

JUNE 89

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

AGENDA
JUNE GENERAL MEETING

- 1/ Open Meeting.
- 2/ Apologies.
- 3/ Visitors.
- 4/ Read minutes of previous meeting.
- 5/ Business arising.
- 6/ Correspondance.
- 7/ Reports;
 - (a) Treasurer.
 - (b) Club Captain - i/ Preceding rides.
ii/ Forthcoming rides.
- 8/ General Business.
 - (a) Finalize Aug/Nov itinerary.
 - (b) Motorcycle ~~Top~~ Racing Club of Vic. - How do we alter this image? Is it real or imaginary?
 - (c) Other topics for discussion.....
Closing date for July newsletter - Thursday 29th June.
- 9/ Close meeting.

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ITINERARY

JUNE 1989

SUNDAY 4th.	APOLLO BAY 8.30 KBCP 9.00 Laverton,	Our leader Tom Saville will lead us, earlier than normal, down the GO road for our annual mini golf game.
SATURDAY 10th, to MONDAY 12th.	AVOCA WINERIES. 9.30 KBCP.	Club bookings have now closed for this weekend away but you are still most welcome to join us for the ride up or book your own accommodation for this exciting long weekend.
SUNDAY 18th.	MIRBOO NORTH. 9.30 KBCP. 10.15 Hallam.	Join with Tom Saville as he leads us into the Sth Gippsland area. With Tom's wealth of experience a most interesting ride will be assured.
SUNDAY 25th.	PUCKAPUNYAL TANK MUSEUM & WHROO CAVES. 9.30 KBCP. 10.15 Whittlesea Servo.	With Gary Clifton leading we head north to view the extensive range of armoured vehicles in this museum then off to Whroo and a scratch around in these preserved open cut gold mines.
JULY		
SUNDAY 2nd.	GEELONG WOOL MUSEUM. 9.30 KBCP. 10.00 Laverton.	Ian Payne will lead us across to the Brisbane Ranges area before descending to Geelong central to view this unique museum. Approx 1-2 hours will be spent here then home via Little River.
THURSDAY 6th.	GENERAL MEETING. Club Hall 8.15 Sharp.	The usual informative and highly successful coffee and conversation night will be offered.
SUNDAY 9th.	NOOJEE TRESTLE BRIDGE & TOORONGO FALLS. 9.30 KBCP. 10.30 Yarra Glen.	Come along with Gary O. through Poweltown and this historic railway bridge then to the other side of Noojee for a sprint up spectacular Toorongo falls.
*FRIDAY 28th.***	CRAZY HOUSE THEATRE *** RESTAURANT. 6.30/7.00 PM	Bookings for this great social event must close by June 28th.. See booking slip in May newsletter.

WHO'S NEWS

1989/90 COMMITTEE.

PRESIDENT.....IAN PAYNE.
VICE PRESIDENT.....MURRAY BROWNE.
TREASURERVICKI PILLER.
SECRETARY.....TONY GUSTUS.
ASSISTANT SECRETARYGRAEME FRAMPTON.
SOCIAL SECRETARY.....KERRIE GOODING.
CLUB CAPTAIN.....STEVE LEYLAND.
VICE CAPTAINBEN WARDEN.
EDITORIAN PAYNE.
PUBLIC OFFICERROSS BRADSHAW.

CLUBPERSON OF THE YEAR.....STEVE LEYLAND.

Congratulations to Steve Leyland (C.O.T.Y.) and all of the new committee. Some of the old faces remain but we also have representation from the newer members. This mix will enhance the performance of the committee which will ultimately benefit the club.

Thanks are also extended to the retiring members of the committee for all their endeavours, especially to Hans Wurster as it was under his leadership that the incorporation of the club became a reality.

Deluxe Superbike Series will be held at Winton on June 11th.

Victorian Motocross Titles will be staged at Traralgon South on July 2nd.

Bon Voyage to Tony Gustus who is heading off to America and Europe between June 9th & July 22nd. While in Europe he hopes to attend a few rounds of the 500 GP's.

Fancy crossing the Canadian Rockies by motorcycle? Well a seven day tour is offered by the Rocky Mountain Moto Tours of Calgary for \$C1875 (bike included). For details Tel: (403) 244-6939.

Injured member Graeme Frampton is now back at work (Daytime TV soapies got too much for him) and is progressing quite well. His recovery would have been further advanced if not for a re-visit back in hospital to have his pin tightened and the break reset. "Ouch"

Previously injured members Andrea Sirninger and Justin Gordon are now riding again. This time Andrea is aboard a new KR1-250 while Justin has joined AMTRA (Aust. Motorcycle Trail Riders Assoc.) and is riding a DT200.

