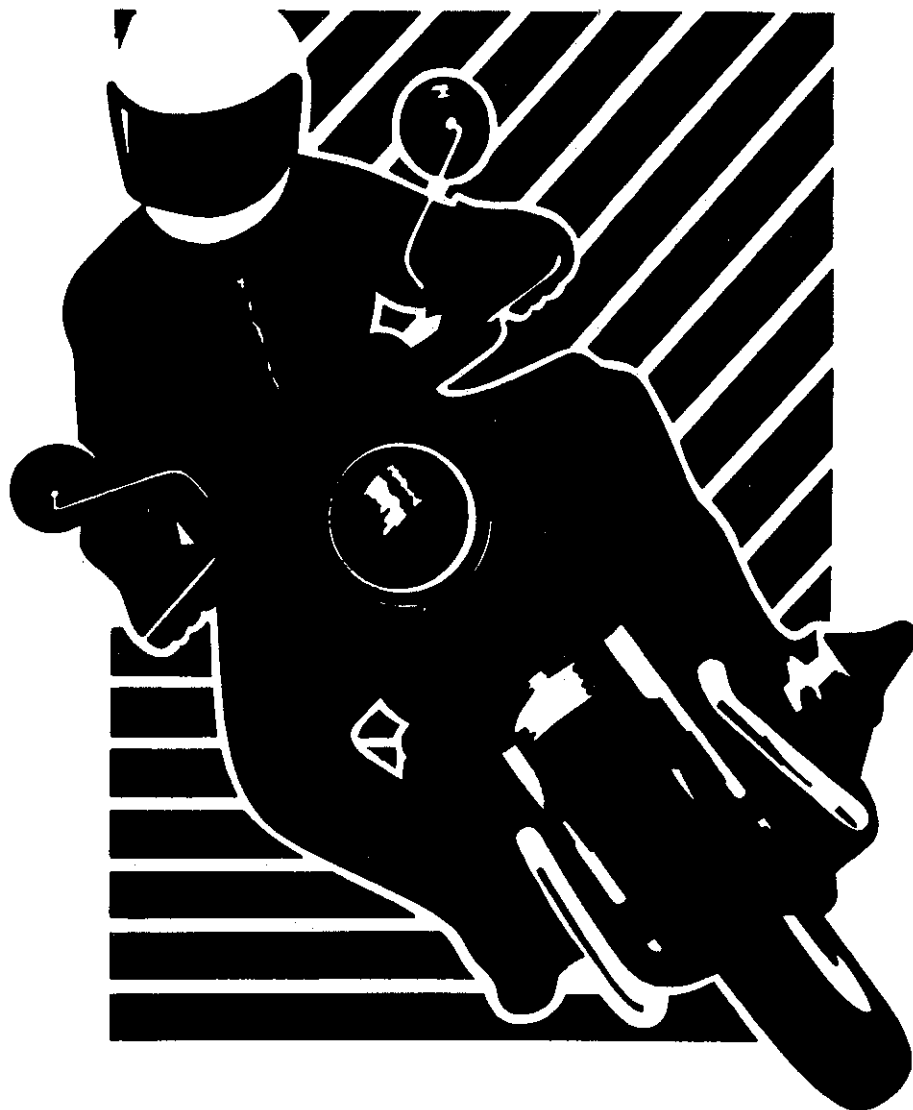


Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA INC.

P.O. Box 453, Richmond 3121, Victoria

April 1999 Itinerary

April

Weekend 2nd - 5th **Adelaide Hills** **Ben Warden leading**
9am West Gate Bridge Shell Service Station

Day 1 will be spent travelling to Murray Bridge, about 80 km short of Adelaide. We'll take the Hamilton Highway and then head north through the beautiful wine country rejoining the Western Highway at Keith. About 750 km for the day. Day 2 will be spent enjoying the beautiful Adelaide Hills: great roads, good scenery, few cars. Day 3 we will head south to Victor Harbour, a tourist Mecca: great roads, good scenery, few cars. On Day 4 we will return home via back roads including the Grampians. Expect to be home by 5 pm. A total round trip in the vicinity of 2,200 easy kilometres.

