

2018  
October

# THE LINK



The Official Journal of

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

*Joining good companions in a shared pastime*

[www.mecgc.club](http://www.mecgc.club)

PO Box 451      238 Mudgeraba Road  
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# MECGC

## Motorcycle Enthusiasts Club Gold Coast

### 2018-2019 COMMITTEE



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## From the Editor



Time to rug up and head down to Philip Island to watch Pedrosa and Redding for the last time



Philip Island 26<sup>th</sup> to 28<sup>th</sup> October

Can't Wait, I've packed my Miller T-shirt

*Gail*



## Harold's Hello – Presidents Report

Hello Everyone,

Hope these notes of mine find you enjoying this wonderful Spring weather we are having.

Make the most of it by joining us for a Club ride whenever you can.

I'm proud to report your new Executive and Committee members are busy implementing some improvements to ensure your Club rides and social functions continue to be very enjoyable for all.

Our next W.A.R. (Weekend Away Ride) is happening on October 20th and 21st and is going to be a wonderful weekend ride to Texas.

Murray and Steve have both put a lot of time and thought into planning it for maximum motorcycling enjoyment so please join us for this great Get A Way.

This is our Club's last W.A.R. for this year so don't miss it folks.

Book in for the fun now.

Looking for information on your Club's activities and rides ?????

Go onto our **FACEBOOK page** we have all the details about future rides and Club functions there.

Our page is being constantly updated so you can see the latest information there and can plan to ride with us.



Our annual event Bike of the Year is on again.

The winning bike will be selected on our last for the year, Biker's Breakfast and ride on November 3rd.

Judging will be held in our Club carpark before the ride departs with the winner announced on the night of our Christmas dinner Party which is being held on November 24th.

Your Club's new Pool Table is almost ready for use thanks to the great work from a number of dedicated members assembling it with very professional care.

Our Vice President Graham Ruck has been carefully overseeing the table's completion and in the near future we shall announce an evening or day when you members can roll up and chalk up then show us your skills around the table.

Members, please send articles or photos of you and your bike to Gail our Editor to include in our Club magazine The Link.

Perhaps you have some older photos from about 20 years ago, send them in folks so we can remember the styles back then.

To start this off I have one here of myself with the bike I rode in 98.

All good fun, so get going and share those pics with us thanks.

Please remember, check your Club's Facebook page for information!

Ok members that's my notes for now,

Ride Safe Forever,

Harold Park.



## Staysafeqrider

Hello Link readers,

Recently I was flicking through YouTube and came across a series of videos from an American chap who was giving tips on how to do slow speed, how to get your knee down, and how you should do rapid take off's at lights. I found myself disagreeing with a lot of what was being suggested, mainly due to it being either inappropriate for the road, or a fundamentally flawed skill.

I would warn my fellow riders in saying that not everything you see on the net being demonstrated by a rider is always the best practice. I know this sounds a bit rich coming from a writer who is also giving tips on how to improve your riding, but I would suggest you apply a simple test to help you assess whether a tip or technique is legitimate or helpful. Ask yourself this question, "is what is being suggested grounded in current best practice and safe riding practices or is it just what someone does, and they do it well enough to say you should too."

The example I'll make is the rapid take off video. The rider demonstrates how to achieve a rapid take off which he explains is necessary when filtering to the front of a queue of cars. The rider explains there is no need to use a brake, instead suggests both feet on the ground holding the bike steady. Build revs and when it's time to go, release the clutch quickly to friction point and then slowly keep letting the clutch out. What he is more or less describing is a race start. And if this becomes your practice it places unnecessary risk of wheel spin, wheel pop or worse, stalling the bike at the worst possible time. None of what he suggested or demonstrated was based on any current best practice and if isn't performed just right, a major off could be a result. In another way to look at it, if you did it this way during your Q-ride licence course, you would not pass.

I would suggest a different and better way. To start, all good skills with the bike are grounded in applying correct technique and not using or relying on physical strength to perform a task like holding the bike steady. I describe a technique to be correct if it involves using the right control in the right way at the right time for the right reason. This is why the current licence assessment standard and what is considered best practice is to stop left foot down, using the rear brake to hold the bike while stationary.

This is by far the easiest and least effort method of controlling a bike while at a standstill. Be it on a hill or poor surface, this is a good place to start as you're using the right control in the right way for the right reason.

