

AUGUST 97

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY AUGUST 1997

SUNDAY 3RD	Maldon 9:00am KBCP 9:30am Laverton Servo	Geoff Jones Leading
THURSDAY 7TH	General Meeting 8:15pm Club Hall at the Theatrette Camberwell Town Hall.	
SUNDAY 10TH	Mini Bikes & Go Karts 9:30am KBCP 10:15am Sth Morang Have a blast on the Go Karts and then, after lunch, keep up with Di along those "lovely" roads through Flowerdale, Strath Creek and Kinglake West. Approx. 160kms all up.	Di Welsford Leading
Leisurely		
SUNDAY 17TH	Powelltown 9:30am KBCP 10:15am Hallam Neerim Sth, Noojee, Yarra Junction, The Spurs (weather permitting..so connecting dirt), Healsville and Yarra Glen break up. Plenty of twisties.	John Willis Leading
THURSDAY 21ST	Social Sip Swan Hotel Cnr Swan & Church Sts., Richmond. 7'ish till late.	
SUNDAY 24TH	Arthurs Seat & 10 Pin Bowling Bronwyn Manifold Leading See inside this magazine for details	
Leisurely	9:30am KBCP 10:15am Hallam	
SUNDAY 31ST	Mystery Ride 9:30am KBCP 10:30am Yarra Glen	Tony Fabris Leading
Arduous	Turn up and see..who knows where the flying Kiwi will go!!	

SEPTEMBER 1997

THURSDAY 4TH	General Meeting & Auction Night 8:15pm Club Hall at the Theatrette Camberwell Town Hall. See inside this magazine for details	
SUNDAY 7TH	Whroo Caves-Rushworth 9:00am KBCP 10:00am Whittlesea Details in next month's magazine	Les Leahy Leading
SUNDAY 14TH	Boolarra (Central Gippsland) 9:00am KBCP 10:00am Yarra Glen Details in next month's magazine	Ben Warden Leading
Arduous		

August '97 Editorial

We extend a warm welcome to the following new and renewing Members: Nicholas Casemore on a CBR600, Introduced by Rob Maticciani and Barry Hutton on an ST1100, compliments of Ben Warden's MTCV Home Page on the Web, Michael Barnes KLR650 and Alex Oberhofer YZF750, both rejoining after short absences.

I would like to thank all contributing Members for being so prompt with their write ups. They have, in the main, been articulate and interesting, even though the Club has had a disappointing couple of months as far as incidents go. It's great to see so much interest being taken by the Members participating in rides. On a different note, I have received a few articles still intent on causing friction and "disharmony". I realise that we don't always say the things that you might want to hear or do things the same way you might do them but isn't it the individuality of any organisation that gives it life and variety? How boring it would be if we all rode in exactly the same way, or only went on one particular type of road surface. Come on guys, I've learnt the error of my ways...it's your turn now.

For healthy and constructive discussion to take place we should all be in the know as to the exact wording of the Club's rules and it is for this reason that I have included a copy of the Rules of the Association in this magazine, in lieu of a section of the Constitution. Also included in this magazine is a copy of the Corner Marking System article. Please take the time to refresh your memory.

In my last editorial I mentioned my new address as being WILLIS STREET, KEW. It is actually 63 WILLS STREET, KEW, 3101. Phone 9853 4964. All correspondence sent to me has reached me so don't panic. As was the case at my old address any member of the Club is more than welcome to drop in. We're right near the Boulevard and its a wonderful cacophony of sound on any weekend to hear those bikes "cruising" this delightful avenue.

For anyone that's interested, the right collar bone is due in at the hospital shortly for a plate and a bone graft. Pain is the operative word here I'm told, so gee, I'm really looking forward to it. Thanks to all Members still inquiring. On a happier note the left collarbone seems to be healing nicely and I have hung up the sling once again. Although I know I should be thinking positively, I'm loathe to throw my vast collection of slings and braces away. The Red and White Dianese's have been returned from whence they came (Thanks Tony) a little worse for wear. However, Tony evened up the knees on his first ride out on Sunday 20th July when he had a small spill not far from home and ripped the right knee. Interestingly, my specialist feels that the wearing of a "boys" set of leathers may have contributed to my injuries as the shoulder pads are meant for wider shoulders and are positioned differently to girls shoulders. There you have it, just one more beautiful difference between us, guys.

Thanks to Jack Youdan for a magnificently presented chart which shows the positions gained in July 6th Economy Run. It is included in this magazine. Congratulations to Andrew Kennedy again this year for his win in the Overall category. Jack Youdan also had a win in the nominated fuel consumption category, congratulations Jack.

My apologies to anyone who has given me something to put in the magazine which I have omitted. What with shifting house and a bout of the flu I've been more vague than usual. Please remind me if you have been forgotten. I'm more organised now.

Gerry YZF600

WHO'S NEWS WHO'S NEWS WHO'S NEWS WHO'S NEWS WHO'S NEWS WHO'S NEWS

August 1997

The Cape York trip is rife with rumours so let us set a few ideas straight. Tom and Andi arrived home Saturday 26th July driving the van. Tom had two crashes: on Monday 12th July, day 2 of the expedition, at about 1 pm, Tom crashed heavily, knocking himself unconscious, and damaging his right ankle. The front tyre may have deflated contributing to the accident. Tom's ankle was up like a balloon, and he suffered the usual battering to the right side of his body one would expect from a heavy crash. Significantly, the Tenere's black box was also damaged making the bike unrideable. They (Tom, Andi, Rob Langer, Russell, Steve Shultz, and Dee Thomas) camped that night and set about making Tom's bike rideable.

The estimated distance to the nearest town was 30 km (of rough dirt tracks) so next day it was decided to tow Tom's bike using a tow rope. It turned out to be 65 km away but they never reached it. After about 55 km, and travelling at about 65 km/h, the tow rope became entangled in the front wheel causing Tom to crash hard, again. He suffered the usual battering to the left hand side of his body, including badly spraining his left wrist, such that a week later he was still unable to pull the clutch lever in. The trip was effectively over for Tom and Andi, 10 am, day 3. The rest of the group reluctantly continued on, making it to The Tip and expect to fly home on 12th August, in 5 days time.