Sunday 11th **Mirboo North** **Ben Warden leading**
9.30 am KBCP, 10.30 am Yarra Glen

Route will include the Noojee-Powelltown road down to Warragul for the first stop. Then south into Gippsland and some of the best roads in Australia – designed for milk tankers – wide and well surfaced. Route may include Loch and further south. Expect something different on this ride. Around 500 km for the day.

Thurs. 15th **Social Sip** - Baden Powell Hotel, 61 Victoria Parade, Collingwood, 7 pm
Come and have a game of pool or two. Good food, good company.

Sunday 18th **Word Superbikes, Phillip Island** **make your own way**

Practice is on Friday and qualifying on Saturday with plenty of support events on all days. General admission tickets \$20 Friday, \$30 Saturday and \$45 Sunday. Meet AMCN Expo 1 pm each day.

Sat. 24th **Café Cruise** **Nick Prapas leading**
11 am Café Racer, 16 Marine Parade St Kilda

A first for the Club (in my time anyway) should appeal to most people looking for a leisurely way to spend a few hours on Saturday. Maybe a walk down St Kilda pier? Could end up in Lygon St for lunch. Be there and find out! I might have to wash my bike.

Sunday 25th **Alexandra** **Dave Ward leading**
9.30 am KBCP, 10.30 am Yarra Glen

Dave may be on the Ducati 748, or Bron's RGV. Either way expect plenty of corners. You'll need a decent set of tyres. We could end up down the Torbreck River Road (near Eildon) which includes 37 km of excellent tight twisty road before hitting the dirt. We'll immediately do a U turn and come back the 37 km of twisty road. Expect about 350 km for the day.

May

Sunday 2nd **Wilson's Prom.** **Danny Vits leading**
9.30 am KBCP, 10.15 am Hallam

Thursday 6th **Annual General Meeting, Election of Office Bearers**

March 1999 General Meeting Minutes

Thursday 4th

Open Meeting: 8.35pm
Present: 17 members and friends in attendance.
Visitors: Nil
Apologies: Nil

Secretary's Report: Contents of PO Box sorted & relevant items read by Ben including:

- ◆ Classic Bike Show at Box Hill Town Hall 20/21 March.
- ◆ Motorcycle Art Exhibition at Waverley Gallery (170 Jells Rd) till 11/4.
- ◆ MRAA Blood Challenge, won by Police 207 donations, Riders only 78.
- ◆ Isle of Man & Suzuka 8hr bike tours. Contact Dave Milligan, 93310947.
- ◆ BMW Icicle Ride (see below)

Treasurer's Report: Darryn reported we had \$3400 in the bank.

Captains' Report Past and forthcoming rides reviewed by Wayne Grant.

General Business:

- ◆ Crashes – Ian outlined Darryn Webster's crash a few metres from home, cold tyres probably the cause. Not much damage to bike but Darryn suffered a broken collarbone
- ◆ The new April to May itinerary is compiled.
- ◆ Ian gave details on the forthcoming *Tour of Duty* weekend.
- ◆ The Committee, in an effort to make the meetings more interesting, is seeking Guest Speakers to attend our Club meetings. Members are asked to forward any ideas to the committee.
- ◆ A 10 pin bowling match against Motorcycle Action Group (MAG) is under consideration.
- ◆ BMW Icicle Ride to be held on Saturday 10th of July. Starts midnight at Doveton Mobil Servo (48 Princess Hwy)

Door Prize: Three awarded

Close Meeting: 9.05 pm

Captains Report for March 1999

Weekend Leader 6-8 th	Rhys Williams Eden fine 3 bikes, 3 people none 1,500 km	Sun. 21 st Leader Destination Weather No. of Riders Incidents Distance	Ben Warden Korumburra wet afternoon 14 bikes, 14 people lost rear rider 480 km
Sun. 14 th Leader Destination Weather No. of Riders Incidents Distance	Paul Tallents Eildon fine, warm 12 bikes, 13 people 1 failing battery 380 km	Sun 28 th Leader Destination Weather No. of Riders Incidents Distance	Ben Warden Broadford cold, wet all day 4 bikes, 4 people none 290 km

April Who's News

The Club welcomes new member **Geoff Barton** riding a BMW R1100GS. Geoff has been on four out of five Club rides and has signed up for the Adelaide trip. Three of those rides have been in the wet so he is pretty keen, particularly as he is a dairy farmer from Loch with demands on his time. His address is Soldiers Road Loch 3945.