Why do we teach at Q-ride level that the correct way to move off is to first find friction point on the clutch? There are several reasons, one of which is if you as a novice rider go too far in letting the clutch out to friction point and stall the bike, it is done with no revs being applied to the bike, and the bike is held stationary on the rear brake. There are less forces going through the bike at the stall making the bike easier to manage. The key part to the successful take off is that the rider does not slowly release the clutch to move off, rather once friction point is found it is held and the rider slowly releases the rear brake. The rider can add more revs to take off more quickly. The clutch is only fully released gently when it is no longer needed. Master this and you'll never stall the bike – even if you are in the wrong gear.

This platform of a controlled release of the rear brake also allows the rider to take off and immediately commence turning the bike, minimising the chance of the rider running wide on the turn.

When I was in Victoria assisting with the training for instructors in their new licensing curriculum, I watched an instructor with a dirt-bike background take off in the same way as I saw the guy in the video explain. The deficiencies of that technique became apparent when taking off from a muddy verge beside the road. With the application of revs first, then the clutch coming quickly out, and no rear brake control, the rear wheel instantly spun up, kicking the bike out sideways, at a moment in time when the rider was attempting to complete a tight left turn onto the road and get up to road speed. The technique taught at Q-ride level easily manages this problem with no wheel slip and a controlled tight left turn onto the road. Not only is this a technique taught at Q-ride, it was taught as part of the Stay Upright curriculum during my time with them.

Another advantage of finding friction point first, is that it allows a rider to prepare to take a gap. As taught in Q-Ride, the sequence is Ready, Set, Head Check – Ride. From the ready position of left foot down and right foot up and on the rear brake, a rider can be relaxed and wait for the gap in the traffic. When a suitable gap is seen, and a decision is made to take that gap, before it arrives, the rider starts to prepare by getting 'Set'. The clutch is slowly released

to friction point and held steady at that point. As the gap continues to approach, add revs to a fast-idle feel. The bike should feel the urge to go but doesn't as the rear brake is still applied. Now the moment in time has arrived where the gap is there to take. All the rider has to do is to control the release of the rear brake and the bike moves. Another advantage is that at that moment where the bike starts to move, if the rider has to stop, there is one action to stop the bike which is to pull the clutch back in.

This foundation skill of Ready, Set, Check – Ride then allows riders to build more skills into their riding including good slow speed control, slow speed turns even more advanced control skills like trailing the rear brake through a curve. To achieve a rapid take off, follow the same process, but add more revs. Remember though, taking off at a set of lights after you have filtered through to the front carries another risk of drivers on the other side of the intersection not picking the rapid rate of acceleration you may be doing, and turn in front of you. This must also be factored into deciding whether it is appropriate to do a rapid take off.

When you're proficient at this base technique, a lot of your riding situations will become so much easier to manage, and riding becomes more enjoyable and less fatiguing.

If you'd like more training or coaching in this or other techniques, contact Tony at Stay Safe Rider Training at [info@staysafeqrider.com.au](mailto:info@staysafeqrider.com.au). If you would like more one to one coaching on the road or track, email me direct at [raysridertrainingservice@inet.net.au](mailto:raysridertrainingservice@inet.net.au)

Enjoy your ride and Stay Safe!

Ray van den Bosch





## News

From Wayne

Keeping in the theme I  
found this photo of  
Wayne Bryan

Hey members and dirt trackers, our very own Col Metcher won the National Dirt Track championship in July at the Mick Doohan raceway on a Honda/Marco in the over 70s Super Seniors. And he's 80 years of age. Need we say more. Congratulations Col



I got a call a week ago from a gentleman who said he found one of our club badges at Tenterfield. As we know those little magnets don't do a good job sometimes and we lose our badge. This badge was Tom Mc Cutcheon's and I was able to return it to Tom because this nice guy rang me and said he'd put it in the post and sent it to me.

I'm going to send a club letter thanking him. His name on the envelope is a bit illegible. It looks like R Wheaty, it's nice to know there are still people like that around. Wayne

The club needs a compressor.

If you have a spare one lying around in your garage shed and would like to donate it to the club to keep our tyres pumped.



New Rail at the club house looks great. Thanks Barry

Rainy Days at the club house – Solved. Welcome to the new pool table.



