

2017
November

THE LINK



The Official Journal of

Lady Rider

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

Joining good companions in a shared pastime

www.mecgc.club

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MECGC

Motorcycle Enthusiasts Club Gold Coast

2017-2018 COMMITTEE



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From the Editor



My trip to the MotoGP at Philip Island was unforgettable. A small glimpse of the adventure is in this issue. More photos and adventures are on my Instagram ‘ms675r’ if you would like to see more.

Each day we were at the track by 7:30am and left around 6:30pm. Next year plan to do it all again.

Now with Christmas around the corner our club is busy with events so keep an eye out on our website.

Have fun and stay safe

Gail

Waynes Wramble

Hi Members

Haven't we had some crazy weather? I took my Bedford van with the club trailer and two Nortons up to the Laverda Concours on the 14th October.

I set up the club marquee and it started to rain. It rained all night. I slept in the van or tried to sleep and on the Sunday morning, the show was rained out and deferred to the 12th November. Very disappointing. Next year, I'll ride up and just put my bike in the show.

At least the weather fined up for our WAR ride last weekend. We had 32 people and 22 bikes. 2 days of sunny weather, a bit too hot for some of us but it was cool once we were moving.

It really was one of the best WAR rides I've been on. Many thanks to Richard and Noriko for organising the route and accommodation.

We nearly had a major disaster when Murray came over a rise to find a farmer which his truck and trailer in the middle of the road. But he managed to stop.

And Barry had some bad luck with a petrol leakage on his BMW and had to RACQ it home.

The WAR rides are our most popular events and we hope to hold them every 2 or 3 months in 2018. We are looking for volunteers to plan and run a WAR ride and the Ride of the Dammed is going to be an annual one just different routes and different dams.

Nice Bike Alex



This Saturday 4th November is our Bikers Breakfast followed by our Poker Run.

Friday November 10^{is} our FAN ride to Flutterbies. And our Christmas Party is on Saturday, November 25th at the Fox and Hounds Restaurant.

Our monthly meeting will be the 29th November and then it's a downhill run to Christmas. Yay!

Wayne

Members

As you are aware, we didn't elect a treasurer at our last AGM.

Don Kibble our patron and committee member has volunteered to be an treasurer till the next AGM.

Article 13 of our constitution empowers our Executive committee to appoint any member to fill any vacancy on the executive committee.

We are appointing Don Kibble as treasurer as of 2nd November 2017.

Nice Bike Tom



Shiny Side Up



A fellow instructor and I had an opportunity to observe a course being conducted by another company at Mt Cotton recently. During that course a rider scraped their exhaust pipe and foot boards constantly as they rode around the training area. The bike was a cruiser with large ape-hanger style bars. To me it looked incredibly uncomfortable to ride and the bars were possibly illegal in size. But what was really obvious was there were several riding errors this rider was making and that resulted in his exhaust pipe and floor boards scraping the whole way around the curve. There was a risk this rider could lose control of the bike and crash.

What do you think it means when something scrapes? When you are going through a curve on the road, does any part of the body work of your bike or boot touch the road surface? Does this give you a fright when it happens? Does it happen regularly or only sometimes? Before I became an instructor I just bought a Honda Blackbird and I scraped my boot a lot. I just thought then that that was just the nature of the bike I had. This is not true and I fixed this problem as a course participant on a Stay Upright Advanced course. Now, when riding my Hayabusa on the road, I don't scrape my boot at all.

I have often discussed this topic with riders on our RoadSmart2 courses because as they improve and get better, they also sometimes touch a peg or toe on the road for the first time and that gives them a fright. When your toe or peg scrapes the ground it means you are reaching the end of the useable lean angle your bike has. On a bike with foot pegs instead of foot boards, your toe should really be the first part to touch the ground before the lean angle indicators, also known as "hero knobs" do. This is one of the reasons why some riders ride with the balls of their feet on the pegs. I don't advocate this as the reason to ride with the balls of your foot on the peg. There is more benefit in having your feet locked in with the instep of your foot over the peg and toe pointed out and away. My baseline foot posture is arch over peg, heels locked in, even when I'm on the track. I only move my foot when necessary.

When cornering on an unfamiliar bike, I prefer that my toe slider of my boot is the first part to touch the road surface, mainly because of the gentler feel and feedback it gives me compared to a foot peg or bodywork. When I'm on a track, I use my knee slider in the same way, as a gauge of how far I have leaned the bike over and how much more I have. When I have knee slider and toe slider touching I know I am in a good posture and have used up all my lean angle in a better way. This level of lean angle and commitment to a corner is not appropriate for public roads.