The **MTCV Home Page** has taken another 142 hits last month and 3231 since April 1996. Darren Hosking has updated the Club member email address list. Thanks Darren.

Seen at the **March Social Sip**: Ian Payne, Tim Walker, Ben Warden, Dianne Welsford, June Baker, Glen, Jon Riddett and Zara, Darren Hosking, Darren Morecomb, Criag Morley, Ron and Julie Johnston, and Tim Casemore.

Ray Walker had an oil leak from the side cover on his GSXR750. Only problem was the previous owner had welded up the cover! Ray has also fitted a CBR600 ducktail to the bike.

Tim Casemore has traded his Suzuki TL1000 for a Triumph Speed Triple T509. It seems the TLs have some problems with the fuel injection surging.

Patrick Davey from Ballarat has a new ZX6. It monos a lot easier than his Suzuki Across 250.

John Willis is now the proud owner of a new Triumph Thunderbird replacing his crash damaged TL1000. Sam Sirianni acquired it as a project bike and I believe it is back on the road.

On the recent **Port Campbell** ride large capacity bikes were in abundance: Ron (GSXR1340), James (GSXR1210), Rick (GSXR1170), Wayne (ZX9R), Ian (RF900) Ben (ZXR750) and Dave (RGV250).

Wayne Grant on his ZX9 was lucky to escape injury, and the bike serious damage, when he was struck while stationary at a set of lights by a 4WD. The bull-bar hit the right handlebar, which bent and cracked the triple clamp. Fortunately Wayne was not injured and the bike suffered no other damage.

Commiserations to **Bronwyn Manifold**: her mother passed away in February.

On March the 17th **Ray Toulson** passed away. A service was held on Monday 22nd. Ray had been a member of the Club for several years, mostly riding a Kawasaki ZX9. He had always been a bit of a "speed freak" and recently up-graded to a new Yamaha R1. Even in his younger days the need for speed was such that he fitted a turbocharger to his car. Hence the nickname "Turbo Toulson". Ray was well liked and will be sorely missed by his friends at the Touring Club. Ray, a builder by trade, was 42 years young, and leaves wife Irene and daughters Rachel and Michelle. On behalf of the members, the Committee organised flowers and a card. The Club members extend their sympathy and best wishes to Ray's family and friends.

Our Treasurer, **Darryn Webster**, has tendered his resignation. We thank Darryn for his input at committee meetings and for keeping the books balanced.

Ex members **Adam and Simon Locke** are now working at the family restaurant and berry farm near Anglesea. They are still into bikes with Adam riding an R1100GS and Simon a Yamaha TRX850. Simon is also establishing a business making carbon fibre components.

Theo Kalkandis put a new rear Dunlop D207 rear on his Yamaha R1 and only rode 200 km before it needed changing! No he wasn't riding that hard; it seems a sharp tramline sliced through the tyre. Theo will be back in hospital in early May for a shoulder re-construction that will see him unable to ride for about 3 months. Good luck Theo.

World Superbikes. A house has been booked in Cowes for the Fri 16th, Sat. 17th and Sun. 18th of April. Some vacancies are still available. For details contact either Enzo or Ian Payne.

Lyn Duncan was recently up at Eildon water-skiing and jet-skiing. While helping transport the jet-ski home it came loose and jumped off the trailer while travelling through Fraser National Park. It bounced down into a gully and required 3 ski ropes (60 metres) to reach and haul it back up. Surprisingly, little damage was incurred.

Andi Sirninger had a close call out Christmas Hills way when cresting a hill to find a car doing a U-turn! Only the combination of her skill and the R1's handling and brakes enabled her to avoid the vehicle. The driver, realising what he had done, came over to apologise for his stupidity.

Tom Saville was lucky not to have been seriously injured on the Black Spur recently when his right knee slider came in contact with an oncoming 4WD's bull-bar. The impact was enough to set off a chain of events that eventually put him and the bike down. Fortunately Tom escaped with only bruising.

Transurban **City Link** tollways will be free to motorcycles as a suitable waterproof transponder has not been developed yet. It may take a couple of years.

Winton Ride Day on Sunday 11th of April for \$95. For details contact Wayne. Phone 0412129142.