Thanks go to Tom Saville for the excellant and informative Advert he placed, on the clubs behalf, in AMCN, ("Bored.....) So far we have received several favourable responses from readers.

DON'T FORGET.....Ideas and leaders required for forthcoming club rides.

If your NOT going to Avoca (June 10th-12th). there's always HOWQUA 89. On site facilities and catering, gymkhana and only 3km west of Mansfield.

FOR SALE: Medal Boots, New, Blue, black & white in colour, Size 8. \$120.00.
Phone; 879-3112 after 4.30pm and ask for Mitch.

Who's News part 2

Hans married to an Aussie? Yes after all this time Margaret Wurster is foregoing the land of the tartan and becoming a Naturalized Australian, "Good on yuh luv". As of 30th May 1989 "sheeza true-blue dinky-di Aussie". So I guess that means the haggis and porridge is off the menu, eh Hans?

Steve "hollow legs" Leyland finally met his match! Yes the meal at Bundy's Tavern actually exceeded Steve's appetite, Hard to believe isn't it.

The AGM in May had an added bonus for those who attended. No, not the pedantic Mick Fagan, but the fascinating talk given by member Martin Bastock who was aboard the ill-fated United Airlines flight 811.

Although difficult for us to fully comprehend what actually happened, Martin's excellant commentary and accompanying photos/slides enabled some insight into the personal triumphs and tragedies suffered by the passengers throughout the ordeal. Thanks Martin, we are indeed indebted to yourself and sincerely hope to see you back aboard the Cruise Missile soon.

Steve "Casanova" Leyland just can't help himself! At Point Nepean he gives the female guide a few lines about coming for a RIDE, hands her an itinerary and says "I don't have a phone so just ring any of the committee and they'll pass the message on". Then at Bundys Tavern the waitress gets the Leyland prattle until she mentions her three children, "No way am I fitting a chair to the GPz", Bye.

Gary Clifton, justifiably proud of the FJ12's brakes now adjusted to minimal clearance. Work great until they HEAT up, E·X·P·-A·-N·-D and LOCK on. Embarrassing stuck in the middle of the road unable to move, eh Gaz.

CAPTAINS COMMENT

Dear members,

I have now been a member of the touring club for 18 months and in my opinion, "its been the most fun you can have on two wheels"

But even from the first club meeting I attended the issue of excessively fast rides has been a topic for debate, and with the recent spate of injuries (two broken femurs - Justins was not the result of a club ride, a broken collar bone, a dislocated shoulder, back injuries, bruised kidney and lots of cuts, scratches and bruises - mainly mine. Not to mention the thousand of dollars worth of bent bikes and days off work) some would think the debate does have some foundation.

But consider this, the most admirable of safety records (crash free) are held by some of our quickest riders (I don't fall into this category), these are men with many years and thousands of kilometres experience, but they still ride WITHIN THEIR LIMITS and therefore I don't think pointing the finger at the mature figure-heads will solve anything. More likely it is the less experienced members trying to emulate these guys or worse still, trying to compete with them.

Who's fault is it if a 'Ralph Revhead' (getting closer to the category where I fit) over-steps his mark trying to keep pace with some one who is obviously faster? Not that I'm saying it does apply to every one who comes unstuck, but it does apply to too many of our crash victims. Myself included.

cont.

Captains comment cont.

Every individual is in control of his or her motorcycle and therefore it is the rider who makes the decisions NOT the motorbike OR the other riders but you. So ultimately YOU are responsible for YOUR well-being and therefore cannot truthfully blame the Club or any of its members if you fall off.

In summary, Don't allow yourself to be pressured into a riding style your uncomfortable with and ride to your ability, if you see a faster bike coming in your mirrors, move over and give him or her some room (it can be quite frustrating being held up by a much slower rider trying to race with you) that way there should not be any potential problems with the passing manœuvres.

These points are suggestions only as I'm certainly not qualified to tell anyone how to ride (not that I would if I was) and this response is my reaction to the colorfull and dramatic articles that have found their way into the club mag of late. But this is not to be taken as criticism of the other writers views, quite the contrary, the expression of other points of view or different opinions (of which this is merely another) must be encouraged as I don't believe any one person can be 100% correct on any one issue and therefore feed-back on this, or any of the other letters would be most welcome.

