

October
2016

THE LINK



Noccundra

OFFICIAL JOURNAL OF

THE MOTORCYCLE ENTHUSIASTS CLUB INC. GOLD COAST

WWW.MECGC.CLUB

P.O. Box 451
Mudgeeraba QLD 4213

238 Mudgeeraba Road
Mudgeeraba Qld

'Joining good companions in a shared pastime



MECGC: Motorcycle Enthusiasts Club Inc. - Gold Coast

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Contents

From the Editor	3
Shiny Side Up	5
.....	7
What's News	8
Been Caught	11
Events	12
Monday Morning Ride	12
Thursday Morning Rides	12
Saturday Morning Rides	12
Calendar - October 2016	14
For Sale	15
Advertise Here	16
Membership	19



From the Editor

The excitement is building as the countdown to Philip Island is on. The adventure begins riding from the Gold Coast down to Philip Island. The three days of Moto GP I can hardly contain the excitement. The Great Ocean Road is on the list before heading home. So don't forget to watch out for when the camera hit the Siberian Stand. Yes, I have installed heated hand grips.

See you on the other side

Gail



WAYNE'S WRAMBLE

Hi Members, this is my first Wramble as your President for the 4th year.

We had a successful meeting in August as you can read in the minutes.

Also the shortest AGM on record and we welcome Rob Ambrose on the committee.

We had a great time away on our W.O.W ride but I 'm over camping, carrying all the gear on my bike.

Next year we might have a backup vehicle and tow our club trailer.

Our next long ride is WAR on October, 8th, our much travelled Murray Speden will be back with us and on that ride.

Then it's downhill to Christmas and our Christmas party. We'll be letting you all know the venue, date and costs for that. Last year we had a great party and a lot of fun.

As some of you may know, Ron Hewitt a former club member is fighting a serious battle for his health. We're know him for a long time and I know I can speak for those of us who know him that our thoughts and prayers are with him and his family at this time.

Our Thursday and Saturday rides are going well.

A few of us take our SIV registered bikes out on a Monday. So we're planning on making Monday a club ride as well.

I'm looking forward to the year ahead, of club rides and good fellowship and friendship with you all.

See you out there.

Wayne.



Shiny Side Up

How well do you brake? I have said many times to clients, at beginner level too advanced, “If you become good at braking, you become good at riding.” Recently, there



was some chatter amongst a few in the motorcycle training industry on how to stop a bike in an emergency. An article was published by BOSCH that was put up on a trainer forum stating the set-up and squeeze the front brake, clutch in was the best way to use brakes. In response to this article, some trainers posted comments that contradicted what other instructors were saying is the best technique. Some of the justifications for the contrary opinions were rather interesting, and I’m being diplomatic in that assessment.

At a recent training event for instructors learning the new Q-ride curriculum, one of our instructors observed a trainer using rear brake first for all stopping. Another instructor described the front brake as the scary brake. This is one of the reasons why the original Q-Ride was written as an assessment tool, not a training curriculum, as there were trainers still teaching rear brake first and firmly believing it is correct. Whilst the concept of the first Q-Ride program was good, there are some in the industry that just do not provide the same quality and professional training as Stay Upright.

So how can you have confidence that when you attend our training courses that what we’re teaching is the best way? The basic learner curriculum for braking in the new Q-Ride is *Mirrors, Brakes, Gears*. These cue words help the learner develop the correct basic sequence. Mirrors being first promotes the rider being situationally aware. The course teaches that before a rider does anything, e.g. mount or dismount the bike, move off, change lanes, stop, the rider must first ask themselves, “Is it safe?” and you answer this by checking mirrors and head check where appropriate. Braking is taught as two stage braking, being set up and then squeeze. Now the brakes are slowing the bike, the rider will downshift the gears to match the gear to the speed they’re doing.

The sequence taught at Stay Upright follows this basic sequence, however the way to use the brakes is simply Front Brake, then Rear Brake, then Gears. The reason for this is the front brake is the stopping brake. Studies such as the Hurt Report published in 1981 highlighted a key error a rider makes just prior to a crash was that they over-used the rear brake and under used the front. This is due to the rider having a poor technique that couldn’t withstand the stress of an emergency stop. Under stress, you will always do what you always practice.