For Sale: Honda CBR600, 1997, 18,000 km, registered till May, has RWC, Two Brothers' pipe and carby kit. \$9,700 ono. Dunlop 207's front and rear. Ring Lou on 9576-8490

Ben Warden , Editor (in collaboration with Ian Payne)

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Broadford – March 28th 1999

I managed to put the second pick-up as Hallam in the magazine and Yarra Glen on the itinerary. Hohum. Ian pointed this out Sunday night, along with the news that Nick Casemore was unable to lead this ride, or find anyone else to lead, due to work commitments. Between us we decided I would collect the riders from KBCP and Ian would collect riders from Hallam and we would all meet at Healesville at 11.15 am. Note: Darren Hosking also picked up the anomaly and informed me Saturday.

It was a good plan, but there were no riders at either of the two pick-ups, just Geoff Barton (R1100GS) and Patrick Davey (ZX6) at Yarra Glen. Something to do with the drizzly rain and bad weather forecast I presume, and this time very accurate. The fact that Patrick lives in Ballarat and Geoff in Loch says something about the commitment of these two blokes, or that they should be committed.

I made my way from KBCP out the Eastern Freeway to Warrandyte and Christmas Hills to Yarra Glen. Through Warrandyte it was bucketing down and soon I was cold and wet. At least the bike was shod with a set of near new tyres and front brake pads, was steering well, and felt good.

Patrick, Geoff and I dawdled off up the highway to Mt Slide. I followed a car doing going quite fast, considering the rainy and cold conditions. Suited me. We took the turnoff to Toolangi and then down the Chum Creek Road to Healesville. The road was in excellent condition considering the high winds we had had in the past week, with no leaf litter. Waiting at the turnoff in Healesville, the heaven's opened again, and I sat in a torrential downpour. Mind you I was already soaked through, my blue DriRider sponge seeing its last outing. And I was using a pair of grotty old gloves, having left last week's gloves to dry out somewhere. I gave them a good squeeze out at each stop.

We took shelter in the corner café near the central toilet block, hoeing into hot pies, cakes and pastries. Eventually a bedraggled Ian arrived, and not wishing to disgorge himself from his full body condom, we made tracks. We blasted up the Chußm Creek Road again, doing battle with a bunch of cyclists, the occasional one taking up all of the road, incurring the wrath of my squeaky, pathetic horn. Patrick (the prodigal son – lost last week) hung on for a while, but standard tyres, those cyclists, or fear of dying eventually broke the *elastic*. This was probably the best road of the day, on reflection. Even Ian noted that it was in good condition. Mind you it was still raining.

At the big Kinglake turnoff after Toolangi I turned right and headed up the Highway, in search of blue sky. I couldn't see Kinglake producing fine weather, and more likely rain, hail fog or snow. Alas, the plan failed. It continued to rain steadily. At Glenburn we turned west and headed for Flowerdale, and then Strath Creek. Right on cue Patrick hit the big pimple and suffered his first major tank slapper. He'll remember that corner. On to Broadford and lunch. Plenty of horse floats to pass.

I tried on Pat's top-of-the-line Rivet jacket. My armour fitted underneath. Peter Steven's here I come. (My blue sponge was looking even more tattier than usual after I chucked the Dominator down the road on the way to work last Monday morning. (An old bloke faked a right hand turn in front of me at an intersection, downhill, in the wet, knobby tires.) Walked away. Bike okay.) Ian's cheap gloves were still dry and I might have to invest in a pair of those too!

Heavy showers were still coming through so we decided to call it quits and head for Whittlesea and breakup. Home by 2.30 pm, hot shower and time to write this article. My fingers still ache from the cold. At least I didn't need to fill up all day – 290 km from the tank so far. I expect perfect weather for Adelaide.

Ben Warden (ZXR750)

KORUMBURRA 21/03/99

With our designated leader Tony Pricor still too ill to lead, Ben Warden had kindly filled in, but already there had been drama on the run out from KBCP as Patrick Davey on his new ZX6 and designated rear rider from the city had become lost!

