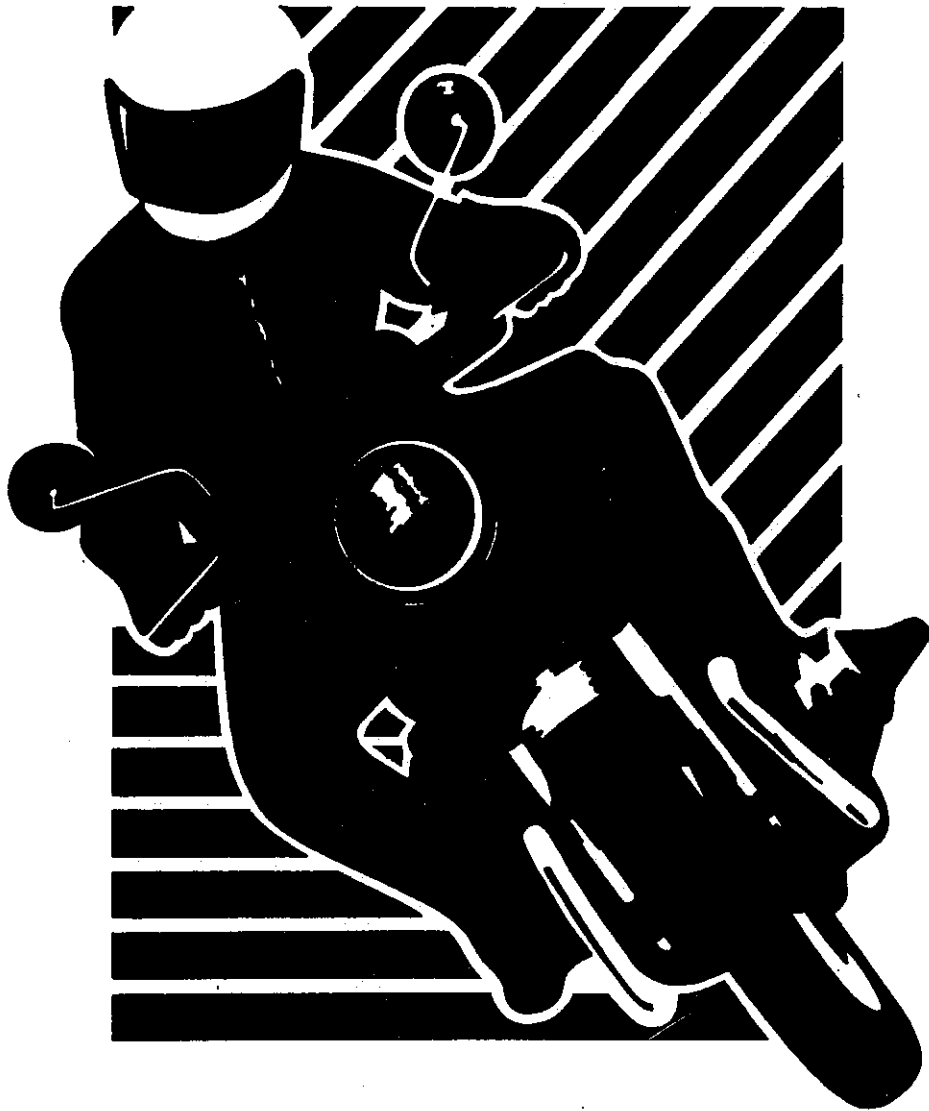


Dec / JAN 91

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

- SATURDAY 8th. CLUB CHRISTMAS BBQ. This FREE BBQ is open to all financial members of the club (\$5 nonmembers) & will be held at the corner of Heidelberg road & Panther Pl. BYO drinks.
Fairfield Park.
(Melways 30 J-12)
12 noon to 4pm.
- Sunday 9th. LEONGATHA. This 500km run will include such places as Pakenham, Drouin, Leongatha, Dumbalk, Meeniyah (lunch), Noojee, Powelltown & Lilydale. A good tyre equalizer ride.
9.30 KBCP.
10.15 Hallam.
Ben Warden leading.
- SUNDAY 16th. CHOCOLATE FACTORY TOUR. From Hallam to Gembrook then we skirt the Black Snake Range as we head down to Sth Gippsland, from here north to Noojee and across to Warburton to arrive at this small family run business by approx 2.30pm. Members will then be free to buy chocolates, depending on the time the ride may finish here.
Warburton.
9.30 KBCP.
10.15 Hallam.
Luke Richardson leading
(SOME DIRT)
- WEDNESDAY 26th CLUB CHRISTMAS CAMP The club has prebooked several unpowered sites for the Boxing Day/New Years Day period. See separate article elsewhere for full details. Note No organised ride there has been planned.
to TUESDAY 1st. Porpunkah.
Mt Buffalo Caravan Park.
"MAKE OWN WAY"
- JANUARY 1991
- SUNDAY 6th. AROUND THE BAY + Ferry. Seeing this is in holiday time and we will be travelling in mainly 60km areas this will be a leisurely ride keeping to the bay roads as much as possible. Up
9.30 KBCP. Arthurs Seat then to Sorrento & lunch
Trevor Harris leading. (counter) a swim? and catch the 2pm ferry
Ferry cost; \$12 bike/rider. to Queenscliff, around the Peninsula to
" " \$5 pillion. Geelong and break up at Flinders Peak.
"Bring togs"
- SUNDAY 13th. DIAMOND BAY From the carpark we will head east then south to Flinders, "do Arthurs Seat" grab some lunch, head for the beach and a SWIM. Yes swimming so come prepared as Tom has ordered a 40+ day with no wind.
via Arthurs Seat.
"SWIMMING"
Tom Saville leading.
9.30 KBCP.

