

MARCH 86

Club Library

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

MARCH/APRIL 1986

- SUNDAY 9th. CARLISLE RIVER.(via GOR). Geelong, GO road to Apollo Bay
9.00 KBCP. and Lavers Hill - "Beaut.rd", great
10.00 Laverton.(SHELL SERVO). scenery.Carlisle river via Simpson,
minimising dirt, Home via Colac
and dispersing at Geelong.
- SUNDAY 16th. PUFFING BILLY (BELGRAVE). Train to Lakeside for lunch.
9.30 KBCP. BYO or Kiosk available. Return
11.45 Train Trip. to Belgrave. Pick up bikes & head
home.
- SUNDAY 23rd. POKER RUN, MEENIYAN. At Hallam.1st card from a "short
9.00 KBCP deck",back roads to Drouin for
10.15 Hallam. morning tea and 2nd card. Then south
\$30 Peter Stevens to Poowong,Korumburra,Leongatha
Voucher for best poker and Meeniyon,on Sth Gippsland H/way.
hand. For lunch and 3rd card. North through
Mirboo Nth to Trafalgor,and some of
the best motorcycle roads in Vic,
Petrol and 4th card,we now head
for Melb. along new Warragul Bypass
albeit slowly,due to "RADAR".
At Berwick ,our final card and
determine the winner. approx 320km.
- SUNDAY 30th. Mt DONNA BUANG. It's EASTER SUNDAY and only a
9.00 KBCP. small group is expected. From
10.30 Yarra Glen. Yarra Glen straight to the mountain
with a stop at Marysville for lunch.
Home via Whittlesea checking out
the regavelled Reefton Spur.
Approx 300km, While on the mountain
a stop at the Lookout will be made.
- APRIL:
- FRIDAY 4th. GENERAL MEETING. Compact Disc raffle will be
Club Hall 8.15 Sharp drawn , so keep buying those tickets.

WHO'S NEWS

Jack Youdan has traded the Laverda 1200 for a new Kawasaki GPz1000RX.

Gossip!

The Bowling Night was a great success "WE WON" thank's to the team of KEITH, IAN.T, DARYL, DANIEL, BEN, PETER, KENNY, JANET, IAN.P, and MURRY. The EDITOR proved to all present that the "Balls don't BOUNCE!"

Join the Committee and "see the World"! Now BEN and JANET are of Motorcycling around Europe during MAY, JUNE and JULY. All the best and have a great time.

Bigger is not better, especially rear tyres, as proved by the Club Captains GPz900.

John Adams is opting for a Honda CX650 after disposing of his unique BMW R80, the one with Detachable front end.

The Presidents FJ1100 requires a new front tyre after only 1700km thanks to the Wurster pace on the Snowy Mountains weekend.

Robin Duffy is the Vict. contact for the WOMEN'S INTERNATIONAL MOTORCYCLE CLUB. The Club caters for the female motorcyclist who gather together for their common interest in motorcycling. Robin can be contacted by phoning-3111013 A.H.

Dont be suprised if your new motorcycle is fitted with CONVEX MIRRORS as the RTA has approved their use on motorcycles.

Waffle.

For all you radio addicts , AMCN is sponsoring a Motorcycle show on Tuesday nights from 6-7pm. Listen to 3RRR 102.7FM for a variety of News, Blues, Interviews, Runs, Races and Rallys.

The new ADR N.1. Noise Restriction Act, has not been Passed. The ACT sought alowering of the present noise levels by 3 Decibels, not agreat reduction but even the K series BMW could NOT pass this requirement, and would have been withdrawn from sale.

The BMW club are holding their annual Rally near Halls Gap over the Anzac long Weekend, April 25/26/27th. Of special interest to many of us , is the drawing of their raffle. A European delivery K75C motorcycle and 2nd prize of a R65. BMW. Those interested in going should contact the BM Club.

The Committee in its search for entertianing events has compiled an excellant calender for the next three months. As well as the Sunday runs all over Victoria we have a weekend away, Pokies bus trip and a Halley's Comet ride. Yes a chance to see the famous comet, so dont delay reserve Saturday night 12th April for the ride of your lifetime.

Ads.

FOR SALE.

HONDA VT250 F2, Identimarked, Reg'd to March 87.

never dropped, 9000km, one year old. \$2700.

Bieffe helmet, red/black, unmarked, size L, \$50.

Rossi boots, size 10, as new \$50.

Belstaff waxed cotton jacket, reasonable condition, \$40.

Contact; Barry (03) 3446750 B/h

(054) 286267 after 6.30 pm. or contact Ben Warden.

COMMITTEE NEWS.

As you may notice on the new itinerary there has been a Pokies Bus Trip (SHOCK-HORROR!) included during the wetter month of the year-Sunday 6th JULY. These trips are quite good value, approximately \$10 per person. this includes the day return bus trip to a N.S.W. club (location depends on where the bus line can arrange for the day) and lunch is provided at the Club. WE would need a general indication of how many people are interested, a minimum of 27 ensures a bus to OURSELVES. So start saving your 20¢ pieces to feed the machines up there. Hopefully people will have better luck than the "SYNDICATE" (Green, Gustus, Osborne, & Clifton) at Cooma R.S.L.