Steve Leyland,
Club Captain.

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MOTORCYCLE TOURING CLUB OF VICTORIA (INC.)

General meeting (including annual general meeting) Thursday May 4th 1989
Jika Jika Community Hall.

Present : 32 members and visitors.

Chair: Hans Wurster.

Apologies: Vicki Piller, Graeme Frampton, Colin Waddell

Hans extened a welcome to new members Michael Stanley and Sam Sirianni , and to the return of Brenda Ellett and Martin Bastock.

The minutes of the previous general meeting were accepted by Wayne Pope, sec. Peter Philferan

Correspondance: Downunder Outfits.

Letter from Jack Youdan declining the nomination of Vice President.

Treasurer's Report: Full statement in the Club Magazine.

Terry Mountney moved that the report be accepted, seconed Ian Payne. Motion carried.

Captains Report: Phillip Island A.G.P. an excellent weekend.

Go-Karts South Morang. the ride was marred by Graeme Frampton's accident on Mt. Macedon where he broke his leg.

General Business: Tom Saville, what response from the ad in the A.M.C.M.

Hall Hire, the hire rates of the hall have increased to \$14 per night and \$25 membership fee.

Options to cover this increase; increase supper fee to \$2 increase the membership fee use up the money in club funds. the option to increase the supper fee to \$2.00 was voted on and carried unanimously.

Any suggestions for the next club itinerary please give to the committee.

Members accepting nomination for committee positions were invited to read what their responsibilities are from the clubs constitution, and to consider if they can fulfill those duties.

Club members were asked to make an effort to follow ride rules. Inter club functions are to be based so that each club makes their own way to the day's destination.

Nominations: Vice president: Jack Youdan declined.

Peter Philferan- nominated Steve Leyland.
seconded Gary Osborn.

Club Member of the year will also be voted on.

Meeting Closed.

Annual General Meeting commenced.

PORTEA QUARANTINE STATION

SUNDAY 30th.

Twelve bikes left KBCP, 9.30am Sunday 30th April, with beautiful sunshine at 20,000 feet but at ground level pretty lousy and overcast.

Gary Clifton departs towards his home muttering something about finding that lost nut? Down to eleven bikes and heading towards Flinders behind our leader Tony "Possum" Gustus with the rear rider for this combined QL/MTCV run, Ross King.

Arrived at Flinders for morning tea, after which, Ben decides to head for Phillip Island and retrieve his spare ZX10 chain, the rest of us head for Portsea via the scenic Cape Schank road and a counter lunch at the pub.

A bit expensive, but a nice meal. Steve L. found it much cheaper to borrow Michelle's salad bowl and keep filling it with salad from the salad bar as well as eating everybody else's left-overs.

After the meal, off to the Portsea Quarantine Station with still no sign of Ben or Gary, so with no time to waste everybody decides to do the tour of Fort Nepean, which is quite interesting, they have disappearing guns, but most of them HAVE DISAPPEARED! In reality these guns would rise out of their shelters (by hydraulics) fire and lower again out of sight, "disappear" they were capable of firing a 250kg missle 2.5 kilometres. But even with this massive arsenal the guns were only ever fired twice and once was at a Tasmanian ship!

Other types of guns were also kept there, again rarely used, but occasionally they fired at aircraft, OURS?

With the tour over we thanked our informative female guide and with a lull in the proceedings Steve Leyland found it appropriate to chat her up (any phone calls yet Steve?)

If you haven't seen The Point Nepean National Park its well worth the visit but you must keep to the tracks as unexploded mines and other munitions are found quite regularly, still plenty of signs abound warning "leave it alone it may explode" hmmm, with the tour over who should arrive but Ben.

Those present;

Ben Warden.....ZX10	Steve Leyland.....GPz900 (still intact)
Tony Donegan...GPz900 (QL Club)	Wayne/Michelle....CBR1000
Bob.....K100RT (2nd ride)	Andrew/Pam.....K100RS
Ross King.....XJ900 (R/Rider)	Ian/Kerrie.....XJ900
Tony Gustus....XJ900 (leader)	Bruce.....GSXR400
Stretch.....CB750F (QL Club)	Uncle/Susan.....CX500 (QL Club)

Wayne.

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EASTER TRIP

Good Friday morning I travelled to Horsham. The weather was a bit unsettled at first, but by the time I arrived for lunch it had fined up. I then continued on for another 90 kms to a place called Edenhope where I stayed for the weekend at the Motel which was very comfortable.