- FRIDAY 18th. Mt.DANDENONG NIGHT RIDE. After our meal at the Ferntree Gully Counter Meal, 7PM. Hotel (Middle) we will head off into Middle Hotel, the darkness & the roads through the 1130 Burwood Highway. Dandenongs then down to Hallam and supper at Sam & Rita's. NOTE: If you plan to have a countermeal please notify the committee so a group booking can be made at the Pub for 7PM.
- SUNDAY 20th. KING CRYSTAL MINES. Our visit to these disused mines "Some Dirt" situated in the North East, will 9.30 KBCP encompass a round trip of about 360km, 10.30 Yarra Glen. which includes 2 dirt sections of 20km each Andrea Sirninger leading. Bring a torch to help see the interior of these mines.
- SATURDAY 26th to MONDAY 28th. TALLANGATTA. This weekend in the Alpine region will Victoria Hotel (2 nights) be reached via Yea, Mansfield,Whitfield, 9.30 KBCP. Beechworth & Tallangatta. 10.30 Whittlesea. Due to limited beds at the Vic Hotel, members not already booked-in would be advised to ^{phone} the following:- Travelodge Motel; 060-712208. Lakelands Caravan Pk; 060-712457. (OS. Vans)
- FEBRUARY
- SATURDAY 2nd & SUNDAY 3rd. WINTON SPORTS DAY. This Sunday will see us with the "SUNDAY" Winton Race Track at our disposal where 9.30 KBCP-Saturday. a variety of events will be staged. Accommodation has also been arranged, see entry form elsewhere.
- THURSDAY 7th. GENERAL MEETING. This being the first meeting of the Club Hall 8.15pm. new year why not make an effort to attend!
- SUNDAY 10th. MYSTERY RIDE. This ride will encompass approx 350km & take in Strath Creek (smoko), Kyneton (lunch) and Altona (BBQ tea). 9.30 KBCP. Hans Wurster leading. The BBQ will begin at about 4.30pm,tea, "BBQ DINNER" coffee, sausages & salad will be supplied, 21 Medford st. Altona. Ph. 398-5575. BYO alcohol & other eats as reqd.

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF GENERAL MEETING

Date: 1 November 1990

Location: Jika Jika Community Hall

Open: 8.30 pm

Present: 38 members and visitors

Apologies: Hans Wurster

Minutes: Accepted by Jon Riddett
Seconded by Terry

Correspondence: Product list and prices from Down Under Communications.