Orders are now being taken for WINDCHEATERS (Black with Club Logo). Still only \$21.00 each.

Raffle tickets are selling very well, only a few books left. Keep up the good work! The raffle is to be drawn at the APRIL meeting so make sure all tickets and money are with me by then.

Stay Upright (do as I say, not as I do)
Tony.

POKIES BUS TRIP 6th JULY.

NAME.	ADDRESS.

CLUB WINDCHEATERS. \$21.

NAME.	SIZE.	DEPOSIT - \$5.
Also available:		TOTAL - \$

Club Badges::: Metal.....\$
Cloth.....\$
Self Adhesive.....\$

Sunday 2nd February Jubilee Lake- Daylesford

Swimming ? (the idea was good, pity about the weather)

Ben, Ken&Debbie GPz 900; Jack KIOORS; Joe RIOOS; Mick RIOOS(Supertanker);
Murry CX65OE; Ross GSI00OG; Gary XJ900; Peter, Tony GT750.

Undecided on the weather before I left home so I packed my swimming gear and waterproofs., it is ment to get warmer as you go North (not Daylesford).

Just about to leave the car park (just a little late) when Peter decided to join us for the day, after he saw the bikes as he was going past.

Ben, considered it was necessary to go east first led us on the usual track along the Eastern Fwy then up through Greensbrough (somehow) to Yan Yean.

A couple of cars suddenly pulled up in front of us, on the road, with egg smashed all over their windows (strange) with one driver pursuing the other car on foot, trying to open the door as the car was moving.

Leaving the omelette cars behind, on to Whittlesea, Wallan(I wish they would not just leave police cars parked by the side of the road like that),

Romsey. Hands up all those who ignored the roadworks sign and found lots of gravel on the rounding crest of the hill. Otherwise a pleasant road with sweeping bends and rolling hills, then Woodend for morning tea/breakfast.

Then around and around to Daylesford, at one stage getting to within 3km of the town then out past Mt. Franklin (it looks better in the ads) Guildford and back through Hepburn Springs. Reason - otherwise we would have been in Daylesford for lunch to early.

Bought lunch in town to eat it out at the lake just out of town. Mick's promise of "going for a swim if Ben did", did not have to be forefilled. The closest any one got to the water were the Finleys, who went canoeing. (Strictly they should not be mentioned in this report as they arrived by car, Shame!!).

The wonders of Japanese engineering were praised when it was found, by a Barvarian Motor Works owner, that you do not have to disassemble the tail section of the GPz 900's to change the tail light globes.

After lunch things pushed on at a nice pace through Trentham, Blackwood Top section of road that. Out along the Western Fwy, some at numerous km/h to Melton where the ride broke up, 320km for the day.

Tony G. GT750.

Lake Jubilee it said, near Daylesford for a swim. Righto, a nice short ride and then a dip in the lake or if it's too cold, hire a boat and go for a row or paddle a canoe.

Got to the carpark with 10 minutes to spare; so far so good. With one minute to go, Ben announced that he was leading and we were going via Whittlesea. Whittlesea!!, it's no where near Daylesford and what about rowing on the lake etc? I was promptly told that this was a Bike Club and that Ben had made up his mind!

Well, as most of you know; Daylesford is almost W.N.W. We headed almost due East. Down his beloved freeway and right past the Ivanhoe boulevard which was crying to be ridden over. We headed everywhere except West, and eventually ended up at Gisborne at 11.25 for Morning Tea. Not lunch! Well I thought Daylesford is only 17-20 minutes away, we will still get there in time to meet any late-comers or family groups. I mentioned this to someone and Ben overheard this and said "On no, we won't get there for 1½ hours at least!" He didn't want to know about anybody else and what the itinerary said.

Off we set and about 12.24 hours we were on a corner which was approximately 1½ Km from Daylesford, where upon Ben headed towards Castlemaine. At this stage I let the Club go off and went to Daylesford, coz I was hungry and wanted to go to the lake, as was stated for the ride.

Well Ben and the others turned up at around 1.45 p.m. for a well earned lunch after all, on this short ride they had covered half of Victoria, so who wouldn't be hungry?

The Club got to the lake at around 2.42 p.m. which made it quite impractical to do anything that we were supposed to do. After a short while, while Ben adjusted his chain (high mileage eh?), and was shown how to get his tail-light globe out by all and sundry it was decided to go home.

It was a great days ride, of that I'm sure, however, it was a pity that I had shorts on under my leathers for nothing and Garry Osborne brought his bathers and towels along for nothing, not to mention Keith Finlay bringing his family along and going direct to the lake to meet us there at what would be considered normal time to meet us, but maybe next time.

LAKE JUBILEE (Cont.)