As evening fell I walked into town 2 kms away for some tea, then back, watched a little T.V. before calling it a day.

On Saturday I left early for a day run. Making my first stop at Naracoorte where I bought "The Sun" and was surprised to discover it cost 42 cents. I've never paid that in my life. Anyhow looking around a while before having some morning tea, then headed off to Frances, which is on the Bordertown Road. A small place with only a General Store and a Pub, which naturally I visited. Had a couple and a toasted ham sandwich for lunch. I then took the Horsham road to Goroke, this was quite a way and arrived mid afternoon. Had a rest and fell asleep in the sun. Being now refreshed I travelled back to Edenhope and my Motel where I cleaned up and got ready for Church. A good day's riding.

Sunday morning saw me off at the same early time heading towards Casterton. The road was good but narrow in places, plus a little bit of dirt to contend with. I then came across a sign reading "Major Mitchell Drive" a goat track which I took for about 10 kms passing through a large forest. At an intersection I turned left and rode along the ridge of a mountain for a way, then down a big descent where you could see for miles ahead. A great sight. Eventually came to Casterton and my lunch stop. No petrol was available as all the garages were closed, so decided to go on to Chetwyn where I was in luck at the local General Store.

Following a lunch break I journeyed on to Harrow and then back to base at Edenhope. Arriving at around 3.30pm, cleaned up and watched the remainder of the Japanese Grand Prix on T.V.

Monday morning departed for home, stopping only at Horsham and Ararat on the way. This was an excellant weekend on which I covered approx 1400 kms on my trusty Kawasaki and with the accommodation for 3 nights only costing \$150 for bed and breakfast.

Peter. P
GT 750.

* * * * *

I'm on a committee!

Oh, give me your pity, I'm on a committee,
Which means that from morning to night,
We attend, and amend, and contend, and defend,
Without a conclusion in sight.

We confer and concur, we defer and demur,
And re-iterate all of our thoughts.
We revise the agenda with frequent addenda,
And consider a load of reports.

We compose and propose, we suppose and oppose,
And the points of procedure are fun!
But though various notions are brought up as motions,
There's terribly little gets done.

We resolve and absolve, but we never dissolve,
Since it's out of the question for us,
To bring our committee to a stop like this ditty,
Which ends with full stop — like this.

SUNDAY MAY 7th. HILLS RIDE.

So, what's it going to do.

The radio said a high 19 degrees C, very misty, that looks like the sun starting to break through. Could be quite hot the other side of the range. Uh,Oh! I'm think I'm way overdressed for the occasion.

BY this time I had already filled up at my local servo and was entering the S.E.Freeway with destination KBCP in mind. So, a quick turnaround and back home to remove a few layers of clothing. It's not easy being a Motorcyclist.

By now I had blown the KBCP deadline, so proceeded across town and out to Yarra Glen via the delightful Christmas Hills run.

This means that I can't list precisely who left from the City and who gathered direct at Yarra Glen, as if it really mattered anyway.

Suffice to say there was a goodly turn-up on assorted interesting machinery and I am pleased to relate the presence of a good many young Ladies.

Jack K100RS	Ian & Kerry XJ900
Peter P. GT750	Sam & Rita GPZ900
Tom R80 G/S	Murray & Annette XJ900
Andrea KRL	Ray XJ900
Collete (new) GPZ500S	Ben ZX10
Eric KRL	Hans K100RS
John RG500	Steve L. GPZ900

Apart from the camping weekend this was my first club run on the K100. Now, here we have 1000 cc's of instant power and I'm still being left far behind by the girls on 250's, a bit embarrassing really.

This was Andrea's first club-run back on two wheels since the bingle and she did it in style with a brand new Kawasaki 250 KRL thingamy jig. Very nice in Red and White with a touch of Black, makes it look just like a Yamaha.

Off we went with Ben doing the honours as leader and Peter P. as rear rider.

Healesville, the usual to-ing and fro-ing amongst the traffic on the Black Spur and then a sudden change from grey mist to sunshine as we crested the range.

A halt was called at Marysville to feed Ben's tapeworm, only it looked remarkably similar to Narbethong to me, but then, one tends to get these places mixed up with so much riding.

Next followed busy thriving Buxton and just outside of Taggerty we all pulled off the road at a scenic lookout. Ben then proceeded to the top of a nearby cliff and commenced to compose a wide angle shot with his trusty 35 mm camera by running from the far left to the far right, taking frames all the way. Hans suggested there was an easier way to do it. It's called a wide angle lens.