Motorcycles hold the acceleration advantage, but against cars, bikes do not out-perform the four wheelers, so if you have a rear-brake first technique, even if you're super good at it, you're significantly increasing the space you need to stop. The same applies if you leave the clutch out during an emergency stop or rely heavily on gears and engine braking to slow down.

The front brake is the most efficient stopping brake, but not instantly so. You have to build the efficiency through a progressive squeeze. Peak stopping grip is attained at the moment just prior to lock-up, where the forks are almost fully compressed. On our emergency stop demonstrations, we show that the most deceleration of the bike is achieved in the last third of the total stopping distance. When it comes to stopping, the rear brake is instantly ineffective. The weight of the bike is in front of the tyre contact patch and that transfer of weight to the front will always drag the tyre along. Remember the rear brake assists a rider to control speed. It provides some assistance to stopping especially at the very end of the stop but it won't stop the bike anywhere near as well as the front can. If you rely on or apply the rear brake first you're delaying the process of obtaining peak stopping efficiency. Also, these techniques can lead to braking commencing before throttle is shut off.

So this is why we teach the first action for all braking and slowing is to roll off the throttle and set up the front brake. On your next ride, think about how crucial this action is, and try pausing for a second and just hold the setup of the lever. Try it down a long hill. This helps you develop your skill in two stage braking of set up and then squeeze.

Once the front brake is set up, it can be squeezed progressively harder resulting in rapid deceleration. In an emergency, once the front brake has been set up and squeezing commenced, the clutch is pulled in and kept in. This causes some debate amongst riders as there is a belief in engine braking being needed to assist the slowing process. True, in normal slowing and emergency stopping, the initial roll off of the throttle and set up of the front brake will have a rider feel the engine braking effect on the bike. But when the front brake lever is squeezed firmly in an emergency stop, there is rapid deceleration, more rapid than the engine braking effect. If a rider leaves the clutch out, then that engine braking becomes engine pushing. Leaving the clutch out still allows drive to the rear wheel. On the FZ600 we use, in 6th gear, idling along, no clutch or throttle, the bike is travelling at 24km/h.

This is why we teach pulling in the clutch, after the front brake has been set up and squeeze commenced. My experiments had the clutch out technique stopping distance being two bike lengths longer than the clutch in technique. That can be the difference between stopping and crashing.

By separating your actions in all normal braking of front brake (set up – then squeeze) then rear brake, then gears, creates a repetition of action that builds up correct motor-memory of the hands and feet. So when people argue that in an emergency you don't have time to think about gears, I counter the point by saying I generally don't think about gears anyway. Emergency braking is a natural progression of normal braking. So remember, it isn't just a case of being good at the technique you choose to follow, because other techniques will result in either an over-use of the rear, or an increase to your total stopping distance.

This is why there are now bikes engineered to deliver excessive rear brake pressure to the front as a passive intervention to rider error.

I participated in a brake testing day at Mt Cotton where electronic measuring equipment was fitted to identical bikes with and without ABS. In the dry I could generate 1g of braking force using set up and squeeze and clutch in braking techniques. In the wet, I could still achieve 1g of braking force on a non-ABS bike. The difference was the longer time needed in the wet to get to peak stopping efficiency. So, the lesson is even in the wet, there is stopping grip there, you just need to give yourself more time to stop.

Why do I believe being good at braking makes you a good rider? It is because part of the braking process is also the response time. A good braker is a rider who is also good at the mental skills that relate to riding, and always giving themselves the crash avoidance space needed by matching their speed to their space. By following the observation techniques and anticipating a problem, a rider can reduce the distance they travel during their response time. The rider has a reduced sensation of panic or fear, as corners never rush up on them, and they always have enough time to respond with braking. Braking is a considered action, not a reflex action, so even when fully leaned over, following the principles of vision and crash avoidance space, a rider can start their braking process, even with some lean on the bike, in plenty of time to avoid a problem. A rider can find space and lines in a bend to counter an emergency. People crash because they ran out of time. Learn to be a responsive braker, not a reactive braker.