Ben, if you think I'm hanging it on you, you're right! All I ask is that you follow what you and the rest of the Committee have said the Club is going to do instead of riding shotgun and taking off at a tangent as you want.

Mick Fagan,
R100 C.S.

CARLISLE AUSTRALIA have completed an extensive in-service test of the Carlisle Tourmax tyre.

Results for rear tyre are as follows:

Ducati Darmah - 10,000 Km and still legal. Very grippy in dry & wet. (Touring)
Suzuki GS100G - 6,500 Km and only half worn. (Touring & commuting).
Yamaha Xj900 - 5,000 Km and only half worn. (Touring only).
Goldwing - 15,000 Km worn out. (Courier work only).

On a similar note, a recent motorcycle endurance run from Perth to Rockhampton, on an FJ1100 Running Super Venams, reported tyres 70% worn after 13,000 Km.

Duty paid on imported Motorcycle Protective Clothing:

Leather Boots 50% + \$15
Leather Jackets 125%
Leather Pants 50%
Waxed Cotton Jacket & Pants 50% + \$15 to \$25
Synthetic Waterproofs 50% + \$15 to \$25
Duty is supposed to protect Local manufacturers, but in reality it plys the Governments coffers; so the motto is "BUY AUSTRALIAN".

BOWLING NIGHT.

14th Feb 1986.

GAME 1.

MTCV.	KEITH	IAN	DARYL	DANIEL	BEN	PETER	TOTAL.
	134	105	181	125	123	94	762 ***
BMW-v	MARC	TRICIA	PHIL	MURRY	STEVE	ROBIN	TOTAL
	71	78	82	104	130	145	610

GAME 2.

MTCV.	KENNY	JANET	IAN.P	MURRY	IAN T.	BEN	TOTAL.
	121	92	129	85	161	143	731 ***
BMW-v	IAN	BRENDA	STEWART	STEVE	MARC	KEITH	TOTAL
	100	120	122	146	81	113	682

It was a great game, and one which all members should try to join in.

MOTOR VEHICLE ACCIDENTS:

New benefits apply from 1st September 1985, briefly as follows;

- 1/ Payment for loss of earning capacity up to a limit (after tax) \$20,800.
- 2/ In most cases the cost of all Medical, Ambulance and Hospital expenses incurred as a result of the accident.

Note; Persons who receive benefits still retain the right to sue at common law.

PEOPLE ENTITLED to BENEFITS.

- 1/ Motor vehicle accidents in Victoria.

Any Victorian resident.

Any person injured by a Vict. registered motor vehicle.

Any person injured by an unidentified vehicle.

- 2/ Motor vehicle accidents INTERSTATE.

Any occupant of a Vict. registered vehicle, provided the accident occurred after the 15th Dec. 1985.

EXCEPTIONS.

If injured person at time of the accident was;

Drunk, Unlicensed, Committing a serious crime, Driving an unregistered vehicle or engaged in Racing or similar competition.

NOTE; No benefits are payable for injured Train or Tram passengers.

For more information, Contact the Motor Accident Board on 653-1333.

ROAD HAZARD SIGNS.

Two new signs will soon be seen at some Victorian roads, they will be;
Slippery surface; Informs riders of any hazardous road conditions which may a rider to lose control of his/her motorcycle.

Road Grooving; which will inform riders of any permanent or temporary road grooving ahead.

Loch Navigation Trial - 10th November 1985

The weather was great although the forecast wasnt, so the turnout was pretty bad. Only six bikes all up. We left the KBCP at 10.00 and left Hallam at 10.45 . From Hallam we went by the Gippsland Hwy and Bass Hwy to The Gurdies where we turned east and headed for the hills. At Kernot we stopped for a smoko for the smokers. Then on up to the Wonthaggi - Lock Rd and in to Lock for lunch and our starting point for the rally trial. At Lock some Friends of mine were waiting in their Magna, they were waiting to help me out with the trial. As there were two check points I needed someone else in the know to help out. Another club past us while we were having lunch in Lock and I spotted a few of our own club members. A little later Vince Green or PRESIDENT dropped by for a little while on his way through to plan his Lakes Enterance ride the following weekend. After lunch it was time to hand out the maps and directions. At this point my friends Vaughn and Di headed off to check point 'A' to see that everyone got through it o.k. They later met up with Jenny and myself at check point 'B' in time to see the first arrivals to end the ride. They all took different routes. I thought it was going to be too easy but it turned out to be a little more interesting than expected. Listed below are some of the details.

Rider & Bike	Time start-end=total	Kilometres start-end=total
Keith Kawasaki Z1300	12.48 - 1.44 = 56min	57180 - 57246 = 66
Chris Honda CB750K	12.53 - 1.44 = 51min	58041 - 58102 = 61
Tony Kawasaki GT750	12.55 - 2.01 = 76min	44491 - 44567 = 76
Janet Kawasaki GPZ900R	12.59 - 2.24 = 82min	46936 - 47018 = 82
Garry BMW K100RT	1.01 - 2.19 = 78min	4800 - 4874 = 74

Only Garry didnt comply with the directions fully, as he entered check point 'B' from the north.