By way of the backroad to Molesworth, we were all soon parked on the picturesque main street of Yea. Such was the autumnal activity here, that one was hard-pressed to keep descending autumn leaves from the immediate vicinity of one's pie and sauce.

Both Hans and Steve has prior committments and left the official ride at this juncture.

With precautionary refuelling of the assembled 2-strokes, the Club proceeded in the direction of Kinglake West. It has obviously been some time since I last traversed this section of the RCA's handiwork, as I was stunned and amazed to see that the venerable Flowerdale Pub has been by-passed. Only by a few meters I will admit, by by-passed none the less. Is there no halting progress.

The road which connects all parts of Kinglake was completely shrouded in mist and it was only with the descent on the St Andrews road that full vision was restored.

Of course, the specific reason for this jaunt still lay ahead; Namely the Diamond Valley Miniature Railway. Many confessed to having driven past not knowing what it was. Well! it's lots of little trains isn't it with little railway lines all over the place and great big people sitting on the trains. Infact there were 6 or 7 great big bikies sitting in one poor little steam train, and it did our reputation as being real animals not one jot of good.

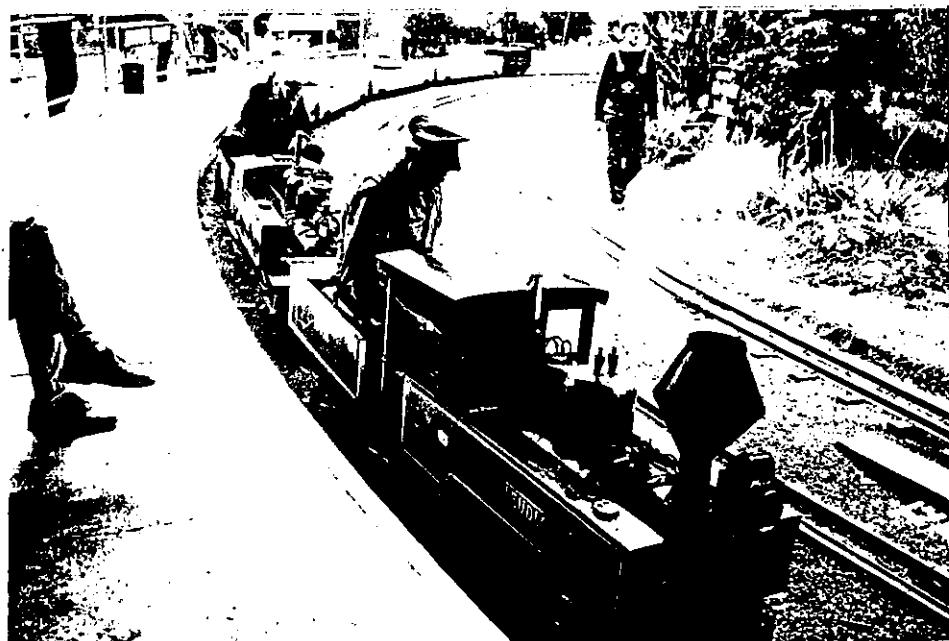
As well as the Miniature Steam Engines, there were others decked out as Diesel Locomotives one of which was driven by a Holden 186 motor. Not entirely authentic but very effective. Tom bemoaned to fact that the most interesting place, The Railway Workshop, was off limits.

Gradually our assembled number began to disperse, a handful remaining to either discuss Ben's mileage from his front tyre or to see if the woman in the black leather mini skirt would actually mount the train.

Both situations were left unanswered as we called it a day.

Les K100.

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Whoooo Whooo

K 100 RS ... 3 YEARS and 150 000 km in SERVICE

After just 3 years and 1 week to be precise, my K 100 RS has reached 150 000 km relatively trouble free.

Since I bought it new on 7/4/86, I have performed all services and repairs myself. This obviously has saved me an enormous amount of expenses. All maintenance was performed as near as practical to the BMW Service and Inspection programs. And yes, Ben, I renewed the coolant on its 3rd birthday.

At this stage the bike now feels "fully run in and has loosened up nicely." I had to get this in to stir up all you Jap bikers.

Since new, like all K's that are used properly each day regardless of the weather, the paintwork became badly chipped and in some places peeled on the fairing. Due to this 'peeling', not the chipping, BMW Aust. authorized the repainting of the fairing, mirrors and side covers on WARRANTY at 49100 km. Other Warranty claims were as follows :-

- 2 X Fork oil seals at 5100km
- 1 X Oil pressure switch at 33360 km
- 1 X Air foil (Air deflector) at also 33360 km on return from Cairns.
- 1 X Battery at 54 000 km just a few days inside warranty period.
- 1 X Alternator Oil seal at 56400 also reported inside warranty period.
- Muffler heat shield brackets welded several times but no good.