I recommend you take a scrape as a sign that you are close to using up all of your available lean angle, and when that happens you need to re-evaluate what you're doing. Scraping isn't necessarily a sign that you're going hard or going fast. Scraping can be a result of your line into the corner being wrong, and you have commenced steering and leaning the bike over too early. Scraping is also an indicator that the entry speed may be too high but the biggest cause of scraping is that your upper body posture is incorrect.

A rider with poor upper body posture will scrape. Some bikes have, by their design, little available lean angle. These are generally the cruiser style. This cruiser we were watching scrape its way around the training area had very little ground clearance to start with, which means the speed it can take any curve is significantly lower than a bike with more lean angle and ground clearance available. A rider improves how they use the available lean angle through active movement of their upper body across in the direction of the curve. It forms part of the HEAD – BODY – BIKE system for steering. The rider turns their head, then leans their body across and their inside elbow should be bent, then the rider can steer the bike. This allows a rider to accurately time when they tip their bike into a curve, preventing the common error of tipping in too early which results in a wide exit.



All this particular rider had to do was move their upper body across very slightly and they would have instantly improved their ability to corner on a bike with limited cornering ability. The other thing was the line. This rider tipped in too early and scraped the whole way through the curve. If this was on the road, should it be the case where the exit of the curve tightens up, the rider is unable to add more steer to exit the curve.

A line I have repeated often on courses is “If you want to do more, you have to do more”. This means that if you want to do more with the bike, take the corner tighter or faster, you have to do more with your body before you steer it. A U-turn can be completed with a rider using a little upper body movement to counter-balance the bike, a tighter U-turn requires more. A road-speed line through a curve can be completed with a little bit of upper body movement across, a faster track-speed line through a curve (on a track) requires upper and lower body to correctly move across.

A good rider who re-evaluates their riding when they scrape will check their line, entry speed and posture. If line and posture are good, and you are still scraping, then you are reaching the limitations of available lean angle. You need to dial back the entry speed slightly and ride more to the limitations of the bike. If you find that your posture and lines are good but don't want to slow down, then change the type of bike you're on to better suit the riding you're doing.

The biggest risk with scraping, especially on a cruiser, all the way through a curve, is you can suddenly lose the front tyre's grip on the road. As the bike leans a rigid body part harder and harder onto the road, the front suspension can unload suddenly causing the tyre to lose grip resulting in the rider running wide and possibly losing control.



you want to learn how to enjoy your riding more or refresh your knowledge and skills with riding and cornering lines call Tony on 5596 5440 or visit www.stayupright.com.au and check out our Road Smart 2 course.

Stay Upright

Ray van den Bosch

Senior Instructor



Whats News



...MotoGP Started with shopping. Arriving at the airport Warehouse we stocked up on our energy supply for the week ahead as well as the 2 hours journey to drive to the Island from the airport.



Arriving early on the Island we were able to sort out our wardrobe for the coming weekend with only a few top up purchases needed after that.



The Island....