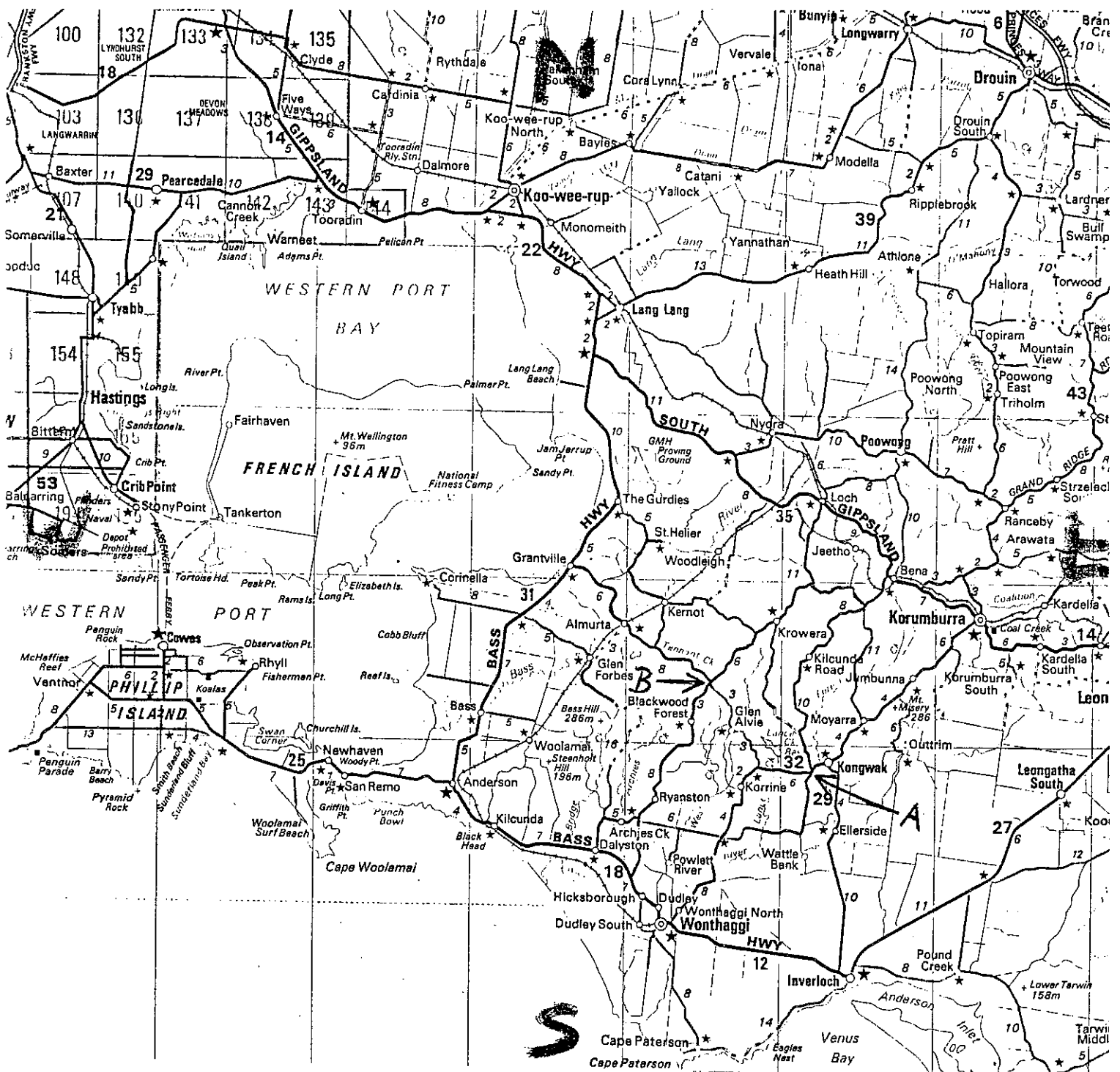
The directions were as follows;

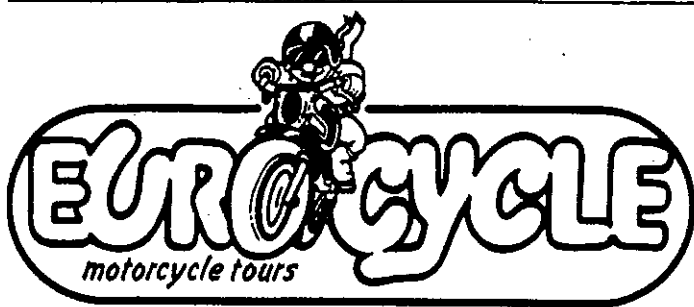
Check point A enter from north
leave by east.

check point B enter from west
return to Lock.

After everybody regrouped at check point 'B' we all headed off back to Lock for icecreams and petrol. Then we headed off home by heading north via Foowong to Athlone after which we turned west heading for Bayles, Clyde and Cranbourne from where we broke up.