Repairs and Replacement parts as follows:-

- 4 X H/light globes (possibly my fault due to 0/size)
- 1 X tail light globe.
- 1 X Clutch cable (Accidentally ruined by me)
- 1 X rear Shocker bought at trade price. (Recently again replaced on Parts /)
- 1 X set Rear brake pads Due for new set soon. Warranty.
- 1 X set Front Brake pads (after market) Due for new set soon.
- 1 X Rubber boot over clutch release lever.

Frame cracked a number of times at rear and repaired by me and gusseted. Short in wiring loom at 66000 km. Bike might have caught on fire whilst on club ride if I had not noticed straight away. I believe this short was caused by me using larger than standard wattage headlight globes. All burnt/melted wiring replaced by me and Ken and switches repaired. These electrical repairs were effected at the cost of a few meters of new wire. In a workshop the repair costs would have been enormous as they would have charged for new loom and several complete switches plus labour.

On 29/12/88, I was unlucky enough to come to grief on my favourite road, the Great Ocean Road. I won't go into detail but the bike and I hit the ground at between 110 - 120 km/h with the bike ending up over the embankment off the road. After it was pulled out with the aid of a ute I rode it home with a very deflated ego. Again it was only my error etc... I was not injured apart from the expected scrapes etc... The bike fared a lot worse but it was mainly cosmetic. I ride my bike to work daily so over the next 3 weeks I worked on it in my spare time fixing broken fibre glass, straightening this and that, welding a couple of bits etc..etc.. undercoating, rubbing down, re undercoating etc..

Finally it was ready for the big paint job. A friend of mine owns a Panel shop. He told me I could use all his equipment and premises provided I did it myself as he was too busy. I took all parts to be painted to his shop. All were ready for spraying and I had bought the paint (\$ 33.60 at Trade) Four and a half hours later it was finished and I was now also a spray painter and quite proud of the job. The total cost for these crash repairs and a complete re-spray was \$ 186 and 3 weeks of my time.

TOTAL SERVICES TO DATE :-

FUEL USED at approx. 16.5 K/Lt ave. at .50 C/Lt ave. for 150 000 km would work out at approximately at 9091 litres and \$ 4545.45 that's again approx. \$ 3728.00 plus \$ 4545.45 = \$ 8273.45 or 5.5 cents per kilometer all inclusive not taking into consideration Depreciation or Registration fees. That's \$ 2757.82 each year all up including the crash.

By the way, my 'crash' interval appears to be 3 years over the past 9 plus years over which period I have travelled a hell of a lot of kilometers all over Australia in all sort of conditions. I have now been riding motorcycles since 1952 and hope to be riding them for a long time yet. I have said that this bike is my last bike but at the rate I am going I might have to re consider.

I hope that this rundown is of some kind of interest to some of you. If you want to keep expenses low you must do it yourself, but by owning a K 100 with a little knowledge about the type, makes for very easy service and maintenance.

HANS WURSTER K 100 RS

Now 154 000 k's young.

BUNDY'S TAVERN - SUNDAY 14th

The Players:

Peter.P, Tony.G, Ben.W, Ross.K, Peter.D, Murray.B and Annette, Gary.C, Ian and Kerrie, Hans.W, Steve.L, Barry and Rosemary.

Whose Bundy ? I dunno, Queenslander isn't he ? Nooo Hungarian. Sez who ?

Well nobody knew who he was or where she came from but we all ate the tucker. To each his own but overall most happily munched away on their own selection while chatting about different things.

Steve 'Captain' Leyland has managed to locate a "Captains" hat for himself, came from St Vincent-De-Paul I think he said. But I must say he looks better with it on than off ! On yer mate.

Good to see Peter Dwyer on a club ride. Having bought his own place up at Daylesford, Peter finds it difficult to go on many rides. He hasn't lost any weight so the country air must be agreeing with him.

Hans was preparing for his border run to Tocumwal next weekend and having had a large breakfast he elected not to join us at the Tavern.

At the KBCP were Ian & Kerrie, Ben, Hans, Steve and myself. We took the regular route to Hallam dodging the heavy Mothers Day traffic.