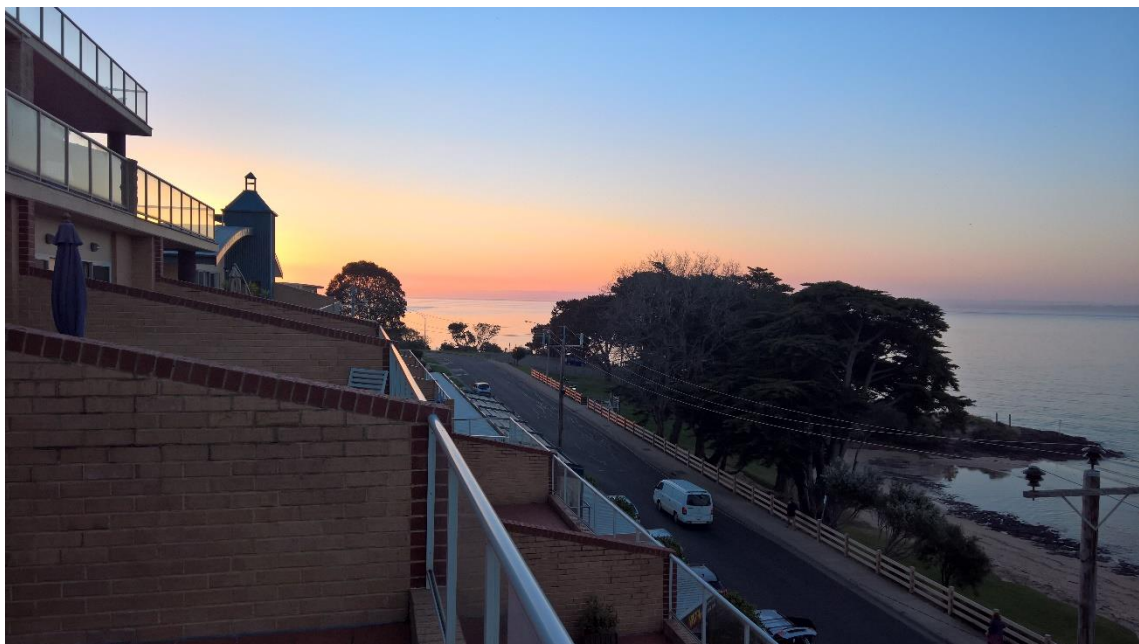
Philips Island is a quiet place before the MotoGP. The restaurants and shops are displayed with MotoGP riders collectables and the food is good. We arrived to very hot days at the beginning of the week and enjoyed the beaches and the attractions to see the penguins and visit the chocolate factory.



The other attraction is bumping into riders who were arriving at the island and being tourists. Bumped into VR46 team fishing off the jetty one evening.

Iannone walking past our appartement and sitting at a table near us in the restaurant with other riders and teams.

It was the beginning of an amazing week of atmosphere and excitement, and as I said this was only the beginning.





Next was the race....

If you have never been to a MotoGP (this is only my second time) make sure you have a hat, extra scarf, sunscreen, waterproof extra warm clothing, boots and don't take a bag, so many bag checks.

The weather will be cold wet raining with hot sun, cold winds, sunburn and muddy, dusty and wet path ways in one day.

But you must go.

If you want to keep up with the race there are large screens around the track but you will need a MotoGP radio to keep up with the riders and race news.

Three days of Moto 3, Moto 2 and MotoGP. Free Practice, Qualifying, warmup and the build up to the Sunday afternoon race.



And what a race. Our Jack Miller after just two weeks earlier coming out of surgery was amazing. A race that will not be forgotten. Just think next year with Ducati.

Friday afternoon we did the Pit walk. Up close to where all the action is in the garage, no riders to be seen though.



Sunday we walked the grid standing on podium position before the days racing began



We spent the three days with Paddock Passes. Worth every cent. Watching the riders and teams walking around and taking time with their fans. Jack was limping around but that didn't stop him from taking time out for fans.