Regs. GS 1000 G





Motor Cycle Camping Tours in Europe 1986

29 DAYS FROM \$1440 (per person)
VISITING 9 COUNTRIES (ex London)
Plus breakfast food fund \$50

Eurocycle

is the chance to see Europe in the most exciting and unique way--on a bike. See world famous cities and si, venture off the beaten tourist track to see spectacular scenery and isolated villages, via narrow mountain passes where buses can never go...Why not enjoy the true European experience with a group of adventurous people like yourself? You'll make new friends from all over the world and enjoy the company of people your own age, 22-38's. This small group tour (10 bikes max.) will give us the flexibility to show you Europe your way. Double the experience and bring your girlfriend, or a mate, to share the riding, or as a pillion.

Suggested night stops

1/2 Paris • 3 Lyon • 4/5 Nice • 6/7 Florence • 8/9/10 Rome • 11/12 Sorrento
13 Francavilla • 14/15 Venice • 16/17 Vienna • 18 Salzburg • 19/20 Munich
21/22 Hopfgarten • 23/24 Lauterbrunnen • 25 Heidelberg • 26/27 Amsterdam
28 Ferry to London • 29 London.

Your tour leader

is an enthusiastic 28 year old with extensive experience in the European travel industry. He knows where he's going, and he knows what you will want to see, day and night. He will even fill you in on all the history and local information. He'll tow a motor cycle trailer with a cook tent so you can all take turns in making breakfast. He loves bikes, and being the current Ar and Australia Record Holder, he knows what organisation is all about

The bikes

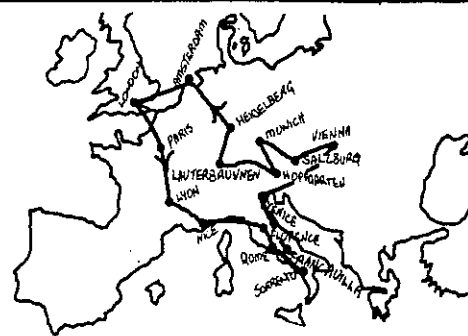
1986 "Honda 500's" the model built exclusively for the European market, featuring a new 500cc water cooled "V" engine. Transmission is through a six speed gear box and shaft drive for the ultimate in reliability. They are equipped with a fairing, Krauser panniers, tank bag and rider/pillion intercom. The commentary is transmitted to the riders and their pillions via a new radio system.

Riding gear

shall be supplied with the exception of boots and gloves. Water proof gear is also supplied jacket, pants, overmitts and overboots.

Accommodation

will be at the best European camping grounds, all have hot showers, bars and washing facilities. Many have beaches, swimming pools and restaurants, some even have night clubs, squash or tennis courts. Sometimes there will be hundreds of young people from all around the world, sharing the same camp ground. Our tents are spacious, easy to erect and equipped with a fly and waterproof floor. We will even supply a sleeping mat to put your sleeping bag on. Two nights in Amsterdam will be in a Floating Hotel. The last night on tour will be aboard the Ferry to England.



Countries Visited

FRANCE • MONACO • ITALY • VATICAN CITY •
AUSTRIA • GERMANY • LIECHTENSTEIN •
SWITZERLAND • HOLLAND.

Highlights

HOVERCRAFT CHANNEL CROSSING • EIFFEL
TOWER PARIS • POMPIDOU CENTRE • LOUVRE •
NOTRE DAME • FONTAINEBLEAU • RIDE TO
CANNES • NICE • MONTE CARLO G.P. CIRCUIT,
CASINO • LEANING TOWER PISA •
MICHELANGELO'S DAVID • PONTE VECCHIO
FLORENCE • COLOSSEUM ROME • ST. PETER'S
SQ. • CATACOMBS • VATICAN CITY • POMPEII •
IS. OF CAPRI • AMALFI COAST • ADRIATIC •
WATER BUS VENICE • GLASS FACTORY •
STRAUSS PARK VIENNA • PRATER FUN PARK •
NEUSTIFT WINE BARS • RIDE THROUGH VIENNA
WOODS • WW2 CONCENTRATION CAMP • SALZBURG
CITY AND CASTLE • SALT MINES • OLYMPIC
COMPLEX MUNICH • BMW MUSEUM • GLOCKENSPIEL •
FAIRYTALE CASTLE • HOPFGARTEN • GERMAN BEER
HALL • AUSTRIAN TYROL • TRUMMELBACH FALLS •
EIGER MOUNTAIN • LUCERNE • RHINE VALLEY •
GROUP PHOTO • CLOG FACTORY • ANN FRANK'S
HOUSE • DUTCH WINDMILLS.



