads other than bridges.

Public comments are invited on the RIS and accompanying regulations. Copies may be obtained by telephoning (03) 9854 2336. Written submissions will be received at the following address up to Friday 19 April 1996: The Manager, Road User Behaviour, Road Safety Department, VicRoads, 60 Denmark St, Kew Vic 3101. All submissions will be treated as public documents. Any enquiries regarding the content of the RIS should be directed to David South, (03) 9854 2705.

COLIN JORDAN
CHIEF EXECUTIVE

Victoria **ON THE MOVE**



PHILLIP ISLAND RIDE DAY - SATURDAY 20 APRIL 1996

Gates Open: 8.00am

Gates Close: 6.00pm

Supervisor: Davorin Zivkovic (Please give your name to Dav if you are able to help with marshalling).

Noise Monitoring: In accordance with the current EPA Notice on the Circuit, each bike will be tested. All vehicles will clearly display an identification number (which will be supplied on the day). Any vehicle that exceeds the level allowed for the meeting will be immediately withdrawn.

NOTE: Engines are not to be started before 9:00 am and all riding must be completed by 5:00pm.

Each bike will also be checked over for safety.

Inclement Weather: Should it be necessary in the event of inclement weather or other conditions to postpone the ride day or a portion thereof, Phillip Island Motor Sports at its option may approve a substitute date. Once a bike has been on the track a new day for the whole day will not be provided.

Pillion Session: There will be a pillion session allocated during the day.

Kiosk: Will be open.

Pit Bays: The Club is hiring a twin Pit Bay.

PLEASE NOTE ANY BIKE TO BE RIDDEN ON THE TRACK MUST BE ROAD REGISTERED. If you have any queries in relation to this please ring Dianne on 9726 9066 (AH).

We have booked for up to 60 bikes (at the time of writing this article we have 52).

See you all at the Island.

DIANNE WELSFORD
TREASURER