That same Tuesday Andi rode the 200 km back to Kuranda (home base, 40 km north of Cairns) and returned with their van and transported Tom and his bike back to Kuranda for rest and recuperation. Tom visited Cairns hospital on Wednesday to determine the extent of his injuries and chase down a black box for the Tenere. X-rays revealed that his wrist was not broken, but his ankle had some bone damage, possibly requiring pinning. After 4 or 5 more conflicting diagnoses both in Cairns and Melbourne, 3 days of plaster, this turns out not to be the case, fortunately. A black box was sourced from the friendly local Yamaha dealer.

On Thursday (17th) they drove the van to Cook Town rejoining the group and returning a front tube and the first aid kit. They wished the others good luck for the remaining weeks and then left for Cape Tribulation via the dirt. Tom and Andi eventually set sail for Melbourne the following Tuesday. We wish Tom a full and speedy recovery. He is already planning next years outback assault!

Now on a happier note Alex Oberhoffer was spotted riding a new black Honda '919' Fireblade complete with striking day-glow orange leathers!

Stuart Forster debued his long awaited red Honda VTR1000, complete with chirpy bike alarm, on the Maldon ride (3rd August). Once bitten (ZX6 stolen), twice shy, as they say. Looks good, sounds good, grunts out of corners well. With radiators hanging off the sides it probably won't be susceptible to stone strikes as much as conventional systems.

ony Shrader arrived back from Germany on the 12th after a six month working 'holiday' at the Audi car plant. He's back on his *old* YZF600 and after a couple of rides finds that it hasn't quite got enough power, particularly after riding Dave Ward's late model YZF. He could be in the market for something new ...

Apologies to Dee Thomas for robbing him of 300 cc last magazine: he has a DR650, not a DR350.

Andi Sirninger's XT350 is for sale and can be viewed at Nova Honda. It has had two lady owners in its 32,000 km career, is registered till April, and is mechanically A1.

The MTCV home page on the Internet has been visited 928 times since April 1996. Information available includes the current itinerary, the corner marking system we employ, committee contact information, and links to other interesting motorcycle sites. Currently we are getting about 40 hits a month. A number of new riders have discovered the Club from the home page and turned up on rides. Last Sunday's Maldon ride secondary pick-up at Laverton was correctly advertised on the Internet, despite statements to the contrary. The *Calendar of Events* is updated with latest Captain's report style information early in the week, if not Sunday night after the ride. For the latest information such as change of leader, ride incidents, number of people, bikes, route, and kms – read about it on the Internet. In recent times the latest itinerary has been up on the web well before hard copies are available. A photo gallery is currently under construction.

Ben Warden

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF JULY 1997 GENERAL MEETING

Held at:	Camberwell Theatre
Date:	Thursday 3 July 1997
Opened:	8.22pm
Present:	Approx. 30 Members and 2 Visitors
<i>(Friendly reminder by Assistant Secretary: Please don't forget to write your name in the attendance book)</i>	
Apologies:	Jack Youdan Derek Atkinson
New Members/Visitors:	Welcome back Ryk Budd (back from Japan but heading off again on Monday) Nick (been on last 2 rides)
Previous Minutes:	The minutes of the previous general meeting are included in the Club Mag. Any matters arising from these minutes? - None.
	ACCEPTED by Gerry East, SECONDED by Ben Warden.
Secretary's Report:	<i>Correspondence:</i> Right Line booklet from VicRoads - We have a batch, please see Luke if you want one
	ACCEPTED by Tom Saville, SECONDED by Andi Sirninger
Treasurer's Report:	Read by Treasurer.
	ACCEPTED by Ben Warden, SECONDED by Luke Richardson
Captain's Report:	Read from magazine by Captain. Captain also read Upcoming Rides.
	ACCEPTED by Gerry East, SECONDED by Jon Riddett
	* Jon Riddett mentioned rules for Economy Ride (see President's Report in July Club Mag)
	* Club members thanked for helping members who crashed (see President's Report in July Club Mag)

GENERAL BUSINESS

- Itineraries and Starting Time for Rides:**
 - * Committee is considering changing club ride starting time from 9.30am to 9.00am to make use of daylight and allow time to get from City to Yarra Glen.
 - * Times will go in next itineraries as submitted by leaders, the Committee will look at changing the standard time but **WANTS MEMBER FEEDBACK.**
(See President's Report in July Club Mag for more detail)
- Member Survey:**
 - * Future mag will have a survey for members to fill out regarding things such as: starting times, types of rides, venues, mileage, bike rego, demographics etc.
 - * Demographics - can be analysed and given to a potential club sponsor to request a good deal on prices
 - * Also to formulate club events popular to members
 - * **ANYTHING YOU WANT ADDRESSED, LET US KNOW**
- Social Sip Venue:**
 - * Committee is looking at other options to change venue as current place is too cold and food no good
 - * Suggested by club members included:
 - a rotating venue, say 4 different venues a year;
 - a cafe;
 - a pizza place In Carlton;
 - moving away from the pub venues;
 - Vine Hotel, Collingwood
 - * MRA would have ideas in their hospitality guide.
Jon Riddett will contact Damian from MRA to get a copy of it.
 - * **WANT CLUB FEEDBACK**

4. **Safety on Club Rides:**
A reminder to take conditions into account when riding.
5. **WELCOME BACK IAN:**
Ian's back in our midst again...bike is currently being repaired.
(refused an offer of going passenger in Go Kart with Assist. Secretary though!...whoose!
...okay, so "Whoose" wasn't actually said but the writer of these minutes had to add that in!)
6. **Motorcycle Action Group:**
 - * Ian mentioned Motorcycle Action Group is a worldwide body which has been formed as they feel the MRA are not doing enough political lobbying.
7. **Motorcycle Victoria (Dirt Rides):**
 - * Rob Matricciani has received from Motorcycle Victoria a list of dirt rides for the next 4 months, see Rob if interested (BUT they are on Sundays so conflict with our rides)
8. **Door Prize:**
Won by:
 - Steve Leyland (cans of beer...but he wanted more!)
 - Stewart Forster (choccy!)
 - Gerry East (LOTS of duck tape, and a refusal from Stew to swap!)
9. **Social Secretary:**
 - * WE STILL NEED A SOCIAL SECRETARY
The job is what you make of it, either just do suppers (don't need anything lavish) or really get involved and organise social events too.