We have a Cornering and Braking course on Monday 24th October using the full circuit at Lakeside International Raceway. If you haven't done any of our courses and you want to improve your riding and your safety, get onto the next level 1 course at Mount Cotton Sunday 9th October (seminar Saturday evening 8th) which will prepare you for the level 2 on the 24th October. Ring the office on 5596 5440 or email at qld@stayupright.com.au to book yourself in. Pillions are welcome on all our level 1 courses at Mt Cotton.

I look forward to seeing you on a course soon.

Stay Upright

Ray van den Bosch

Senior Instructor



What's News

Erik and I left on Friday morning on our DR 650 Suzuki trail bikes. We headed south to Currumbin then over Tomewin Mountain on our way to Kyogle. In perfect riding conditions we topped up our tanks and enjoyed a coffee before heading west on dirt roads to the Bruxner Highway. Due to missing a turnoff somewhere in the middle we arrived on the Bruxner too far east and travelled towards Drake to our next turn off to take us to the

Gwyder Highway. There was not as much dirt as I remember last time and I must have missed a turn here also, however we still managed to not get lost and ate a late lunch at Grafton.



let us use two for a single rate \$45 per room. Dinner and a bottle of red was great.

Next morning, we headed out to Inverell and it was obvious so much rain had fallen during the previous days or weeks. We were fortunate to again have a glorious day and really enjoyed the ride. As we arrived at Green Valley Farm where the adventure riders had planned the weekend, Miles Davis was just completing the first demonstration for the

Erik had booked a room to share at an Inverell Motel but by the time we arrived at Glenn Innes it was getting dark and was very cold. The wallabies were in numbers on top of the ranges so for safety sake The Great Central Hotel was chosen for the night. I have stayed here before and knew they had a couple of fireplaces heating the pub as well as a restaurant with good food and clean warm rooms, all too hard to turn down. As it turned out they had three rooms left Queen beds only but





day riding a GSA 1200 and also an 800 Gs in the afternoon. The way he makes it look all too easy and controlled – very impressive. Miles is also a very approachable fellow as we caught up with him briefly for a beer before dinner.

The people at Green Valley Farm catered well for all of us. I heard there were 160 riders turn up, they had expected 250 but the weather forecast had put many off coming. In the early afternoon

we decided to do the short loop as this was expected to take 3 hours. I was a little disappointed that there was such a large tar section but one of the swollen creek crossings was fun.

I had been assured it was a solid concrete causeway and although looked daunting as the water was flowing very fast, was easy to negotiate (my boots leak). We grabbed a great lunch and (fish and chips and hamburger), a bottle of



red, and fuel at Gilgai and headed back to the campsite. The pub at Tingha did not open that weekend, lucky they had beer on sale for us at Green Valley Farm. In summer they have a waterslide open to the public and all the amenities were first class.



Sunday morning at 2.27 am (according to Erik) it started raining and forgot to stop. We travelled home very cold and wet until Tenterfield then it became just very wet as we travelled down the ranges towards Casino. Sunday was a chore for the most part but we arrived home safely and the clean-up begins.

Kind Regards,

Steve Bryant

Currumbin Autobody
Repairs

(07) 5534 3444

4 Leonard Parade,

Currumbin Qld 4223

steve@currumbinautobodyrepairs.co



Been Caught

This month a some of us were caught again... by MATS SIC PIC If you get caught don't forget to send me your pics for next month's magazine.



Events

Monday Morning Ride

Every Monday morning 8am at Luva Coffee Oxenford opposite Woolworths especially for classic bike riders with SIV rego but all bikes and members are welcome.

Thursday Morning Rides

9am at the Club House

Saturday Morning Rides

8am leaving from the MECGC Club house.