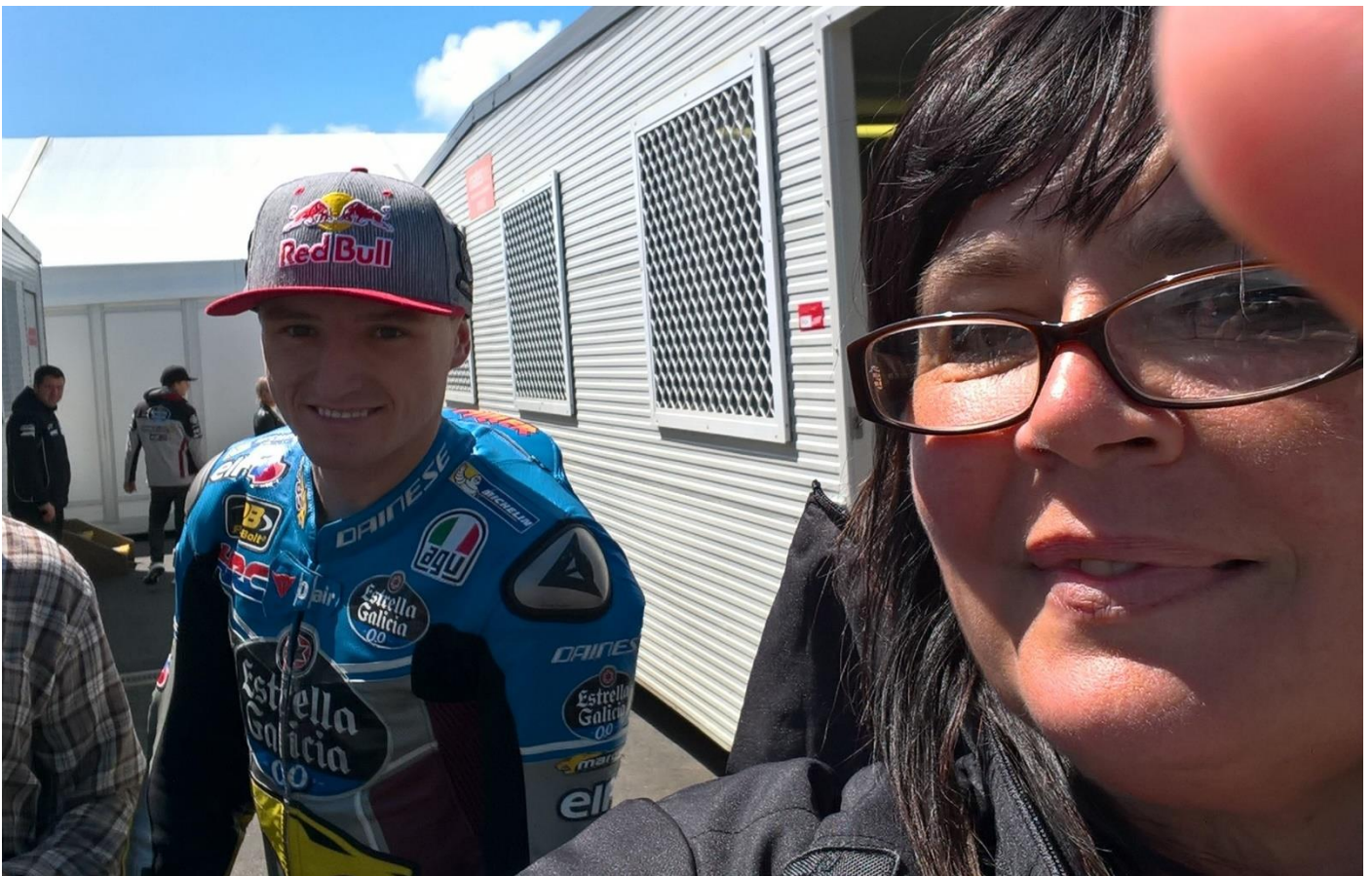
Moto 2 Rider who is second in the championship and has had a disappointing end not being able to ride for the last two races to challenge the title also had time to say hello. As Fiona and I met Moto 2 sponsors of 77 Domi who grew up riding with Tom Luthi.





We were so close to the bikes the riders and the action. We made new friends and caught up with old friends.

You maybe noticing my beanie has ears but can you see the koala on Millers head.



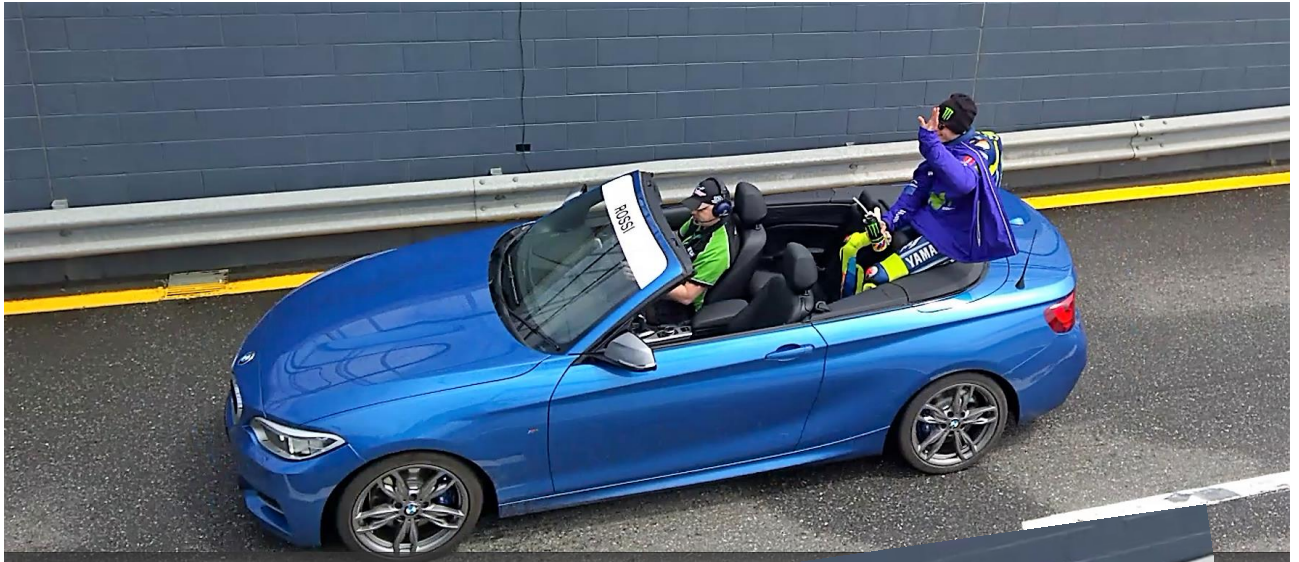
Fiona has been going to the MotoGP for the past 8 years. It was great to have her company for the week.