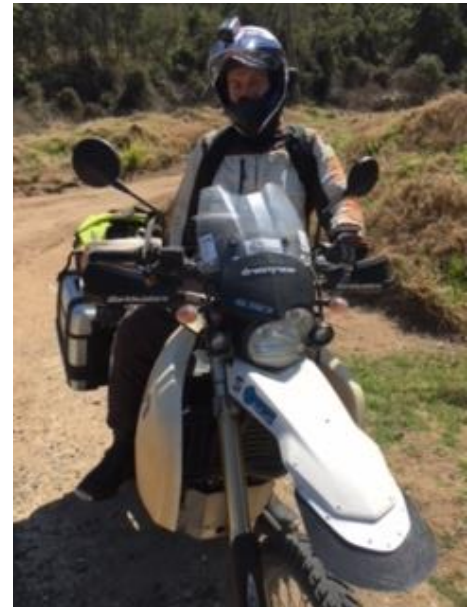


Last Friday morning, five of us left Canungra headed for some dirt roads, (Erik, Ian, Danny, Ken and I) Three BMW's & two KTM's. Erik organised this ride which took us



through Rathdowney before travelling White Swamp Road from Boonah Rd, and then through Paddy's Flat to the Bruxner Hwy.

We then rode Clarence Way to Summerland Way and a fuel stop near Grafton. Road works saw us in heavy traffic over the bridge at Grafton and right onto the Gwydir Hwy headed for Glen Innes via old Grafton Rd.



New South Wales was Greener than expected, no

doubt due to some recent rains. Some wet patches were encountered in the morning and roads generally dry and dusty for the rest of the beautiful day we were able to enjoy.

Old Grafton Rd (or old Glen Innes Rd) was in good condition and a joy to ride – very pretty with the Mann River flowing alongside the road in full sunshine and plenty to see. No traffic to speak of except for a car rally travelling the

same road. A short stop at Mann River campground and van park, very pretty with the creek flowing through and host to Wallabies galore. After this it was tar to the Gwydir and on to Glen Innes for the night at the pub.

The publican is a chef and the meals always good, the rooms clean and tidy. We woke to another beautiful day which was strangely not cold, no jacket liner required that morning. Fuel up and headed for Inverell, not a kangaroo sighted – fabulous. The wind came up and stayed for Saturday and Sunday.

After registering and putting tents/swags up Miles Davis was first with dirt riding techniques and demonstration, after that, plenty to inspect, bikes, bike accessories, bike apparel etc, then



a collector museum, a kiosk, Tea and scones with jam and cream yum. Vince Strang the local Suzuki dealer has set a course in the local area for those who wanted more riding.

A lot of people had travelled 500Ks + to get here including us.

A local band could be heard for most of the day and the Gymkhana in the afternoon was interesting. two riders at a time competed. Slowest bike race for 30 metres feet up, travel the length of a narrow plank with both wheels

staying on, three turns each way in a small area at low speed, and then skid/sliding your back wheel in to kick 3 separate tyres out of position. Some performed very well and some not so much.

We did have a beer or two in the afternoon and attended the presentations, I did not expect to win oldest adventure rider even with my birthday on the day, I did however win a t shirt for highest mileage bike with 251,000Ks (1200GS) and still going well.

Sunday morning was cold in the wind and I was up very early looking for a lost wallet.

Breakfast and back on the road, Thanks Erik for the Loan to get me home. Erik and Ian were not as eager to get home as I so I only stopped at Tenterfield for fuel and headed down the Bruxner to Casino, through to Nimbin, Mebbin National Park, Chillingham and Numinbah Valley to home for 1100Ks round trip.





Thanks for your good company all and let's do it again soon. A very enjoyable weekend with lots of laughs.

Kind Regards,

Steve Bryant

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QLD 4223





## Events

### Biker's Breakfast

The first Saturday of every month. Bring your SIV rego bikes

Share a BBQ breakfast with us at the club house then head out for a ride.



### Weekly Rides

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



Monday ride meeting at 8:30am to leave at 9am at the Café Tahbella, 3 Cottonwood Place Oxenford



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



Saturday morning ride meeting at the 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 of the month we have a long ride from the club house

### Adventure Ride

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

Website for more details.

### Club Committee Meeting

Second to last Wednesday of each month. All members of the club are welcome to attend.

### Club General Meeting

Last Wednesday of each month. All members of the club and visitors are welcome to attend. Find out more details on events coming up and what's happening in the club. The kettle is always on and there is supper provided. Great time to catch up with other members and invite guests to the group.