Saturday Long Rider 21st August

Lead by Mark Mellor

Departed the club house at around 8am over Beachmont of 12 to 15 riders for breakfast at the Metz Canungra.

Five diehards; Gordon/Suzuki 1250 Bandit, Richard/Honda 700NS, Chris Yamaha 900, Steve/ Triumph 2300 Cruiser and myself/Yamaha FZR 1000R, headed off to New South Wales.

An awesome day was had by all tracking toward Woodenbong, then Summerland Highway to Kyogle pie shop for lunch.

Then proceed to Nimbin for a quick visit and the smell of non-colon.

Followed by a 'hoo roo' stop at Murwillumbar and a spirited ride over Tomewin. Then going separate ways in the afternoon.

Kind reminder that every last Saturday of the month is along ride day and asking for members to lead future rides. Also a thank you to Chris Orton taking on the roll as the tail end Charlie

Please note to all members of Thursday ride day every week, weather permitting, leaving the club room at 9am. Hope to see you now. Workers table. Ta Mark Mellor

Ladies Day

At The Raceway

#LadiesDayAtTheRaceway



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Entry for Ladies Day at the Raceway is at the special price of \$100, which is approximately half the price of a regular trackday and lunch is included! Each entrant will receive a custom printed Ladies Day at the Raceway long-sleeved compression top as well as a welcome pack containing information, discount vouchers and gifts from our sponsors. Thanks to our sponsors there will also be a raffle drawn at lunchtime with some great prizes on offer.

Bookings:

Online entries are via the club online entry portal at

<http://member.motorcyclesportsmen.com.au/>

you can sign up for an online account yourself if you don't already have one (signing up is free)

Christmas run

MECGC members all welcome. Leaving after Boxing Day. Will travel some fabulous roads including Waterfall Way, The Oxley Hwy, Orara Way, and more. Three-night pub stays. Usually cooler weather in the high country. Phone to book a room - phone numbers provided mention the bike club and let me know when booked.

Leaving Tuesday 27th December at 8.00 am from Stewart Rd Currumbin Neumans Garage.

27th Dorrigo Heritage hotel six rooms booked 02 6657 2016 to claim one motel style.

28th Bendemeer hotel six rooms booked and lock up sheds for bikes. 02 6769 6550 to claim a room.

29th Ulmarra hotel 02 6644 5305 to claim a room six put aside for the BMW club.

Could anyone planning to come please book own rooms and mention the club.



Additional rooms available and choices too except Ulmarra all six rooms pub rooms only.

Please let Steve know if attending. **0411 201 646**

Steve Bryant

bryantsteve55@gmail.com

Calendar - October 2016

Sunday	Monday	Tuesday	Wed	Thursday	Friday	Saturday 1
						8am Breakfast at the club house
Sunday 2	Monday 3	Tuesday 4	Wed 5	Thursday 6	Friday 7	Saturday 8
	9am Club Ride Oxenford @ Luvacoffee			9am Club Ride		8am - Club House Ride Club Weekend Ride
Sunday 9	Monday 10	Tuesday 11	Wed 12	Thursday 13	Friday 14	Saturday 15
Club Weekend Ride	9am Club Ride Oxenford @ Luvacoffee			9am Club Ride		8am - Club House Ride
Sunday 16	Monday 17	Tuesday 18	Wed 19	Thursday 20	Friday 21	Saturday 22
3:30PM  Japan	9am Club Ride Oxenford @ Luvacoffee			9am Club Ride		8am - Club House Ride
Sunday 23	Monday 24	Tuesday 25	Wed 26	Thursday 27	Friday 28	Saturday 29
Philip Island 	9am Club Ride Oxenford @ Luvacoffee			9am Club Ride		8am - Club House Ride

For up to date information on all events log on to www.mecgc.club

MECGC Annual Ride Calendar - <http://mecgc.club/wp-content/uploads/2016/05/2016-MECGC-Ride-Calendar-U>

For Sale

Suzuki GS 500 2012. 18,000 km



She is in Immaculate condition and lovingly cared for.