THE TRIP

Ride from LONDON to DOVER to catch the hovercraft to FRANCE, several hours and you're in PARIS. Night tour of the illuminations, NOTRE DAME, EIFFEL TOWER, ARC de TRIOMPHE and POMPIDOU CENTRE, perhaps eat in the busy LATIN QUARTER or catch a PARISIEN CABARET. On the way to LYON we stop at a FRENCH CHATEAU. Tour through the south of FRANCE to the beautiful FRENCH RIVIERA, visit NICE, have a swim at the CANNES, rub shoulders with the rich and famous. Night excursion to MONTE CARLO, ride around the G.P. TRACK, spend a franc or two at the CASINO, just try your luck! Off to FLORENCE with a brief stop to see the LEANING TOWER of PISA en route. Wander around ancient FLORENCE, art capital of the world. See MICHELANGELO'S DAVID, walk across PONTE VECCHIO, marvel at the 14th. century DUOMO. BIG night at the RED GARTER CLUB, see how the Italian's party. In ROME, a night out, then next day visit the COLOSSEUM, ST. PETER'S and go underground into the CATACOMBS burial chambers. Another BIG night. South to SORRENTO via the ruins of POMPEII. Ferry ride to the ISLE of CAPRI, the rugged island of the rock. Time for a pizza and a beer. Next day take the spectacular AMALFI coast road, a motorcyclist's dream. Up to the east coast of Italy, a swim in the ADRIATIC at FRANCAVILLA. Next day onto VENICE, past tiny SAN MARINO. VENICE, the city of canals. A GRAND CANAL water bus to see ST. MARK'S SQUARE, the DOGE'S PALACE and the RIALTO BRIDGE. Maybe a ride in a GONDOLA. North to AUSTRIA, through the ITALIAN ALPS to VIENNA. A night out at the wine bar village of NEUSTIFT. Tour around the VIENNA WOODS, see STRAUSS PARK, and go to Europe's largest fun park.

In SALZBURG, look at the old city, and the SALZBURG CASTLE, have a schnitzel, they're really great here! Go underground into the SALT MINES, experience the horror of a WW2 concentration camp. Away to MUNICH, the futuristic OLYMPIC COMPLEX, B.M.W. MUSEUM and the GLOCKENSPIEL. Have a stein at one of the huge beer halls En route to HOPFGARTEN (AUSTRIAN TYROL), stop off at MAD LUDWIG'S FAIRYTALE CASTLE. Maybe ride the concrete BOBSLED for the ride of your life. See INNSBRUCK SKI JUMP. Up the chair lift at HOPFGARTEN and try a SCHNAPPS! Through mountain passes to LIECHTENSTEIN for a bratwurst for lunch. Into SWITZERLAND to LUCERNE, then to LAUTERBRUNNEN, the heart of the BERNESE OBERLAND. A chance to take a sensational excursion up the snow covered JUNGFRAU mountain on a rack railway that actually goes through the EIGER mountain. In to GERMANY to HEIDELBERG, a student city..... meet some locals. They drink out of boots here! A ride through the RHINE VALLEY en route to AMSTERDAM, the city that never sleeps. Go to a CLOG FACTORY, visit the famous RED LIGHT DISTRICT, check out a DUTCH WINDMILL. South to the ferry that will take you back to ENGLAND. Party all night on the ship - they have a great night club. In the morning a casual ride back to LONDON..... The true European trip of a life time!!!!!!

Cost includes

Use of bikes in Europe only on specific route. Ferries • Use of camp equipment • Camp fees • Services of Tour Leader • 2 nights hotel in Amsterdam • Use of riding gear • Several specific admissions • Third party m/cycle insurance (max liability for accident £100 u.k.)

Not included

Air flights • Medical expenses • Petrol (approx. \$200 per person - two up) • Travel insurance (compulsory) • Food (other than breakfast) • Visas • Road tolls • Fines • Parking Fees • Personal spending money • Sightseeing admissions • Any other accommodation not specified • Sleeping bag.

1986 DEPARTURE DATES

Tour Code	Depart London	Return London	Solo Rider (No pillion)	Two up (Per person)
EC361	Mar 28	Apr 25	\$2140	\$1440
EC462	Apr 30	May 28	\$2200	\$1470
EC663	June 2	June 30	\$2260	\$1520
EC764	July 5	Aug 2	\$2260	\$1520
EC865	Aug 7	Sept 4	\$2200	\$1470
EC966	Sept 9	Oct 7	\$2200	\$1470
EC167	Oct 11	Nov 8	\$2140	\$1440

BOOKING FORM

Postal Address: P.O. Box 302, Melton Vic., 3337.

If booking two up use only one form.

Balance payable 56 days prior to departure.

Eurocycle reserve the right to refuse or cancel a booking at any time without reason or penalty...