Assembled at Hallam:

Ian Payne - RF900	Ray Walker – GSXR750	Ian McFarlane – Vmax
Doug (1 st ride) – CX500	Darren Morecomb - TL1000	Neville Maggs (2 nd) – VFR800
Peter (1 st ride) – TL1000	Geoff Barton – R1100GS	Paul Tallents – YZF750
Theo Kalkandis – R1	Scott (3 rd ride) - CBR600	Ben Warden – ZXR750 (leader)
Tim Walker - K100RS (rear rider)		

Ben gave the pre-ride talk and with still no sign of Patrick we headed off down the usual roads to Pakenham, Nar Nar Goon and Drouin for morning tea. After some eats and a check of the mobile phones to see if there were any messages from Pat we prepared to leave. But with the weather looking increasingly threatening, Peter, Ian.Mc & Doug decided to leave us here and head for home. The rest of us then went south passing through Poowong, Ranceby and Dumbalk where unfortunately gravel and road works (some sign posted and some not) were dotted all along the route. This combined with the damp conditions made for a less than pleasant ride. We eventually made our way into Mirboo North for fuel and lunch.

After a leisurely lunch we headed out of town to explore a little loop that took in Halyston and a short stretch of gravel road (about 25 metres ... we are getting paranoid ...Ed.) before proceeding back through Mirboo Nth. This loop looked interesting and I'm sure it will be incorporated into future rides. Onto Thorpdale then the run down into Trafalgar where the abundance of slick bitumen called for careful progress. We stopped at the big servo just as the skies opened up so it was decided to forgo the run up to Noojee and halt the ride here.

After some talking most of us headed straight along the highway to home

Ian Payne - Suzuki RF900

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Eildon— March 15th 1999

Bikes: 12 bikes, 13 people

XTZ660	Ian Handforth (rear)	ZXR750	Ben Warden
R1100GS	Geoff Barton	T509	Tim Casemore
ZZR600	Geoff & Melissa Jones	XT350	Greg Whiter (1 st ride)
RF900	Ian Payne	ZX9	Mick Bosworth
GSR600	Mark Blashki	YZF750	Craig Morley
YZF600	Paul Tallents (leader)	GPx250	Greg Bryant (1 st rideish)

Report:

The roads were hopping with marked and unmarked police cars when I left home. By the time I reached Whittlesea, the first pickup point, I had seen three and heard of another at the truck crash just out of town. Paul arrived leading a couple of bikes from the city. As he told the assembled throng of the intended route, two more bikes arrived, non-members Greg and Greg. Greg's (GPx) riding attire of tracksuit pants and runners left a bit to be desired in the safety department. But where was our Club Captain? Being run into while sitting at the lights on the Hume Highway, bending a handlebar and braking the top triple clamp. Didn't fall over, but unable to continue riding. Bad luck Wayne.

Ian Handforth was nominated rear rider and we were soon away. The first big left hand sweeper heading up to Kinglake West taken at speed requires a fair angle of lean and a genuine "commitment" or trust (or faith) that the tyres are going to hang on. Questions such as: Are the tyres warm enough? Do they have enough tread? Is the suspension working okay? are all answered in a second all two. Anticipating this corner really gets the adrenalin pumping.

I caught up to Craig and Paul after the 60/70 km/h down hill section heading for Flowerdale and corner marked at the Strath Creek turnoff. Craig and I warned each other of the two nasty "pimples" mid-corner coming up. One seems to have been removed leaving a bumpy, stone scattered surface.

Around to King Parrot Creek and on to Seymour. Great fast flowing roads, weather very pleasant. At Seymour we cut back towards Yea via Highlands along a sometimes narrow and twisty road, with narrow plank bridges, blind corners, overhanging trees, great views from time to time, and an uphill section of dirt/sandy road. I corner marked at the end of the dirt with Ian Payne. We noted a large 4WD going in the opposite direction and thanked our lucky stars we hadn't meet it head on as the others were about to do. Sure enough Craig arrived swearing and cussing about a 4WD taking all the road and how he was sideways going past it, back wheel spinning. He seemed quite happy about it really.

After a fair while, still no sign of the rear rider, and having asked two cars if they had seen any riders stranded, Ian left to inform the rest of the group and act as a new rear rider. I sat and waited a bit, scoffing a sandwich, not overly keen to get all covered in dust again after cleaning the visor and lubing the chain. Soon enough Greg (GPx) and Ian (rear rider) arrived. There had been a problem starting Greg's bike back at the previous corner (Seymour), battery suspected. It seemed okay for the rest of the day.

A leisurely morning tea was consumed at Yea. There were bikes everywhere. Soon enough we were back on the Highway again heading for Molesworth and Alexandra. I had expected to take the Molesworth back road but we remained on the highway, practicing self control. At least the country is very green for this time of year.