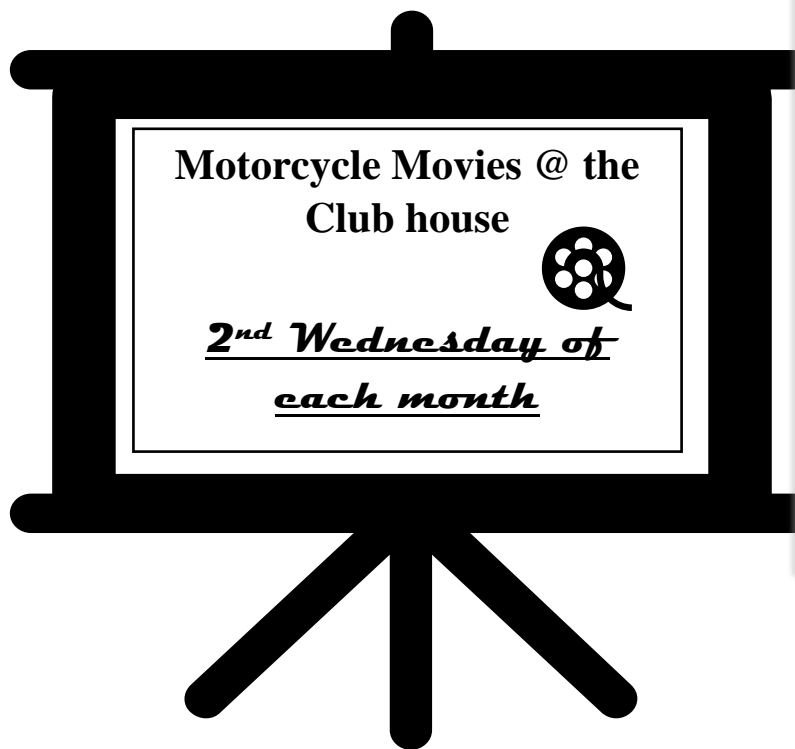
24<sup>th</sup> November 2018

Club Christmas Party



Look at our website for all activities. <http://mecgc.club/mecgc-eventride-calendar/>

## Movies at the Club House



Bring your friends all are  
welcome.

Kitchen is open BYO food,  
drinks are in the fridge and  
the kettle is on.

Contact  
[markmellor@gmail.com](mailto:markmellor@gmail.com) for  
more details



## WAR – Weekend Away Ride – Saturday 20th/Sunday 21st October

MECGC Clubroom Oct 20<sup>th</sup> 7:30am, 8am leave – Oct 21<sup>st</sup> 3:30 – 4pm

There will still be a normal ride for those not going to the WAR ride



An Invite to the annual Snowy Ride event - which takes place in the NSW Alpine region on the 3rd November.



You may have heard of this event, so I do apologize if you already know about it and attend. If not, it's an event that has been running for 18 years and raises vital funds for children's cancer research.

The Steven Walter Children's Cancer Foundation run the event and I am helping them try to increase attendance, hence my message! We are hoping to encourage more of the Australian motorcycling community to come along for a great weekend of riding.

The registration fee of \$60 goes directly towards cancer research and entrants also go in the draw to win a new 2018 Honda Africa Twin, whether they attend or not they are still in the draw.

It's a fantastic cause and we would love to see more clubs attend, if they are able.

## Calendar - October 2018

Sunday	Monday 1	Tuesday 2	Wed 3	Thursday 4	Friday 5	Saturday 6
						7am - Club House Bikers Breakfast
Sunday 7	Monday 8	Tuesday 9	Wed 10	Thursday 11	Friday 12	Saturday 13
 Thailand	9am - Club Ride Café Tahbella		6:30pm Movie Night at the Club house	9am Club Ride – Club House		7am - Club House Ride
Sunday 14	Monday 15	Tuesday 16	Wed 17	Thursday 18	Friday 19	Saturday 20
	9am - Club Ride Café Tahbella		7pm Committee Meeting	9am Club Ride – Club House		7am - Club House Ride  Weekend Ride Away
Sunday 21	Monday 22	Tuesday 23	Wed 24	Thursday 25	Friday 26	Saturday 27
 Japan	9am - Club Ride Café Tahbella		7pm General Meeting @ the clubhouse	9am Club Ride – Club House		7am - Club House Ride
Sunday 28	Monday 29	Tuesday 30	Wed	Thursday	Friday	Saturday
 Philip Island	9am - Club Ride Café Tahbella					

For up to date information on all events log on to [www.mecgc.club](http://www.mecgc.club)

For Sale

## For Sale



Selection of Motorbike gear for sale at the club house



Ninja 300 2013 Genuine  
Screen.

Call Gail 0484 595 878

FOR SALE: 2014 SR 400 with 13,000 klm \$6,600 Contact Wayne Harrison



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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](mailto: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](http://WWW.MECGC.CLUB)

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