Treasurer's Report:

Balance at 1st September	\$1,367.78
add Receipts	<u>381.00</u>
	1,748.78
less Payments	<u>978.99</u>
Balance at 1st September	<u>\$769.79</u>

Captain's Report:

Maintenance Day - 7/10/90
10 bikes on ride, 18 people at BBQ, 180 kms.
Fine and sunny day. Ride through St Andrews, Kinglake, Mt Donna Buang.
Ben leader, Sam rear rider.
No incidents.

Polly McQuinns Waterhole - 14/10/90
20 bikes, 22 people, 400 kms.
Ian led, Luke rear rider.
Another fine and sunny day. Pyalong - Yea - Merton - Strathbogie.
No incidents.

Economy Ride - Ballarat - 21/10/90
15 bikes, 13 people, 420 kms
Cold and wet all day (occasional hail). Woodend, Daylesford, Ballarat, Meredith. Three winners: Peter P - closest nominated; Stephanie - best economy (non member); Steve Leyland - best economy (name on plaque).
Luke leader with Trevor and Anne/Peter P alternating as rear rider.
No incidents.

Whittlesea Toboggan Park - 28/10/90
14 bikes, 16 people + Sue & kids, 200 kms.
Hot and sunny all day.
Ian leader with Sam/Steve and Stephanie bringing up the rear.
No incidents on road but plenty of spills on the toboggans.

Thanks to all leaders and rear riders.

General Business:

Eastern Creek: Group run to next year's Grand Prix likely. Suggested that it may be an idea if a group of tickets were purchased so that club members could sit together to look after gear etc. To be pursued later.

For Sale: Badges, patches, earplugs, etc. available from Andrea.

Itinerary: New ones have arrived - members are encouraged to take one (at least).

Attention drawn to several events, including weekends, Motorcycle Show, Christmas camp, Christmas barbecue and Christmas supper.

Attention drawn to Winton Sports day. All members to be catered for by inclusion of several events, e.g., slow racing, slalom, etc.

Phillip Island: For those not going on the Snowy Mountains weekend Phillip Island was playing host to a 'ride' weekend. Members asked to see Tom if interested.

Superbikes: Ian had information about superbike racing at Phillip Island on November 10 - 11.

Door Prize: Won by Tom. A container of mag wheel cleaner.

Closed: 9.00 pm

Guest Speaker: Ken Wootton. Ken explained a little about himself, how AMCN is put together and the direction it's taking. Also spoke generally about motorcycles and motorcycling.

WHO'S NEWS

On the Snowy Mountains ride while coming down from Mt. Buffalo we were all "PASSED" by a guy riding a Harley with ape-hangers.....we were having a Roll race.

The seat on Lukes GPX750 is looking a bit tattered after a friends dog took a liking to it.....maybe it was something YOU ate Luke!

Members once again contributing to the States coffers with Gary Clifton and Alec Brown being summoned to appear before the judiciary.

Ben riding a friends 250 finds on one corner he is scrapping his knee!!! and the bike is scrapping everything as unfortunately it is on its side and sliding down the road.

Congratulations to members Pam & Andrew Dunn who are expecting an 'addition' to the family. Seems the "Big Apple" on their honeymoon was to blame!

Sorry to hear that Michael Chan had his GSXR750 'step-out' on him while proceeding through the Kew Boulevard. After a check at St. Vincents Michaels injuries amounted to the usual bruises & grazes with the bike suffering cosmetics plus damage to the tank, muffler/exhaust, fairing and swingarm.

At the Stay Upright Performance Course, Luke managed to cut his lap time around Phillip Island to 2m 08sec. There weren't many bikes circulating this quick, but two he couldn't quite catch were a K100RS and a XJ900. Coincidentally the two riders belonged to the Motorcycle Touring Club of.....New South Wales. Talk about birds of a feather.....

Congratulations to Murray Browne and Annette who tie the matrimonial knot this coming January.