Meeting Closed: 8.50pm.

CORRESPONDENCE

The following items of correspondence have found their way into our PO Box over the course of the month:

- 1) **Australian Grand Prix information.** Included is information regarding ticket prices; campground information and prices; public transport prices and points of departure and information regarding the OZ GP Run - including route to be taken.
- 2) **Flyer on 'ANDY STAPZ'** - luggage securing straps.
- 3) **Asian Experience.** Information on motorcycle tours of India, the Himalayas and Vietnam by Enfield Bullet. Itinerary, prices & further information provided.
- 4) **Two requests for more information about the club.**
- 5) **Grand Prix Motorcycles advertisement (Phillip Island).** Offering bike storage during GP, burn out tyres, etc.
- 6) **BSA Promotionsflyer.** Includes prices for a variety of goods.

For any further information on any of the above see Jon Riddett at the General Meeting or call me at home.

Luke Richardson - Secretary

CAPTAINS REPORT JULY 1997

Sunday July 6th	Economy Ride Jack Youdan Leading 10 bikes 11 people Weather: Sunny & warm Kms: 160 Incidents: None	Sunday July 13th	Lavers Hill Via GOR Ben Warden Leading 30 bikes 31 people Weather: Sunny & warm Kms: 550 Incidents: Non member crashed- not injured
Thursday 17th July	Social Sip 8 people	Sunday 20th July	Bendigo Phil Curran Leading 13 bikes 15 people Weather: Great Kms: 500 Incidents: None
Sunday 27th July	Lake Mountain Snow Ride Steve Leyland Leading 10 bikes 11 people Weather: Dry but overcast Kms: 160 Incidents: None Roadwork on Reefton Spur.		

Vice Captains Report July 1997

A brief update of last month's V.M.C. Meeting 10th July 1997:

* **Western suburbs delegate** attended the meeting for this years Phillip Island GP organisation with Chief Inspector Bob Graham.

Discussed -: Getting on and off the Island more efficiently. Motor Cycles are to have a separate marked lane.

Printed packages of maps and information are available from the GP committee. One ride only will be officially policed from the City probably from MRA on Saturday morning.

There will be no Harley race as it was officially sanctioned to be replaced by Supercart Demo.

* **Triumph Owners Club delegate** has put together a questionnaire type survey for motorcyclists for general point of view about second hand bike warranty.

* **Kawasaki Owners Club delegate** reveals successfully claiming for damages over road surface conditions (gravel) against Shire of Yarra Ranges. This created more discussion about road conditions.

See me, Lyn, if you'd like to know more details about anything

Thanks to Steve Leyland for leading the Snow ride on the 27th July. Rob Langer wasn't able to lead it as he's up North.

PRESIDENT'S REPORT

Statistics, Statistics and Damn Lies.

You will notice that a survey has been included with the magazine. We really need your responses so that we can make decisions on the club's future. The club has never before taken on such a detailed self assessment and the results should be of interest to all members. This survey is your opportunity to have a say in how the club moves towards the next century. So grind those axes.

Plus, fill out the survey to win a great prize - \$25.00 !!!! There are instructions attached to the survey.

NO Petrol in Yarra Glen.

Just a notice to members and leaders that the petrol station across the road from the Yarra Glen pickup has closed. The servo just out of Yarra Glen on the Melba Highway is now the closest. Best to grab that last minute fill before you go the pickup.

Back to School.

This month saw me return to the classroom for a seminar on incorporation law. The seminar was run by the Association Of Motoring Clubs Inc. and was attended by delegates from hundreds of other motoring clubs. A solicitor and an accountant addressed the group on the legal and taxation implications of the changes being made to the Act of Parliament concerning incorporated not for profit organisations.

We have some work to do so that we are not exposed to a legal or taxation liability because of the way we run the club. Heaven forbid, even the constitution will need some attention. It was a very interesting day and with so many clubs present, the various legal horror stories made scary listening. In a future report I will detail the exact nature of the changes and how we plan to cater for them.

Auction Night - SEPTEMBER Meeting.

The September meeting is the auction night. Bring along all that junk you bought last year so it can find a new home. The club gets a 10% commission so the more items for sale the better. Please get there early as we will start at 8:15 PM sharp.

New Social Sip Venue.

In response to the membership asking for a nice warm place to eat pizza the committee found a great place for the social sip - The Swan Hotel in Richmond! Are you confused ?

As if the owners read our minds, they installed a heating system and let out the kitchen space to the take away pizza restaurant that used to be across the road. Good food, a warm setting and great company was the end result for the last social sip. See you all at the next one.

New Itineraries !

The new itinerary is out and boy its a good one. Please take note that many of the rides have early start times or you may miss out on some good rides. We apologise for not having it out sooner. Also thank you to all the leaders and event organisers who have helped to fill the next four months.

29th June Walkerville 450km

wet damp patchy roads

Ben ZXR750 Leader

Ian VFR750 2nd ride,
Dennis GSX750F 1st ride
Zino GPX250
Nick CBR600
Andrew K Shadow
Mark B GSXR600
Tim W K100RS Rear rider all day

Barry ST1100 1st ride
Paul leadwing 1st ride
Steve L R100GS
Craig M YZF750
John W TRX850
Lyn GSXRT750

Apologies, this writeup should have made it in last months' mag. I must have scratched my head at the appropriate time I wasn't aware I had volunteered for this.