Picked up Peter.P, Barry and Rosemary (2nd ride) then it was east to Pakenham and north into the hills, and that was about where I lost track of which way we went. The roads were testing, Dry to Wet to Loose to Good to Bad. Hows your tyres Ben ? Umm ! Yes well, she'll be right.

Hello looks like we'll get booked for standing here (Bus Stop), but Mr Plod didn't worry to much about a few poor bikies hanging around in a Bus Stop killing some time before our appointment with Bundy. It was at this point that Barry & Rosemary decided to go home, they hadn't pre-booked and besides who would want to be seen with this lot? But which way is home ?

At Bundy's we find Peter, Ross and Tony then inside and the tucker.... about four o'clock sees us all well and truly chockers, so time again to Battle the traffic home. I decide to follow Ben knowing he will find his way out with his uncanny sense of direction!

We flew along dry roads with slow moving "Mums Taxis" disappearing in our mirrors, made good time out of the hills, down Burwood Hwy and the South Eastern Freeway (where Ben turns off), arrive home at five and decide tea is off the menu for tonight. Give Dot a break!

217 kilometres, good scenery, good company, good food, good riding, who could ask for a better Sunday. Thanks go to Ian the Pain for the organising and to the other members for their participation.

See you next Sunday,
Gary.C FJ12.

STARTERS:- Ben ZX 10; Steve GPz900; Sam & Rita GPz900; Peter & Sharon GSX 1100R; Peter P. GT 750 (Rear Rider) and Hans K 100 RS (Leader).

At the KBCP I explained to the starters that with a relatively late start and a long way to go, there would be no unnecessary stops and the ones planned for fuel and refreshments would be relatively short in time.

Left the KBCP at 9.30 am sharp and headed out via the Kew Boulevarde, Fairfield etc. to Whittlesea then Kinglake West, Flowerdale, Yea, Merton to Euroa where we arrived at 11.30 am for a late morning tea and fuel top up. Sam had already topped up his 900 at Merton as he was very low. Possibly due to the strong north wind we headed into together with his pillion even though Rita is small.

Left Euroa shortly after noon and headed for Violet Town then north via Dookie, Katamatite into NSW to Tocumwal where we arrived at 1.30 pm.

All except Ben and I decided to have a counter lunch at one of the local watering holes. Here again Sam and also Peter on his GSX had to top up their tanks as they were very low on fuel.

Left Tocumwal at about 2.15pm and travelled to Barooga on the NSW side of the Murray River then back to Cobram, Strathmerton, Numurkah, Shepparton for a short break and fuel top up at 61.9 c/lt. Shortly after on to Nagambie and Seymour then Puckapunyal to Tooborac.

Between Pucka and Tooborac when rounding a blind left hander in bush area at about 140 clicks or so with Ben a short distance behind me, I was suddenly confronted by two Roos sitting on the centre white line right in front. On the brakes hard to wash off speed and going slightly on to incorrect side of road away from the two Roos. Luckily I anticipated right and they hopped off the road to my left. In the meantime Ben behind me had his own problems taking similar action. Had the Roos hopped the other way I am not sure what might have happened. It is quite possible that my bike would again have been repainted in yet another colour.

At Tooborac, Sam & Rita, Peter & Sharon and Peter P. left the ride and headed for the Hume Hwy. Ben, Steve and I continued on via Lancefield, Romsey etc to Tullamarine and Essendon where we broke up and headed for our respective homes.

I arrived home at Altona just on dark at 5.30 pm after riding 640 km of enjoyable K's in good company and a minimum of unnecessary stops. Apart from the strong north wind the weather was good although overcast and cool. All bikes performed well although Sam's 900 used a lot more fuel than it should have.

THE CLUB

An article in last months magazine ("Lapse of Reason") put in writing a discussion that has been continuing for some time amoung club members. While I do not agree with ALL the points raised, I do however agree with the general thrust of the article.

I am not going to critisize the riding style of the club, because the way the club rides reflects the riding styles of the current members of the club.

I suppose that having been a member of the club since 1978 (except for a lapse of 1 year), gives me the experience to be able to comment on the club over the past eleven years. When I joined I rode a 400cc. bike, quite a common size in those days, the make up of club bikes was from 250cc. 2 & 4 strokes up to 1000cc.. I soon realised that the 400cc. was not a very practical touring bike so graduated to a CX500. Why did I buy a bike only 100cc. larger? Well it was because in those days the club really was a touring club and club rides were between 400 - 500 kms and of that 500k at LEAST 100km was dirt which was sometimes goat track type dirt tracks. Club rides tended to be more group orientated, by that I mean that the club travelled as a group, only seperating when a bit of twisty road came along in which case the quicker riders took off so that the club seperated into two GROUPS, the faster riders and the slower riders. However, the majority of the ride meant that a person could ride at a COMFORTABLE speed in the company of OTHER riders.