Harry Miller now has a TZR250 and may take to the track and try a little racing.

MRA are holding more Ride Days at Calder, Cost is \$25/\$20/\$8, and will be held on Dec 15th, Jan 20th, Feb 17th & March 24th. For more info Ph. 03-799 1169.

Commiserations to Eric Makin who has had his FZR600 tied up in the workshop for the last couple of weeks while he argues with Yamaha Aust. that the soft valves and broken gearbox shaft are warranty items.

Jack Youdan, and half the Club, seen hooning around on a near new VFR750, seems the bike is a loan'er from Honda Aust and the Reefton ride was a good way to get a feel for it, aye Jack?

S.P.O.R.T. Course at the Police Driver Training complex at Attwood will be held on March 24th 1991, for booking Ph. 03-347 9744.

Interested in a Trailbikes only ride in the next few months? A few members are planning one on a Saturday, if interested contact Jon Riddett or Steve Leyland.

Tom runs off the road! Yes, while avoiding a wildly braking Leyland GPX750, Tom takes a wide line.....right off the road.

Jon Riddett, Steve Leyland and friend Karl out trailriding around Blackwood have the usual amount of spills but the trip home via Cobbledicks Ford was to prove more interesting with Jon finding it a little difficult to swim in full leathers, helmet & gloves.

And now for a WHINGE! Yes the old issue of DANGEROUS RIDING has reared its head again, sure anybody can make a misjudgement when overtaking or sometimes the manoeuvre may look more dangerous from a following riders view but there is NO excuse for blatant dangerous riding and it will not be tolerated in our Club.

We share the road with other vehicles & when passing these other road users we should do so in a courteous and efficient manner. Motorcycling is held in low esteem by many people & it is up to us to promote our past-time as a safe and enjoyable activity. Dangerous riding will in no way help our cause, for example;

On the Lavers Hill ride, several of our group experienced difficulty passing a car, made all the more difficult by the drivers deliberate attempt to run us off the road. The cause, possibly some uncourteous passing by one or more preceding riders?

Anyone can ride like a looney, passing on blind corners or the crest of a hill and flat out in the straights with the sole purpose to arrive at the next stop as quickly as possible, whip off your helmet and look like you've been there for hours. Wake up, the only person your fooling is yourself, for in reality you have only gained a few seconds but left a trail of ill-feeling amongst your fellow road users and perhaps jeopardized the safety of following riders. This type of riding reflects a lack of maturity and not the sort of person we want in our Club.

Our rides are structured so that everyone can ride at their own pace, there is NO PRIZE for being first just as there is NO SHAME in arriving last and with many new riders joining us for our Sunday rides, especially the young impressionable ones, we owe it to ourselves to set the example and ride in a sensible manner which will make the days ride enjoyable for everyone.

P.S. You have been warned, if this behaviour continues the Editor will introduce a Shame Page titled "Dob in a Dickhead" where the offenders name and misdemeanour will be published in 2" high letters.

WHINGE No.2;

It is becoming noticable that volunteers for "Rear Rider" and to do the "Write-up" of the days activities are in short supply. These duties are not difficult but are important, so let me explain; The write-up doesn't have to be lavish, any legible scrawl outlining the days ride will suffice also the rear-rider is permitted to alternate during the day. Therefore several riders can share this important function, so now you know how easy it can be, lets see everyone have a go!

WHINGE No.3;

To maintain a smooth orderly ride, riders should be ready to move off promptly when the leader instructs. This is more important in the hot weather as nobody enjoys corner-marking in the hot sun waiting for the stragglers to suit up. It is therefore in the leaders interest to indicate how long before he is ready to leave. (Yelling "5 Minutes" seems to work well).

All the above are only suggestions, your help can make them reality.

Ian Payne
President MTCV.

TOBOGGAN PARK - WHITTLESEA: OCTOBER 28th. 1990.