Quite a coincidence how many touring bikes on first tides turned up on the same day, last time we had a ride down this way there was a lot of new faces also. Weather looking very iffy, headed off to Drouin for smoko, and get to meet the new riders. Onto Iverloch for lunch Andrew had dissapeared, Dennis left at lunch, Steve got separated when we fueled up, we caught up to him on the way to Walkerville where we were taken down short nicely twisty road to the sea-side on Waratah Bay, pleasant little stopover Onto Mirboo North for avo smoko, the roads and weather starting to frustrate me, just as they're getting dry enough to hook into there'd be another shower. Even through everyones favorite peice to Thorpdale was wet. Stopped for another break at Druin and was decided to break up at narree.

Thanks Ben another great day riding. Tim thanks for back marking all day.

D
dry GSXRT

Not sure if anyone was appointed scribe for this ride so here are a few fading recollections. I was appointed leader for this ride after both Ian Payne and Danny Vits became unavailable to lead.

The forecast was abysmal so I was pleasantly surprised by the number of new riders. After Drouin we made our way south to Poowong and Loch picking up the main Wonthaggi road along the ridge with spectacular ocean views in the distance and rolling hills left and right. The road twists and turns, most corners clearly visible. I remembered the last time I was down this way leading back in January a certain editor crashed. Around the Cape Patterson Road, past Alec's corner, then Steve's corner, and into Inverloch for lunch and fuel. Alas, the petrol station has closed up and it was back to the highway for a disjointed regroup.

Onwards through Tarwin Lower with high speed sweeping corners, uphill off camber springing to mind, before plunging down to the coast and Walkerville South, stopping at the end of the road, almost at the water's edge. There is something primordial about the sea. It feels good just to see it now and again.

According to most maps the road towards Warratah Bay and Fish Creek is unmade but it is now made. The new road is smooth and interesting as it carves its way through undulating sandhill-type scrub. What a great road, and dry! On to Meenyan and Mirboo North, via Dumbalk. The road follows a creek and gently rises, slowly becoming twistier. You really get into a rhythm. This is what motorcycling is about for me. The feeling transcends notions of time and speed. You are functioning at a higher ethereal plane.

I swapped bikes with John Willis (TRX850) for the trek north through Thorpdale (freeway in the middle of nowhere) and down in to Trafalgar. I found the TRX had a very solid feeling at the front end, a deceptive power delivery, and was easy to ride. Thanks John. Last stop at Drouin before breaking up at Narre Warren at about 4.30 pm. The new riders seemed pretty enthused, particularly Paul and Barry. Thanks everyone.

Ben Warden (ZXR750)

I suppose this spread sheet tells it all, but let me expand (like the Michelin man ? ) on the route.

* Hallam-Tynong-Bayles-Drouin.

(This 85Km. gets us a coffee stop).

* Drouin-Topriam-Korumburra-Kongwak-Wonthaggi.

(This is 78 Km.-near enough -into the Caltex servo, then lunch).

Having "sold" the troops on the bakery, it was closed so take aways were the standing orders for the day.

Post lunch ,it's Inverloch (via Cape Paterson) and a new-to-the-club route via Ellerside-Outrim- Korumburra South (3Km of dirt road subject to flooding-- but we are adventurous!)

Finally we did the Poowong-Nyora-Lang Lang- Cardinia-Narre Warren thing.

Oh yes, the weather was sunny-warm even.

Jack Youdan

MTCV ECONOMY RUN JULY 6, 1997 — HALLAM-WONTHAGGI — NOMINAL DISTANCE 163 Km

NAME	BIKE	CAP. (C.C.)	FILL (litres)	ACTUAL KPL	OVERALL POSITION	EST. KPL	POSITION (for estimate)	COMMENT
ike Barnes	Kaw. KL650	650	5.87	27.77	4	18.0	9	A do-everything bike
coff Jones	Yam. RZ350	350	9.44	17.27	10	13.0	4	Marked most corners
'eve Leyland	BMW R1100GS	1085	6.82	23.90	7	19.4	5	Rearrider/Sue Wells shotgun.
ck 'oudan	BMW R1100GS	1085	7.73	21.09	9	18.8	1	Leader at 100-120 speeds
ke Richardson	Yam. XJ600S	600	5.38	30.30	2	21.6	8	Favourite to win, but---
es Leahy	Yam. XTZ660	660	5.82	28.01	3	23.8	3	Most cared-for bike
rk Casemore	Hon.CBR600F	600	6.15	26.50	5	18.5	7	New member—joined today
drew Kennedy	Hon.CBR900RR	919	4.71	34.61	1	24.0	10	'onda rules OK!
rry Hufton	Hon. ST1100	1084	6.59	24.73	6	20.0	6	New member—joined today
hn Riddett	BMW R1100RS	1085	6.94	23.49	8	19.7	2	Best performing BM

SOCIAL SIPPERS THURSDAY JULY 17TH

Seen at the Swan Hotel in Richmond on this night:

Jon Riddett, Les Leahy, Mark Dennis, Danny Kosinski, Phil Curran, Jennifer Burns, Steve Leyland, Robert Matricciani. See President's Report for an update on this venue.

Great Ocean Road, Lavers Hill

Sunday 13th July, 1997

30 bikes, 1 car, 33 people

Gary Clifton	ST1100	Gerry East	YZF600
Bronwyn & Dave	YZF600	Danny Kosinski	VFR750
Mark Turner	VFR750	Tim Walker	K100RS
Dianne Welsford	CBR600	Geoff Jones	RZ350
John Willis	TRX850	Bear	GPz900
Rob Matricciani	GSX750F	Paul Tallents (rear rider)	YZF750
Lyn Duncan	GSXR750T	Ben Warden (leader)	ZXR750
Hans Wurster	YZF1000	Marty Thompson	ZZR600
Paul	Goldwing	Greg	K75RT
John Murphy	GPz900	Ron Solomon	GSXR1100K
Dean Smith	ZX7	Dave Mann	CBR900R
Shannon Yates	ZX6	Danny	CB750
Chris	ZX9	Paul #1	FZR400
Andrew	ZX6	Paul #2	FZR400
John Lord	ZX6	Frank	CBR600
Danny & Clint	HSV Commodore ute		

A massive turnout, fantastic weather, 550 km, break-up 4.45 pm, fun by all. Read on.