I met Fiona at last years MotoGP and we continued to keep in touch texting through out each Free Practice, Qualify, Warm up and race whilst watching on TV over the season. It was great sharing the MotoGP experience with friends.

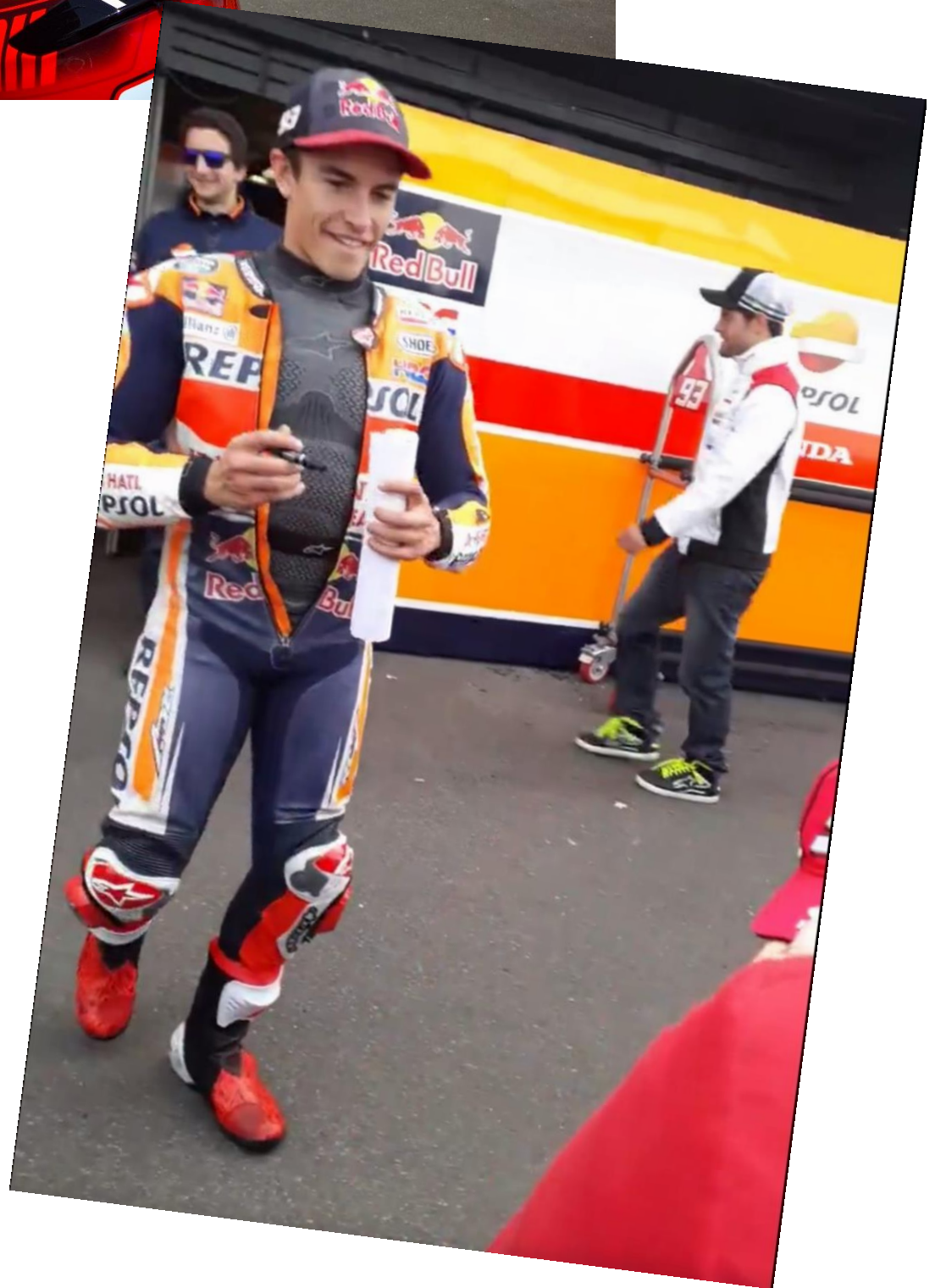
Valencia next where the World Champion is up for grabs, but most believe it is in the bag. We will see. 12th November 17 Valencia.