IAN.	XJ 900.	(LEADER).	CHRIS.	GPX 250.
HARRY.	FZR 600.		MICHELLE.	GPX 250.
JOHN.	K 100 RS.		ALEC.	GSXR 1100.
LUKE.	GPX 750.		MARCUS.	APRILIA 350.
SAM.	FZR 1000.		ANDREW.	K 100 RS.
RITA.	SRX 250.		PETER.	FJ 1200. (REAR).
STEVE & STEPHANIE.	GPX750.			

With a predicted temperature of around 30 degrees and little chance of rain, I was rather disappointed to arrive at K.B.C.P. to find only twelve bikes waiting. As indicated on the Club calendar, this was my type of ride - leisurely, with no dirt.

After Ian explained the day's activities and the corner marking system to the new riders, we were on our way. We headed out of the City via the Tullamarine Freeway and on to the Calder Highway.

Leaving the highway we travelled via Romsey to Wallen where we stopped for morning tea. Here I was able to make the acquaintance of Marcus and Steff, a German couple Steve had met in Central Australia and who were now enjoying his hospitality here in Melbourne. They had travelled overland from Europe, so I was very interested to hear of their adventures so far.

As this was a leisurely ride, we all had plenty of time to savour the delights of the Wallen Bakery. I chose a cream bun, then went back for seconds, and thirds. Absolutely delicious.

On the road again, and only a short ride to our destination, the Toboggan Park at Whittlesea. Here we were met by Sue Moreland and her family, who kept a watchful eye on our helmets and jackets whilst the rest of us hit the toboggan run. Watching young children coming down ahead of us, we thought that this was real "kid's stuff". However, after several of us parted company with our toboggans we decided that a degree of skill was needed. I ended up with a grazed and bruised elbow but thoroughly enjoyed myself.

We returned to the Morelands in the picnic area for lunch. By this time we were all down to wearing T-shirts and enjoying the sunshine. With bodies rested it was time to head for home, with a stop at the Eltham Food Plus store for refreshments then we all headed off to our various destinations.

Once again Ian, thank you for a most enjoyable ride, and I am sure that those of us who visited the Toboggan Park would like to make it an Annual Event.

Andrew: K100 RS.

TOMMY'S "FOUR DAY".

In the world of motorcycle riding there are certain classics, The Isle of Man, The International Six Day Enduro, The Motorcross Des Nations, Speed Week at Daytona, The Castrol 6 Hour (defunct) and Bathurst. And now we have in our own club an emerging classic; "Tom's Four Day Road Tour of the Alpine Regions of North Eastern Victoria & Southern New South Wales".

In 1990 twenty-one enthusiastic souls turned out for another memorable tour:-

Tom-FZR1000	John-FZR1000	Sam-FZR1000	Ian-XJ900	John-XJ900
Eric-FZR600	Ken-K100RS	Hans-K100RS	Jon-K100RS	Jack-K100RS
Les-K100	Gary-CBR1000	Angus-CB900	Ben-ZX10	Luke-GPX750
Steve-GPX750	Rita-SRX250	Andi-TDR250	Alec-GSXR1100	
Marcus-APRILIA 600	Stephanie-APRILIA 350.			

Heading east through Gippsland doesn't leave many alternatives for the lead rider, you either go straight down the highway or take the back roads running parallel on either side. We took the back roads, Narnargoon, Longwarry, Nilma and morning-tea at a busy Saturday morning Moe. Toongabbie, Heyfield, Maffra and lunch at a not so busy Stratford.

By now I had decided that this was going to be an A.S. (absolute shocker) of a write-up. Blue skies, warm air, absolutely nothing out of the ordinary happening. Sam caught up with us at Stratford after finishing his shift at work & we headed off on a back road probably never before used by the club. It curves down towards Lake Wellington and Lake Victoria and finally rejoins the highway just before Bairnsdale. Highlight of this section was riding through the area of BENGWORDEN, and it's no secret who suggested we take this route either. Pity they couldn't get the spelling right, Ben!

After Bruthen the road gets its act together and the boy's on the Sports bikes got their act together and a big freight train of maybe twelve machines went past like I had the gear shift stuck in third. Fifteen minutes of hard riding later I had actually managed to pass a girl on a 350 single and was feeling pretty pleased with myself, and the content for this write-up started to improve.