The forecast had looked good for the weekend all week and after a month of wet Sundays, people were fairly itching to get out there amongst the corners. So it was no surprise to see 30 bikes lined up at Laverton riding with us, and probably another 30 or so riding with other clubs and friends. In particular Ross King and I passed the time of the day; today he was riding with his other club.

It was a struggle attracting everyone's attention for the corner marking spiel, having to compete with the nearby freeway traffic, and members having heard it all before. Paul Tallents volunteered himself as rear rider, running in his recently rebuilt YZF for the second time. It was noted that Rob Matricciani had first aid training. I outlined the route, the proposed food/fuel stops, and called for a scribe. Soon we were on our way, maybe 5 minutes late leaving Laverton.

Marty corner marked the round-about at the entrance to the freeway and that was the last I saw of him until I reached Anglesea where I met him coming the other way with another 6 riders (Team Kawasaki, Cosway Motorcycle customers). Apparently there had been some mix up at the round-about with the rear rider not recognising some of the riders, and conversely, some riders not recognising the rear rider. Ho-hum. No harm done.

I lead down Geelong Road taking the Little River exit picking up the Old Geelong Road parallel to the highway for the dead straight run into Lara. Then we skirted around the outer suburbs of Geelong, down through Moriac and the back way in to Anglesea for morning tea. The pace must have been fairly hectic as I was rarely short of corner markers. Already after 115 km people were looking for fuel! And I started hearing stories about Ron and his one wheel antics.

Ron Solomon owns *Balls High Performance Tuning* as advertised in *Australian Motorcycle News* and featured in *The Age* Motorcycles section, Saturday 26th July. He specialises in performance engine modifications, with a personal bent for large capacity Suzukis. His bike started out as a GSXR1100K

and now has a capacity of 1371cc and a genuine rear wheel output of 165 hp. (Other people claim that it is higher but he maintains it is only 165 hp.) Ron says that he has spent 30 years developing his perfect bike, the object being to build a bike able to wheel stand at 160 km/h. He seems to have met the design brief! Without doubt he is the best exponent of the 'mono' I have ever seen, and was performing most of the day, by all accounts. (Best not to dwell on this impressive show of skill and showmanship less we reap the wrath of *Reverend 'Jack' Nile*. Suffice to say that those who witnessed Ron were mightily impressed and thoroughly enjoyed his antics.)

Next stop Lavers Hill, some 105 km away, with a partial regroup outside Apollo Bay for the front runners, as per usual. It wasn't long before Dave and Bronwyn loomed large in my mirrors. I felt rusty and the bike sloppy as we tipped in to the first few corners. And I was hesitant with the rear wheel shod with a new Sportsmax II, it never having been over on the edge before. Soon we were in the swing of things and started to get a move on. We had picked up Hans at Anglesea on his way to the milkbar at Apollo Bay and I expected him to carve a swathe through the field.

The traffic was a bit heavy (note that bus) and Dave was struggling with ground clearance and power, so I decided to ride for myself. It is a sensational road! After a while I eased into the rhythm, soon completely in sync with the bike and road and traffic, full concentration, automatic pilot, on a high, and hammering. Dave was close again as conditions improved, the road opening out into fast undulating twists with armco and white lines. And here was Danny and Clint, running in Danny's new HSV Commodore Ute with a lot of suspension work. He was flying, the car glued to the road, a minimal amount of body roll. Very impressive. Passing would require a number of elements including plenty of horsepower, a short straight, and a smidge of cooperation from Danny, all of which occurred sooner rather than later. (Danny drove with the Club all day, having been unable to start his bike in the morning. I think you could safely say that his car is now run in, as is Paul's YZF!)

On the outskirts of Apollo Bay I stopped for the advertised regroup. Soon a dozen or so bikes had congregated, *vitamin C*'s being consumed at a rapid rate. News filtered through of a minor crash where Greg (K75RT) had managed to pass the bus, but failed to negotiate the following corner, resulting in a spot of gardening. His bike suffered cosmetic damage to the panniers and a cut water hose, the rider ok. Knowing that the rear rider was mechanically very capable, the bike was basically ok, and the rider unhurt, I suggested to the group that we continue as planned to Lavers Hill where facilities more appropriate to a large group were readily available.

The road across the Otways was wet in places and I found myself dicing with Team Kawasaki ably lead by Marty on the shop ZZR600. We had a ball, though I did have the advantage of a super soft front tyre (Dunlop 364 for the technically minded), faultless in the wet. We arrived hyped up and buzzing. Lunch, 1 pm.

Again news filtered through of another incident, this time of a minor nature: one of the Pauls on one of the FZR400s had blown a fuse, but was soon mobile again. It wasn't long before the whole group was reunited once more, serious bench racing taking place between bites of hot pies and chips. It was Gerry's first ride back since breaking her collar bone on the EdenWeekend and by all accounts she was riding fast and smoothly, confidence returning quickly. Her bike's fairings had repaired well, and from a distance the red gel coat disguised the fact they were unpainted. The bike had only been put back together the day before.

At about 1.40 pm we departed Laver's Hill and headed back to Apollo Bay and up the Skene's Creek Road towards Colac. Alas the roads were wet again, slowing the group a tad, and thereby saving a bit on fuel. I mention this because those poor Hondas were using fuel at an alarming rate. Danny was complaining that he spent \$5.90 between Apollo Bay and Lavers Hill (40 km, 80 cents per litre, 5 or 6

km per litre). A fairing would help. And later in the week Mark Turner (VFR also) said he spent \$60 (5 stops, \$12 per stop) on fuel for the day and was empty again! and how much did I spend (\$32 and half full). Yet Andrew Kennedy wins the economy run of his CBR900. I digress.

I planned to stop at Deans Marsh but I must have become distracted by something flying past me on its back wheel and ended up regrouping in Moriac. There was something in the shop enticing the boys to make a number of visits. Testosterone levels were high. Everyone decided to buy petrol, whether they needed it or not. Next stop Shell Servo, West Gate Bridge.