PLEASE PRINT

Tour code	Departure date	Second choice	
1. Surname Mr/Mrs/Miss		First name	Address
			Post code
Work phone	Home phone	Date of birth	
2. Surname Mr/Mrs/Miss		First name	Address
			Post code
Work phone	Home phone	Date of birth	

Enclosed \$50 per person as booking deposit.
Dealers stamp:

EUROCYCLE MOTOR CYCLE TOURS PTY. LTD.
Sales: 2 O'Neils Road, Melton (03) 743-6985.
London: 196 Fillison Road, London SW16.
Telex: AA 152 143 MELWES

SNOWY MOUNTAINS HIGHWAY RIDE

Bikes: FJ1100 Vince Green
K100RS Hans Wurster
K100RT Gary and Debbie Clifton
GPz900 Ken Wurster
GPz900 Ben Warden
XJ900 Gary Osborne
CBX750 Craig
GT750 Tony Gustus

We left promptly at 8.30 from KBCP and headed for the pick-up at Hallam. Next stop Bairnesdale, 281 km from Melbourne. It was a cool, overcast morning with a tail wind making for a quiet, comfortable trip. Petrol, a couple of dim-sims and we were away. Lunch at Cann River, 170 further on at the Shell service station.

The 900's high speed handling at this stage could only be described as *frightening*. In sweepers the bike would wobble and weave at ever increasing amplitude and frequency until I backed off, not the done thing in this club.

To alleviate the symptoms I decided to loosen the steering-head bearings. (I had had the whole front end in bits earlier that week in search of a strange banging noise/feeling. I found more broken subframe which required radiator removal and draining to remove, and then weld. (While I was at it, I greased the steering-head bearings.) Another couple of hours after work at K and W's, (while Rex missed footy training), costing \$20 including \$15 for new coolant saw the frame welded and braced. The mechanic also helped me put the bike back together while he waited for a late lift. (The gods were smiling on me that day.))

Gary Osborne, the ever reliable bush mechanic, produced a six foot pine log to be used as a hammer. Loosen nut, tap, tap, tighten nut, job done. Net result was to move the weaving 20 km/h up the speed scale which was an adequate improvement. I figured a dead rear shock absorber, dying chain and sprockets, worn tyres, and a leaky front fork seal probably accounted for the remaining handling problems. (Days later it dawned on me that the rear, oversize tyre (140/70 Avon versus 130/80 stock Dunlop) could be the culprit. Though good for mileage (12,000 km, still legal), the tyre could dramatically change the handling characteristics. Ho-hum.)

Next stop Bega, another 171 km on the Prince's Highway which in places, was breaking up badly. The occasional large mound in the middle of the road is very dangerous for motorcyclists. On one occasion travelling around a blind left hand corner, the bike was physically thrown to the other side of the road (luckily there was no oncoming traffic) and headed for the gravel and a steep, unfenced drop. I slowed sufficiently quickly.

At Bega, in the 60 km/h zone, plod bolted around a side street and cut Hans and Ken off at the pass. Once Hans *identified* himself, conversation turned to the weather. Luckily, our only brush with the law.

Cooma here we come (113km). I have never been up the Snowy Mountains Highway from Bega and found Brown Mountain very interesting. It was covered in fog reducing visibility to 100 metres. Some rode with visors up, and speeds consequently dropped. My engine performance noticeably drops with altitudes above 1000 metres. The bike felt like a slug, seeming to have no acceleration. Fuel economy probably declined dramatically also.

Soon enough the road opened out, the sun shone through, and we were able to enjoy the magnificent highway and scenery.

We arrived at Cooma at 4.45 pm (735km in 8 and a quarter hours with stops.), booked in (\$15/double), unpacked and unwound. Almost immediately Gary Clifton produced a dozen bottles of beer which we helped demolish, thanks Gary. Then off to the local RSL for a meal and pokies, after dressing up as best we could.

It took some hours to lose our personal financial limits, but after much lever pulling and button pressing, we all managed to do so. Ken and Craig disappeared to check out the other night-life, ending upon a pub crawl. Back to the Hawaii Hotel for the rest of us to finish the last few bottles,

more tall stories, and then a well earned sleep.

It is only a rumour that Ken and Craig threw up when they came home, "trying to be quiet". They don't remember. But Craig remembers Ken being half way up the flagpole when the local divvy van cruised down the main street, not 20 metres away. Not content with just the Norwegian flag (at half mast incidentally), Ken was after another flag. But the knots proved too challenging. One flag, one dangling flag, and one bent flagpole was not a bad nights work anyway.

Waking to see the flag draped over Ken's bike (or was that Vince's?), "to keep the moisture off" was amusing, though worrying. Suggestions by our ride leader that it be returned to the local constabulary fell on deaf ears. We beat a hasty retreat. It was going to be a long day for Hans.

A few of us headed down to the local Chinese takeaway cum milkbar for breakfast. Sausages and eggs seemed the order of the day.

Hans was itching to leave. The fact my chain had *relaxed* after the previous day's tensions did not impress him at all. He could have travelled 12 km in those 3 minutes it took to adjust.

At 9.15 am we left for Tumut, 183 km. More fog and wet roads, but it soon lifted. Vince ("climbing all over him") passed Hans (lost rhythm, distrusting road surface) going slowly amongst the tight stuff running into Adaminaby.

The road from Kiandra to Tumut can only be described as fast. Very fast.