At last we reached Fraser National Park and the tight twisties with the white pebble bitumen surface, scary for some, but never seeming to suffer a lack of grip for me. Craig waved me on. Down to Eildon for lunch at the local milkbar. The sun was beating down and so we took refuge in the shade of the covered shop fronts. Geoff was enjoying his new toy, ground clearance already an issue.

All too soon we were back in the saddle heading back to Alexandra via the Goulburn Valley Highway. At the Molesworth turnoff a bike rode straight past, looking similar to the rear rider. I gave chase only to discover it was an off- road looking Ducati, not with us. Better to be safer than sorry I figured. Ian Payne left at this stage to visit his daughter.

Around to Yea and down to Flowerdale before turning left and heading for Glenburn, Toolangi and Healesville. More good roads with no incidents. We disbanded here to make our way home to all points of the compass. I had travelled about 380 km for the day, and this, my good set of tyres, now looking decidedly second hand. Thanks Paul for leading us on an interesting and sometimes unexpected route and Ian for his efforts at first time rear riding where there was plenty of action. Everyone had a good time. I heard later that Craig and Paul had a pretty exciting ride home via Christmas Hills.

Ben Warden (ZXR750)

MTCV Tour of Duty Day3, Monday 8th March 1999

The Route: -Adaminaby to Melbourne.

With a long day ahead of us we were up early, packed, had breakfast, got petrol and on our way by 9.30am. Rhys was again in the lead as we headed along the magnificent Snowy Mountain Highway in cold but dry weather. We detoured at Kiandra then south to Cabramurra and Corryong.

We were having a good run until Tooma Reservoir where a large group of vehicles were stuck behind a car towing a caravan. We picked our way around the cars but the narrow windy road combined with the width of the caravan made it impossible to squeeze through. We had to sit behind for what seemed an eternity at a painfully slow pace until a straight section appeared that allowed us to pass.

Down to Corryong then around to Tallangatta for fuel & a break. We then headed south to Gundowring, on the secondary road that runs parallel to the Kiewa Valley Hwy before detouring at Dederang for the fast run across to Myrtleford and a late lunch. It was quite hot by this stage and the lunchtime crowd in the small take-away shop made lunch a real leisurely affair.

With Rhys not that familiar with the next stage of the route, I then led across to Milawa and Oxley then the back roads through Greta to Tatong before stopping at Swanpool for fuel. As time was getting on we pushed on to Bonnie Doon for a brief drink and toilet stop before doing battle with the holiday traffic to Yea. We basically broke up here with Paul heading down to Whittlesea while Rhys and I went straight down to Yarra Glen and home. Today's little excursion added another 650 km to the trip!

Overall a fantastic 3 days comprising 1500 kilometres over some of the best roads in the country with great weather and company.

Ian Payne (Suzuki RF900R)

MTCV Tour of Duty Day2, Sunday 7th March 1999

The Group: Rhys Williams – ZX-7R Paul Tallents – YZF600 Ian Payne - RF900

The Route: Bombala to Adaminaby

After a less than satisfactory night's sleep due to the local footy club celebrating till about 2 am (they had just picked a new team after not having one for the past five years), we packed, had a coffee and decided to forgo breakfast till later. Due to overnight rain the roads were still wet but it was warm and they were drying quickly so we headed back down the Cann Valley Highway to Rockton Junction and then east along the 56 kilometres of magic road to the Princess Highway. Rhys was leading the group for today as I was suffering a bit after some intense physiotherapy on my neck the week before. This was good timing on my part as with the wet/dry conditions and kangaroo's playing on the road it was much easier to follow than lead! "Thanks Rhys".

Up to Eden where en-route we had a bit of a scare as we rounded one bend and were confronted with an emergency vehicle complete with flashing lights and wildly gesticulating driver! Turns out it was just to alert us to the "Clean-Up-Australia" people along the road. After our late breakfast and some petrol we continued on to Pambula & Candelo where the abundance of approaching traffic on this narrow winding stretch of road kept you on your toes. Bemboka came and went then the challenging piece of bitumen up Brown Mountain, which unfortunately now has a **60 kilometres per hour speed limit!** We stopped at the Fred Piper Memorial Lookout. (Fred was the Bega to Cooma bus driver for 28 years until in 1957 he had a heart attack while shovelling snow from under the bus. He died at this spot so hence the memorial.) We checked out the view then continued on through Nimmitabel to Cooma for a late lunch.