It was a very pleasant, uneventful trip back through Lara and Little River, retracing our steps from the morning. We made excellent time arriving at the servo around 4.45 pm, with careful note taken of the white paddy wagon strategically parked on the side of the freeway. Everyone seemed to have enjoyed the ride and it certainly will be one to remember.

Heading for home we ran in to the footy traffic at the MCG wreaking kaos on the roads. Traffic was banked up from the City Road exit of the West Gate freeway, over the Swan Street Bridge, and all the way to the MCG and up Punt Road. Bikes were lane splitting everywhere. Paul and Mark were soon held up, Lyn and John became separated, and I eventually chased down Lyn on the Eastern Freeway.

Ben Warden (ZXR750L)

GETTING BETTER ALL THE TIME

Ian Payne has been seen out and about at quite a few social events despite our best efforts to keep him at home. He seems to be progressing well. Great to see you, Ian.

Danny Kosinski's toes are still giving him a little pain and he's had to hang up the ballet shoes for a short time, but in Dannys invincible style he has been prevalent in the Clubs participating Members.

Danny Vits has not fared so well, still suffering from pain in his elbow which came between him and the ground in his contretemps on Les Leahy's Whroo Caves ride back on the 22nd June. We wish you a speedy recovery Danny.

Derek Atkinsons injuries are healing well according to my sources and it appears his bike is being fixed? (This is unconfirmed but I'm sure Derek will let us know.) Fantastic news, get well quickly Derek.

Jenny Burns seems to have recovered from her spill on the Wroo Caves ride. Now I understand the thing about the plastic on the NTV, Jenny. I'm tempted to adopt the same view on the YZF.

Mark Turner's hand is still a little sore but he was seen "participating" at an even rate of knots on the Great Ocean Road Ride on July 13th.

The Corner Marking System Explained

Easy to understand, the corner marking system is one of the strong points of our Club. For it to work well it is important that everyone has a thorough knowledge of how it works and the underlying philosophies. In no way is it perfect: we are always looking for ways to improve it (and everything else). To this end, if you have an idea or any constructive criticism please inform us.

Historically this article was written for the benefit of new and prospective members back in 1988 by Ben Warden, then committee member. They were given a copy of it or received one in the post. Later it was given to new members as part of their show bag of Club goodies. It was written with a view to it being of a timeless nature, wholesale modifications being hopefully unnecessary. Reprints have appeared in the Club magazine ever since. This latest version endeavours to cover some of the perceived problem areas. Hopefully there is something in it for all of us, new or old.

There is a "leader" and a "rear-rider". Ideally no-one passes the leader and rear-rider passes no-one. When the leader comes to an intersection at which he/she is deviating from straight ahead, or there is any likelihood of confusion, he/she will point to the side of the road indicating that the following two riders are to stay there "corner marking" until all the remaining riders have passed through and the "rear-rider" arrives. The corner markers then proceed until next required to "corner mark".

By "corner marking" we mean indicate (preferably by using indicators or pointing to) the direction the following riders should take. Good corner markers work as a team positioning their bikes to indicate the direction taken by the Leader.

*Here we are falling down quite badly. **Be considerate!** Corner marking is not the time to gamble on completing smoking a cigarette before the rear rider arrives. The rear riding position is onerous enough without making him/her wait while you hastily prepare to leave.*

Use your indicators! A hand signal is at best unreliable, and at worst non-existent. It is easy to get talking and forget about the rest of the riders. (bikes with total loss electrics are excused)

Be safe! Parking on the "riding line" is dangerous. Park as far to the left as possible, or better still and where appropriate, mount the kerbside, traffic island, median strip, etc. Otherwise you are likely to get run into, not by the bike approaching, but the one behind who does not have a fair view - or worse still, the car behind the car. If some one is carrying too much speed, then the riding line should include the "wide" riding line and the "straight ahead" riding line, especially at "T" junctions at the end of dirt roads. It is probably better never to double park.

Be in communication! Ideally park within talking distance of your corner marking partner. At worst the partner should be at least within visible communication in case some action is required.

Be visible! Positioning your bike to indicate the direction taken by the leader only works when that bike is visible to the following riders. On right hand corners it seems to work well, especially at "T" intersections where one bike can park at the end of the "T", side on to the following riders, the other bike parking before the intersection leaving its indicator on.

Left hand corners are a problem. If visibility is good, one bike can creep just around the corner. If visibility is poor, for instance if there is a building on the corner, then it is no good parking around the corner. The communication link is broken. It is better for two bikes to be stopped one behind the other before the corner, indicating. To get around this some riders have been parking on the other side of the road, similar to a right hand turn at a "T" junction, but this time facing the other way. This is obviously a highly illegal manoeuvre as at some stage you must ride on the wrong side of the road. Which leads to the next point:

Be discreet! Corner marking is probably illegal in the first place. Parking on the wrong side of the road with your headlight blazing and indicator flashing isn't discreet. Oncoming car drivers at best will be confused and more likely irate. The police will probably take a dim view.

Depending on the size and style of the ride we often have groups of bikes forming at intersections, usually waiting for the leader to get a little ahead. Don't obscure the view of the corner markers for the following riders with your bike or body i.e. don't block the view of the indicators.

The onus is on the leader to point out particularly difficult corner marking situations.

Night rides offer the greatest potential; for the corner marking system to come apart at the seams. Consider "if I was on a night ride, would this be a suitable place to corner mark?" If yes, after considering the safety, visibility, and communication aspects, then there is a fair chance it is a suitable in the daytime.

Two bikes are left to corner mark for various reasons. If someone takes a wrong turn, one of the corner markers can chase and bring the errant rider back. The remaining bike continues to perform his function of corner-marking, and the ride "flows". The majority of riders are not inconvenienced and little or no time is lost.

So if there is only one bike on a corner, make a second!