Climbing down out of the mountains near Talbingo Reservoir I noticed Craig on Ken's 900. He stopped to sightsee. And now Ken thrashing the CBX. Clearly not enough horses. Even passing manoeuvres were limited. (Being an ex-police bike it may have had a hard life.).

Tony arrived a few minutes after Hans. I did not know that GT's went that fast.

Next stop Corryong via Tumbarumba (120 km). Apple country, and then down to the flat, hot grain growing areas. The 10 km of dirt road was easy, though you had to slow for the corners. I ended up corner marking in the blazing sun - Vince and Ken were delayed - Ken had hit a bump which twisted his handlebars and forks out of skew, not to mention throwing the bike into a wild tank slapper.

The girl in the shop recognised Hans (after some prompting) as the evil old bikey who had been in less than a month previously after crashing his bike near Geehi. She made good sandwiches too.

The Corryong Tallangatta road passes through Burrowa Pine Mountain National Park. The road is fabulous.

The next scheduled stop was Merton. The route was Corryong, Tallangatta, Kiewa Valley Hwy, Myrtleford, Glenrowan, Benalla, Midland Hwy, Mansfield by-pass, and Merton. Some 300 km.

I pulled into Benalla Shell service station to clean my visor after 220 km. Other riders did likewise. It was the hottest part of the day and the two previous stops had been 120 km and 183 km apart on *faster* road. We had been riding for well over 2 hours and needed a rest. It was the logical place to stop.

Keith Finlay and family had pulled in to refuel the Pulsar after a weekend's duck shooting, it being the opening of the duck season of course. After telling Keith my speedo drive (\$4) had disintegrated back at the Bright Myrtleford turn-off, we were away. Delayed 10 minutes, but much fresher, relaxed and able to concentrate, and so safer.

Heading for Merton via Mansfield, though only 4 km longer than the back roads from Euroa, was mentally much longer. Hans was upset, not because we were 20 minutes behind him, but because we stopped.

To make matters worse I ate a coffee scroll. It was 5.00 pm, I was starving, we were still 130 km from Melbourne, and I am not on a diet. Besides, food raises the blood-sugar level, easing fatigue etc.

It would have been nice to break up in Yea. As it was some headed for Yarra Glen and others Whittlesea.

I found myself sandwiched between the Wursters heading along the Flowerdale road. The first 60 km/h bend up the mountain lost Ken, the third Hans. The left hand sweeper over the top saw the

footpeg bite hard as the bike weaved determinedly. I was in the groove. And alone. The day was dying, the air slowly cooling, light good and glare gone. My favorite travelling time. The motor purred. We cruised at 6-7 grand. Who needs a speedo.

A quick wave to Keith as I flashed by. Beats me how he got ahead of us.

Whittlesea arrives too soon. It's over. The ride is finished.

The rest arrive. Back to reality. Hans is late for tea. Keith goes by, but busy blasting the traffic, he appears not to see us. We go our separate ways. I pass two police cars, no doubt a legacy of the *Mad Max* gun battle, enacted a few hours earlier.

Ben (GPz900)

p.s. The bike has done 61,500 km.

Taponga River Reserve - February 9

First, lets get the important part over Captain Ben wanted to go to the MCG cricket, as a spectator not as captain!, and deputized Jack as ride leader who shall be henceforth refered to as Our Glorious Leader (OGL).

In his opening address OGL stated the pace would be as if Ben was leading, you know 120K around every bend we almost did too.

With some seven bikes leaving KBCP and Vince FJ1100 rear rider (no kidding he was, but pent up frustration caused him to abdicate before Yarra Glen!) we collected another six at Yarra Glen pick up.

Hans left us at this point to go touring to Thomastown and we then debated whether he meant Thomastown Victoria or Thomastown W.A. Incidentally Hans, please don't describe your new paintwork as candy apple red. That's a Harley or hot rod car colour certainly not BMW-ish.

With (reliable) rear ride Peter P, we did the Black Spur - Marysville - Taggerty - Eildon run in about even time for a prompt 11.57 am lunch.

Many things happened at Eildon. The sun came out, and the flies came out, Gary L left us, counted four Yamahas in our group (not one of them an organ!) and planned the next leg.

The "next leg" is 30 km of racer road to Taponga River Reserve, sort of Reefton Spur - GOR - Mt. Donna Buang but better. Better also because virtually no traffic except a couple of Army vehicles on exercises.

One of these vehicles was what the Army calls "Wrecker Truck Army M816 AM General" which is a heavy heavy tow truck that tended to straddle the white lines (which did not exist) of this narrow road. Sort of 8 in the danger scale of 10 if you confronted it around the bend.

Where were we? yes - Taponga where the river is really a fast stream, shady picnic and camping areas (Club Xmas Camp?) a very nice area.

Returning saw some bike swapping, Vince, Gary O and OGL for the 30 km back to the main road, then with all the associated credits and knocks discussion over we cruised to Alexandra.

Leaving the Maroondah Highway just south of Alexandra is another excellent, but narrow, secondary road to Molesworth. Of course we took it to get to Yea for dispersal about 3 pm.

J. G. Youdan