With just on 250 kilometres covered so far and only 50 kms to go, we scanned the map in an effort to find some extra mileage, but most of the loops were just too big. So after some discussion and feeling a bit tired due to lack of sleep last night we decided to head straight to Adaminaby, book into our accommodation and watch the end of the F1 GP.

We left Cooma for the first real taste of the Snowy Mountain Highway and 'what a road', SENSATIONAL! The views, the road, the weather, it was great but all too soon we were at the lodge. Our host 'John' made us most welcome, opening up the back yard for us to park the bikes and giving us each a double room with ensuite. We unpacked, made ourselves comfy in the lounge and, with some refreshments from our convivial host, settled in for the duration of the race.

After the F1 telecast, Paul thought a walk around the 'town' would be a good way to pass the time. That took 5 minutes, so we then headed up to look at the old church that had once stood at old Adaminaby (now under Lake Eucumbene). It had been dismantled piece by piece and rebuilt here prior to the flooding of the old town.

Time for dinner and being the only ones staying here meant good service and generous helpings, all for little cost. Our host was quite a conversationalist and could even recall the last time the MTCV had stayed here and that the Ulysses Club had recently stayed with him. So motorcyclists are always welcome. After dinner we settled back in the lounge, had some drinks and planned tomorrow's route home. We then watched the end of the movie before heading off to bed to catch up on some sleep. All in all a very good day covering some exceptionally good roads with good weather and this perfect overnight stop. "If you're ever up this way the Tanderra Lodge at Adaminaby is highly recommended."

Ian Payne (RF900)

Cape Patterson – 31st January, 1999

GSXR600	Nick Casemore	GSXR750	Ray Walker
ZXR750	Ben Warden	RZ350	Geoff Jones (resr)
ZX7	Rhys Williams	R1	Theo Kalkandis
RF900	Ian Payne	R1100GS	Danny Vits (leader)
FZR1000	Derek Atkinson	RF900	Enzo Canico
YZF600	Mick Hanlon	Diversion 900	Russell Smart
ZX900	Wayne Grant	CBR600	Scott Schrieke (1 st ride)
K100RT	Peter Sandars	15 bikes, 15 people	

Last day of the month and no time to mull over the ride events with a view to producing a Walkley award piece. Onto the Mac and start typing, one finger of course, the facts as they tumble out and send them off via the internet to Mr. Editor, who has a list of riders and bikes, leader, rear rider, etc.

Melbourne's weather at its best: sunny but not too hot, light wind, clear skies. You would not be dead for quids. Made for motorcycles. Just add some magic roads, stir in a mixture of bikes, some willing riders, and a leader who has put together an interesting route, and hey presto, a top day.

Danny took us from the Hallam pick-up through Woori Yalock to Noojee for morning tea, and for me, petrol, before heading south to Neerim South. Then via Crossover and Nilma, over the M1 Freeway and down to Gainsborough. We were now deep into cow country, manure crossings at every turn and always at the apex of corners, which by the way, there were heaps of, corners, that is.

Korumburra, lunch, and no "incidents" reported to me so after a leisurely break and some chat we rolled out of Korumburra and headed out of the hills and down onto the flatter country for the run to Inverloch to pick up the coast road to Cape Patterson. At the Cape we stopped and enjoyed a look at the view and felt the sea breeze as, by now, early afternoon, the temperature had risen and it was quite warm.

On the road again and as I am rear rider I wonder if the day will have some sort of "incident" to pad out the write-up. Not surprisingly, a few corners after leaving Cape Patterson I got into one (an incident): out of shape in a big way, and made a lasting impression on a couple in a white corvette coming the opposite way (from Wonthaggi). Yours truly, by now locked up and out of control, ran wide, passed the Chev on his left side, bounced off the armco, removing the front right indicator and scratched the new fairing. Realising how lucky I was, I picked up a lower gear, took a deep breath, and got on with rear riding, now on the correct side of the road. Phew!

Wonthaggi next and then north to Loch and on to Nyora to pick up McDonalds Track to Lang Lang where Danny finished the ride. All accounted for except Wayne, who had stopped in Wonthaggi to visit friends, and the gentleman on the BMW whom I missed when he did a U turn to retrieve his sunnys left at the Cape. Sorry. Ian Payne had left the ride at the Cape to check on some future holiday digs.