Carrying your helmet from home to Philip Island on a plane and then carrying it for a day at the track is ... soooooo worth it, just ask Fiona.







Hi Members

As you know we have an annual award for Bike of the Year. I've been making mention of it during the year at meetings and in the Link. I've contacted a few members who have restored bikes in the last year, but no one was interested in having their bike nominated.

So as to keep the tradition alive and not have a blank space on our Honours board, my Norton 1973 Roadster has been nominated. It has a completely rebuilt motor and gearbox, approximately 500 parts have been replaced, it soon adds up. The winning bike gets a trophy, but I'll pass on that. Here's a picture of it. Wayne, President



Tony and Marjane Harris have been members of MECGC for a few years. Sadly, Marjane, his wife has passed away after a long illness. Our members extend condolences to Tony and his family.

Events

Bazza's Breakfast

1st Saturday is a Barbeque Breakfast

Weekly Rides

Members are reminded that they can use their SIV registered bikes on these and any club activity.

Monday ride meeting at Oxenford, Luv a coffee opposite Woolworths at 8am to leave 8.30am.

Thursday ride meeting at our clubhouse 8.30am leave at 9am

Saturday morning ride meeting at clubhouse 7am for a cuppa, leave 8.30am

Club Rooms open every Saturday from 7am rain or shine for coffee before we head out.

Last Saturday is a long ride

Club Rooms open every Saturday from 7am rain or shine for coffee before we head out.

Adventure Ride

Join us for the Adventure Ride (ARM).
Visit the MECGC Website for more details.



Look at our website for all activities. www.mecgc.club

Night Ride - Friday

10th November from the clubhouse at 5:30pm

Christmas Party - Saturday

25th November 6pm



at the Fox and Hound

MECGC invites its members to our annual Christmas Party. This year we will be at the Fox and Hounds, 7 Elevation Dr, Wongawallan.

RSVP Graham Ruck through Facebook please.





www.foxandhounds.net.au

NB "This event is open to MECGC members only."

Last General Meeting for the year- Wed

29th November at the Club House. 6:30pm for a 7pm start – All Welcome

Calendar - November 2017

Sunday	Monday	Tuesday	Wed 1	Thursday 2	Friday 3	Saturday 4
				 Qatar	 Qatar	7am – Club House Bfast  Qatar
Sunday 5	Monday 6	Tuesday 7	Wed 8	Thursday 9	Friday 10	Saturday 11
	9am - Club Ride Oxenford @ Luv-A Coffee			9am Club Ride – Club House	Night Ride To Flutterbies	7am - Club House Ride
Sunday 12	Monday 13	Tuesday 14	Wed 15	Thursday 16	Friday 17	Saturday 18
 Valencia	9am - Club Ride Oxenford @ Luv-A Coffee			9am Club Ride – Club House		7am - Club House Ride
Sunday 19	Monday 20	Tuesday 21	Wed 22	Thursday 23	Friday 24	Saturday 25
	9am - Club Ride Oxenford @ Luv-A Coffee		7pm Committee meeting	9am Club Ride – Club House		7am - Club House Ride Christmas Party @ Fox & Hound
Sunday 26	Monday 27	Tuesday 28	Wed 29	Thursday 30	Friday	Sat/Sun
	9am - Club Ride Oxenford @ Luv-A Coffee		7pm General meeting	9am Club Ride – Club House		

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>

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on www.stayupright.com.au and book in to a Level 1 course.



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THE MOTORCYCLE ENTHUSIASTS CLUB INC.

GOLD COAST

'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 monthly. The magazine has information on our Club runs and 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: Gail 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.

WWW.MECGC.CLUB

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