If someone breaks down, gets a puncture or crashes, the two following riders stop to offer assistance. In time, the rear-rider will arrive with the "Emergency Kit" which contains a First Aid kit, a tubeless tyre puncture repair kit, a can of 'Finlec' or similar, arm bands, a siphon, and a tow rope. Most mishaps are catered for.

If leading and carrying a pillion, the pillion should wear the arm band on the right arm. This reduces the excuses for riders overtaking the leader. Otherwise the leader wears it on the right arm and the rear rider on the left - for when he/she overtakes the corner markers. The rear rider can supplement the arm band by judiciously flashing his/her headlight.

After an incident the Leader will eventually run out of corner markers and stop. The Leader should be informed of the incident and the estimated time delay by a messenger sent by the rear rider. A decision can then be made by the leader where best to regroup. Therefore it is important that corner markers never leave their corner until the rear rider, or his messenger, arrives. After an inordinate amount of time has elapsed (usually greater than 10 minutes) since the last bike passed through, one rider may leave the corner and (normally) back-track down the corner markers to render assistance and determine the cause of the hold up.

If on arrival at an unmarked intersection there is any doubt as to which way the leader has gone, proceed straight ahead. At "Y" junctions, take the major road: at large round-a-bouts, (though often marked) go straight ahead.

Using a corner marking system makes for a smooth ride. Riders can travel at their own pace: if they wish to travel faster, they will end up corner marking more often: if they ride at a leisurely rate then only occasionally will they be required to corner mark. Effectively, riders can travel at any speed they wish. Other advantages of this system are that no-one ever gets lost, and there is no need to be constantly looking at a map - in fact, you don't even have to know where you are going!

WELCOME ALL MEMBERS

Rob Matricciani has moved and would like to extend a welcome to all Club Members to his new home. The address is: 77 Cuthbert Street, Heathmont, 3135. Phone: 9729 4584

AUCTION NIGHT

Is happening on the 4th September 1997 at the Club Hall in Camberwell. Members can sell their unwanted/superfluous/obsolete/outgrown items. The Club takes a 10% commission on all items sold. Jon Riddett will be the auctioneer for the night so bring along your goods and chattels. One mans junk is another mans treasure.

10 PIN BOWLING

On Sunday 24th August Bronwyn Manifold (YZF600) is leading a ride along the Peninsula to Arthurs Seat via all the back roads. She will then take us to the 10 Pin Bowling venue at Frankston Bowls where she has reserved 3 lanes for the Club. The cost is \$3.95 per game and shoe hire is \$1.80. If you are going to participate, it would be nice to let her know. You can reach her at home on 9563 7705.

MINI BIKES & GO KARTS

Don't forget Di Welsford's ride to South Morang Go Cart & Mini bike centre on the 10th August. She is also leading a ride after we have lunch at the track, up through Wallan, Lancefield, Broadford, Strath Creek and Flowerdale with a break up at Kinglake West. Approx. 160kms.

Bendigo 20th July 1997

Phil Curran & Glenda	GPZ750(Lead)	Ray Toulson	ZX9 (Rear)
Lyn Duncan	GSXR750T	John Willis	TRX850
Tony (1st Ride)	CBX750	Tim Walker	K100RS
Vince Genova	Firestorm	Craig Morley	YZF750
Mark Dennis	GSXR750T	Les Leahy	Tenere
Andrew Kennedy	Dominator	Mike (1st Ride)	ZX9
Steve Leyland & Sue Wells	R1100GS		

The roads were dry and the sun was trying to get through on my usual trip from Healsville to Whittlesea pick up via Christmas Hills, Hurstbridge and Arthur's Creek...a top start to the day. It was good to see Vince on a yellow Firestorm, the first time I have been on a club ride with the man from NOVA. Phil Curran filled us in on the days proceedings and we were off to Kinglake West, Flowerdale and Strath Creek. Not far along the road, we had our first incident of the day. With Lynne, Craig and Ray in hot pursuit I noticed a large "Roo" bounding from right to left heading towards the road. I slammed on the anchors and immediately Craig and Lynne came flying past in a blaze of tail lights, just avoiding "Roos" no 2 and 3. After our heart rates had settled, I wished I was still in front of our little group, as I was now getting peppered with stones. Glad I put all that duct tape over the front end. The roads just got better and better, the sun was out, it was warm. Can this really be the middle of winter?

Trawool, Tallarook, Pyalong and Redesdale for smoko. Oh yes, I forgot another moment involving a loose calf at the side of the road giving a couple of us the need for our third change of undies for the day. 170 kms to smoko... and this was down as a leisurely ride. Lynne disappeared in a hurry, as usual, and we all had a bit of a yarn and a cuppa. We headed off to the Sutton Grange road and headed to the South side of Bendigo. There was one piece of road that sticks in the old grey matter, perfect surface, stunning bends, some tight, some tighter and a couple of the tightest. I'm sure everyone had big grins under their helmets.

Lunch was a choice between a pub meal in the Local or making the place look scruffy, eating fish and chips sitting on a shop doorstep. This is where the conversation turned to Tom and Andi's big trip North, Ray Toulson was talking of broken down bikes, accidents and broken bones. I have since heard that this is a little incorrect, or at least, I am hoping so. After lunch we left Kangaroo Flat and passed through Maldon where I was corner marking and when Craig also informed me that the rather exorbitant noise being emitted from the arse end of my cycle had just set off a car alarm in the main street. Is this a first, I ask myself? I am trying to think of ways to put this new found talent to good use in the future. Daylesford came and went and I left the ride at Woodend. Had a grouse ride home via Romsey, Wallan, Whittlesea etc., a few brief moments were spent on the open road behind a Porsche 911 before showing him a clean pair of heels. Don't you just love doing that to those smug bastards? Well, that's enough of my dribble, thanks Phil, for a good day.

Must go now, time to watch the kick boxing on Galaxy. I don't know, If its not bike racing or drag racing, you just have to put up with the odd wet T-shirt competition. This satellite TV just sucks.