So thanks to Danny V. for putting together a flowing, well thought out ride through some of Victoria's best bike roads. And thanks to the Corvette driver who missed me. Time for some corner school me thinks.

Geoff Jones (RZ358)

What are demerit points?

Demerit points are one type of penalty that can be imposed when you commit a traffic offence.

Demerit points range in severity from one to six and they add up. If you get 12 or more demerit points in a 3 year period, you may lose your licence.

How do I get demerit points?

A traffic offence committed anywhere in Australia may cause demerit points to be recorded against your driver licence or learner permit.

A list of demerit points for common traffic offences is given in the chart.

Why have demerit points?

If you repeatedly commit traffic offences, you are very likely to be involved in a crash. We want you to be more careful and change your driving behaviour. No one wants to lose their licence. The fact that this may happen should make you more careful.

Demerit points should be looked on as a good behaviour bond, because if you do not continue to offend then they will not affect you. However, if you get enough of them you may lose your licence or learner permit.

What happens if I get 12 or more demerit points?

If you get 12 or more points in any 3-year period you will be sent an option notice which gives you two choices.

OPTION 1

You keep your licence/permit, but you must not get any demerit points during the 12-month period specified on the option notice. If you take this option and get any demerit points during the specified 12 month period, your licence/permit will be suspended for double the amount of time that you would have been suspended under option 2.

OPTION 2

Have your licence/permit suspended. If you do not reply to the option notice, you will be sent a notice advising you of the commencement date of the suspension. This period will be for 3 months for the first 12 points plus 1 month for every additional 4 points as listed on your option notice.

When are points removed?

In general, demerit points are only valid for 3 years. However, as demerit points apply from the date of your offence, points older than 3 years may be used if they fall within a 3-year period. This may occur when the recording of those points is delayed by lengthy court processes.

The demerit points listed in your option notice will be removed from your record at the end of a demerit points suspension or at completion of the 12 month (Option 1) period.

What effect do other suspensions have on demerit points?

You may still get points even if you are suspended by a court or due to a traffic infringement notice. For example, a single offence may result in

- a fine, and
- a suspension of your licence or permit, and
- demerit points (which may cause you to go over the demerit point limit resulting in a demerit points suspension).

The demerit points penalty scheme operates independently of penalties arising from court convictions or traffic infringements. This means that if you are currently suspended due to a court or traffic infringement imposed suspension, VicRoads will not send a demerit points suspension/option notice to you until your suspension is over.

What if I receive a fine but I wasn't driving?

Registered owners of vehicles photographed may either pay the penalty or nominate the actual driver. If you pay the penalty it is assumed that you were the driver. The matter is then finalised and the points are recorded against you.

Registered owners of corporate vehicles photographed are also required to nominate the driver at the time of the offence, or face a 3-month registration suspension and a \$600 fine.

You must advise VicRoads within 7 days when either buying or selling a vehicle. If you don't, you may have to explain why you should not get someone else's points.

What if I don't pay a traffic infringement fine?

A courtesy letter will be issued to you which will incur further costs. You may at this stage elect to have the matter dealt with by a court. If you do nothing, further enforcement may be taken against you. Demerit points will be recorded against your licence.

What happens if I go to court?

If you are found guilty of the offence, you get points. If you are found not guilty, you don't get points.

Victorian Motorcycle Council Inc.

The VMC is a council of Victorian Motorcycle Clubs that provides an avenue for putting forward concerns about decisions affecting our lifestyle to relevant government authorities.

Most clubs are incorporated for social reasons but recognize the importance of political representation for motorcyclists.

The VMC provides that forum. All it takes is that your club pay \$50 / year into the funds of the council and nominate a representative to put forward the views of your club.

**The VMC needs input
and feedback from
clubs and riders.**

Come along and meet the people involved and express your views on what VMC should be tackling this year!

Where

The Reefton Hotel

On the Woods Point Road (20 k's east of Warburton)

A motorcyclist friendly publican provides meals and cold, cold beer at good prices.

If you get bored then take off for an hour and ride the magnificent Reefton Spur Road.

Then come back and tell us about it.

When

***Sunday 18th April
All thru the afternoon***