I purchased her from Springwood Suzuki 2 years ago. She had had one previous owner who had done about 3,000 kms on her, before trading her in for a larger bike once he had obtained his big bike license.

All servicing has been done at Springwood Suzuki. She is due her 18,000 km service and this will be included in the sale with RWC plus new rear tyre.

Price **\$4,500** including RWC service and new tyres

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MECGC: THE MOTORCYCLE ENTHUSIASTS CLUB INC. GOLD COAST

Clubrooms: Mudgeeraba Heritage Centre, 238 Mudgeeraba Road, Mudgeeraba Qld 4213 (Opposite Milky Way)

Postal Address: PO Box 451 Mudgeeraba Qld 4213

Website: www.mecgc.club

Email: info@mecgc.club

MEMBERSHIP APPLICATION

Renewals: \$75.00 p.a - Singles or Couples

New Members: \$75.00 includes Name Badge

Financial Year 1 July 2016 to 30 June 2017

Banking Details – The Motorcycle Enthusiasts Club Inc BSB – 124-386 A/c No – 22476848 Details - Surname

The Committee reserves the right to refuse Membership to any person deemed unsuitable in character for any reason and will not be obliged to explain the reasons why to the applicant.

PAST, PRESENT and NEW Members are required to complete this form ANNUALLY as it will be bound into book form at the end of the year to form a completed volume within the Club's formal records.

RENEWAL:

NEW MEMBERSHIP:

NAME:

SIGNATURE:

SPOUSE/PARTNER:

SIGNATURE:

ADDRESS: POSTCODE:

PHONE: (Home):

(Work):

EMAIL:

OCCUPATION:

PLEASE LIST ANY OTHER MOTORCYCLE CLUBS YOU ARE CURRENTLY A MEMBER/ASSOCIATE OF – OR HAVE BEEN IN THE PAST:

MACHINE DETAILS (Optional) For the Club Register only – not for publication

YEAR: MAKE: CAPACITY: CONDITION: REGO NO:

IT IS A CLUB REQUIREMENT FOR YOU TO HAVE INSURANCE (A MINIMUM OF THIRD PARTY)

NAME OF INSURANCE COMPANY

New Applicants must be nominated and seconded by existing Members, only then will the applicant be considered by the Committee.

Nominated by (Print Name): Signature:

Seconded by (Print Name): Signature:

Method of Payment Received: Cash Cheque PayPal Other:

I/We agree to abide by the rules & constitution on the Motorcycle Enthusiasts Club Inc. Gold Coast

***THE MOTORCYCLE ENTHUSIASTS CLUB INC.
GOLD COAST***

WWW.MECGC.CLUB

*P.O. Box 451
Mudgeeraba QLD 4213*

*238 Mudgeeraba Road
Mudgeeraba Qld*

'Joining good companions in a shared pastime'

The Motorcycle Enthusiasts Club has been around for over 30 years. As the name suggests, we are enthusiasts of all forms of motorcycles. In particular, our interest is in classic bikes. Our Club also includes modern bikes, sidecars and trikes. We cater to all ages and forms of motorcycle riding. There is a monthly meeting held on the last Wednesday of each month at our Club rooms:

Heritage Centre, 238 Mudgeeraba Road, Mudgeeraba.

(Entrance to Heritage Village is opposite Milky Way)

Come along and enjoy a cup of tea, coffee or a beer and have a chat with our many experienced riders before the meeting commences at 8.00pm.

We also have guest speakers each month, when available, and these talks are always very interesting and informative.

Enjoy weekly, monthly, weekend and week-long Club runs, as well as other casual rides organised to similar rallies and motorcycle events held by other clubs.

The Link, our Club magazine, is emailed to you on a monthly basis. The magazine has information on our Club runs and also activities and rallies held by other clubs. There are event and ride reports, photos and articles contributed by our club members.

Articles, photos, items for sale etc. can be emailed to editor@mecgc.club or posted to MECGC Attn: G Calder, Editor, P.O. Box 451, Mudgeeraba, 4213.

Articles need to be received by the 25th of each month for publication in the next month.