John "the Pom"

TRX850

MOTORCYCLE TOURING CLUB OF VICTORIA

INCORPORATED (1987)

Hereafter called the Association

ROAD RULES OF THE ASSOCIATION

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

1. The normal road traffic regulations of the particular State apply to those participating in an Association ride.
2. Start the day with a full tank of fuel.
3. A leader and a rear rider will be appointed for the day. It is your duty to observe who the leader and rear rider who have been appointed for the ride or part thereof.
4. At the start of each ride, the leader shall inform the group of the details of the intended ride.
5. Prepare to move off behind the leader when asked to do so.
6. Do not overtake the Leader.
7. Proceed at a safe distance from the machine in front (eg, 2-3 second rule).
8. Overtaking:-
 - (a) When overtaking use extreme caution
 - (b) Ensure that there is ample room in front of the vehicle to be overtaken.
 - (c) Clear indication of your intention to overtake must be given.
 - (d) Only overtake on the right, except where permitted under Road Rule 1.
9. Corner Markers:-
 - (a) When the leader turns a corner, the following two riders must stop and indicate the way to following riders.
 - (b) They must not proceed until the rear rider comes or his messenger advises alternative action to be taken.
 - (c) If a rider does not appear within a reasonable period of time, one of the corner markers may go back to determine the reason for the delay.
 - (d) The leader may at any time indicate additional corner markers.

ROAD RULES OF THE ASSOCIATION (page 2)

10. If a machine breaks down, the following two machines and the rear rider shall stop. After estimating the time delay, one of the riders will proceed to inform the corner markers and the leader of the situation. The rear rider shall not overtake any other machine on the ride.
11. No rider shall stop for refreshment or fuel until the leader stops. Check fuel after each stop and top up if you have any doubts at all.
12. All cars travelling with the club shall travel at the rear of all machines or in front of, if so desired. Endeavour shall be made to avoid travelling in convoy.
13. Any member wishing to leave the main body on the journey before the next stop is reached, must first inform the group and the group leader. If this is not possible he must inform the rear rider. He must ensure no-one follows him accidentally.

14. Secondary Departure Points :-

(As specified in the itinerary)

Riders may form at the secondary departure point and should be ready to leave when a clear signal is given by the approaching leader. The leader may not necessarily stop at this point.

15. Dangerously unroadworthy machines will not be permitted on the day's ride.

16. Motorcycle Clothing:-

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

17. Riding Others Machines :-

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

18. Membership of two clubs :-

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

19. Alcohol and illicit drugs: -

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

LAKE MOUNTAIN SNOW RIDE -JULY 27.

As Rob Langer is far,far away from snow rides (must be at Cape York by now), Steve Leyland/ Sue Wells on the BMW volunteered to lead this ride. Thanks for that, you two.

I don't recall who came on the run from the city, but those who left Yarra Glen (pretty much on time too) were :-

Lyn GSXR 750 .	Tim K100RS .	Steve /Sue R1100GS
Jack R1100GS .	John W. TRX 850. Barry ST 1100 (rear rider)	
Eric YZF 750 .	Johnathen Accross .	
John RGV 250 .	Paul GL 1000.	

For those born within the last 30 years and/or are not students of motorcycling's glorious past (real poetic that), I shall outline Paul's 1978 /36,00 Km machine.

Honda's GL1000 was the first of the Gold Wings- before the 1100, the 1200, the (now) 1500 six and without today's fainings, lounge seats, reverse gear and hyper. sound systems. Dubbed the "Lead Wing" at the time, GL started it all!

At Yarra Glen, a discussion cum snap-poll among members supported the President's aim to depart starting points on time and it's up to the Committee to decide an earlier time ex KBCP or a later Yarra Glen. Also it's up to members to be ready to leave at the nominated time!

Steve's pre-ride words indicated the snow ride would be leisurely in nature-aha, I thought, that means no one will pass another. exceedingly close in order to demonstrate riding "skills", no one will cross double lines/ run red lights/ fail to give way or commit any other major traffic offence.

Pretty much no one did, which suggests that participants placed safety considerations above ones of performance and competitiveness, perhaps indicating tha club is on the "way Back"

Anyway the ride had a coffee stop at Warburton prior to the compulsory run up the Reefton Spur. Lyn, JohnW. Eric and John left the ride at Cumberland Junction with themain group going onto Lake Mountain.

Well not quite to Lake Mountain as the entry fees are now \$17 per car and \$5 per motorcycle , and as slush (not snow) was expected, concensus (who?) said no thanks

Instead it was lunch in the new bakery in Marysville then over the Black Spur to Healesville/ Yarra Glen

From the Glen start to return was "only" 164 Km, but very enjoyable ones due to safety prevailing on the day (wot, no crash and burn?)

**MOTORCYCLE TOURING CLUB OF VICTORIA INC.
PO BOX 453, Richmond, Victoria, 3121**

MEMBERSHIP RENEWALS

It's that time of the year when you get to increase the Clubs treasury with your annual membership fee. This fee enables the Club to keep producing your itineraries,(no longer gratis), printing your monthly magazine, for which I get so well paid, and postage etc. The new Committee also hopes to revive some of the social events that have proved so popular in the past with dinners and film nights etc.

Please forward your renewal in the near future, by post if you wish, or at the forthcoming General Meeting. **This will be the last magazine you will receive** should you not wish to rejoin the Club.

Membership expired on the 30th June 1997

I will also be publishing a revised membership list in the Sept 97 magazine, so if any of your details have changed from the list in this magazine please use the form below to notify me. If there are some details you do not wish to have published please note it on the form. The magazine is only distributed to Members but once they are posted they are out of my control.

Name:

Change of Address:

Change of telephone number : Home Work

Change of Motorcycle: Make _____ **Model** _____

Membership Renewal

I enclose cash / cheque for **\$25.00 (full membership)**
\$12.50 (associate membership)

being subscription payment for the forthcoming 12 months.

Please do not publish the following details in the membership list:

circle as required name address home ph.no. work ph.no. bike details

Please return this form to the address shown above or give it to the Treasurer, Bronwyn Manifold, at the next meeting.

Editor
MTGV