The club also used to be family orientated, rides such as a ride to a national park, meet family, play cricket maybe have a BBQ then continue on with the ride. These things are all reflected in the club rules and also on our itinerry "Members consist of male, female and family groups of all ages, riding various size bikes."

HOWEVER times change, bikes change and attitudes change. These days the emphasis is on sports bikes, bikes that are only comfortable when they are travelling at more than 140k's and heaven forbid, if they ever saw a dirt road they would shake themselves to pieces. And so the type of club rides change to reflect the types of bike we ride now. So to cut a long story short, we now have club rides to cater to the sporting bikes of today that a lot of us ride. Because of the shrinking bike market, the type of people in the club are changing, no

more do we have the bearded (full of bugs) rider who probably went to every Centre rally ever staged and who probably thought nothing of riding to Alice and back via every dirt track in Queensland.

So what will a new prospective TOURING club member see on his/her first ride? Well, he/she will probably see most of the club disappear into the distance while he/she cruises on 120k's with brief glimpses at each corner and even briefer glimpses as they are overtaken by the corner markers soon after. How about if you are a touring club member already? Well unless you are one of the "fast few", you will probably spend all day riding by yourself, seeing corner markers, then being overtaken by corner markers. So that your only contact with the club is one hour of talking over lunch, the occasional overtaking bike and the rest of the day spent riding by yourself. How about if "you get up it" and try to keep up with the front of the pack? You will probably see riders cruising at 130 to 150k's, riders overtaking over double lines, the odd slide or two, overtaking cars on the left and the occasional bike being dropped.

Now after all this you are probably asking yourself well what is he on about. Well what I am on about is that the Motorcycle Touring Club of Victoria is no longer the Motorcycle Touring Club of Victoria.

Firstly it is not a club that caters to all sizes of motorcycles, just look at the membership list, unless the bike is at least 750cc (4 stroke) or a "go fast 2 stroke", it can't keep up. So that means that the club is for 750cc or larger bikes only.

Secondly the club travels very quickly over mostly good roads, and tends to seek out twisty type roads. Therefore sport type bikes are more suited to this type of riding, rather than the touring oriented type of bike (BMW K100 owners will probably dispute this).

Thirdly the club is not family orientated, it has the odd girlfriend or two, but full of active family groups it ain't. In fact the active family groups left a long time ago.

THEREFORE I propose that the club drops all the pretence of trying to be something it is not and change its name to encourage a totally different type of rider, something more in keeping with what the club is REALLY like.

So I propose that the MTCV be renamed the:

THE SPORTS TOURING CLUB OF VICTORIA

A club that caters for sports style bikes of all makes. Members consist of male, female riders of all ages riding bikes larger than 750cc. who enjoy getting from A to B as quickly as possible.

This way the club will attract the type of rider it obviously wants, the wimp mediocre tourers will be weeded out of the club and the "go fast boys" will be enticed to join, thus increasing the badly needed membership numbers. This will then stop all the complaints by mediocre riders about the club travelling too fast on club rides, and stop all these whinging letters to the club newsletter.

As a further enhancement to our image we could suggest that club riders adopt an image more in keeping with the new club name. For instance, colour coordinated outfits, lightweight fashionable clothing, the latest gloves and sandshoes. Piss off those poofy looking Dryrider jackets and bulky leather jackets and leather pants. Doesn't fit the sporting image I'm sorry.

I work with a couple of guys who ride cycles, one rides a Kawasaki 250 and the other rides a Kawasaki 1000. Both have expressed interest in joining the club, but to be honest I have actively discouraged them from coming on club rides. Why? Well they both can ride quickly, but would you believe they are both wimps! They don't have the "risk all" mentality to get past the vehicle in front. They are mediocre riders, safe but mediocre....therefore they would be a liability to both the clubs image, and heaven forbid they would hold other riders up while they waited to overtake them. We definately dont need that type in our club, so needless to say I have discouraged them from coming on any club rides. So the club can depend on me to recruit only those riders with the right image.

I hope that the club committee will give this matter a lot of thought, after all I would hate to see the club go backwards and end up a wimpy mediocre touring club like it used to be.

RAY THOMAS (mediocre rider)
XJ900N (wimp bike)