Yup! Right where a bike had run out of petrol the year before, the big Aprilia piloted by Marcus decided its rear wheel bearing had had enough. After the usual fiddling about we disconnected the brake caliper & limped on to where the club was waiting at Ensay. Now, Marcus & Stephanie were on their last ride before packing the Aprilias on a ship and heading back home to Germany. They had travelled halfway around the world and now on this little back road from Bruthen, as if by some incredible act of sympathy, no sooner had the 600 died in the bum than the 350 donk starts playing the anvil chorus and it dies in the bum too. Amazing but true.

After limping & towing the dead machinery into Ensay, various leading lights of the club put their thinking caps on and came up with plan 'A', plan 'B' and plan 'C'.

cont,

It was thought that perhaps a combination of plan 'B' and plan 'C' might do the trick, while others were adamant that plan 'A' combined with plan 'C' was the way to go. One group of radicals even went so far as to suggest that the only hope of success was to use parts of all three plans 'A', 'B' & 'C'. And so it eventuated that Stephanie & Marcus would continue on with the tour as pillion passengers.

So once again for the second year in a row we managed to all finally arrive at our camping spot on the Tambo River late. But, without fail, Tom's van driven by the inimitable 'Arthur' and ably assisted by the equally inimitable 'Dean' had arrived, made camp and divulged an esky of cold tinnies. Much pitching of tents then ensued, accompanied by much cursing at bent & broken tent pegs caused by the copious gravel deposits underfoot. The award for 'simplicity' and 'innovation' went to H.Wurster for his unique structure in blue polyhession. K.Wurster received second place award for his daring innovation in the same material but lost valuable marks for being a whimp and including an inflatable Li-Lo in the interior decor.

I still can't understand how anyone can ride all the way to this magical spot on the upper reaches of the Tambo River and then insist on riding to Omeo to stay in a Hotel. But a few did, so there you go. Rumour persisted that Peter P. was in the area but as I never actually sighted him we may have to wait for confirmation from other sources.

Night life around the campfire was fairly restrained with Arthur doing casual but regular trade in the sale of cold tinnies and Kenny getting the most amazing results from a perfectly innocent looking bottle of Coca-Cola. By this stage I was the victim of the dreaded hay fever which had been persisting all day, and decided to go to bed relatively early. And in line with that "early to bed, early to rise" nonsense, I was the first one up and climbed a 45° rocky ridge south of the campsite. An amazing valley slung with low mist, and the orange flames of the rekindled camp fire flickering in the half light of dawn far below me.

On returning, I combed the tent dwellers for the gossip of the night before but received only one complaint from T.Saville that Hans had attempted to tell a simple story and had kept all and sundry awake by taking one hour and fourteen minutes to do so.

It was now time for me to hand over the scribes pen to Jack who would take up day two of the journalistic relay. So far I have been unable to complete the full four days of Tom's Tour, but if the continuation of the trip is as good as my return journey over Mt. Hotham then it must be magical indeed.

Les
K100.

Sunday Nov. 4 Day 2:-

6:38AM - Apologies around the campfire for all the insults, promises, threats made around the same fire last night. Les leaves early to travel home via Mt.Hotham....where THE REAL motorcyclists go!

Gary has a shower, maybe needed it after last nights messy dinner. Steve has his breakfast - mug of tea, which looks like it was brewed in 1989.

Despite last nights agreement to leave promptly at 8:45, we leave at 8:47.5am. OOPS - back up, although its an overcast morning the photography fiends are out in force catching everything from tents to Nudes-in-shower. Also we push start the van. Arthur (we think) left the fridge on all night!

The ride to Buchan is all about.....being on reserve with one BMW coasting the last 2kms (very empty). Buchan has Market Day, complete with Irish (Irish?) country & western singers. After fuel and a bite to eat, its on to the magic road (but bumpy) to Orbost, 56km of curves/bends/grades everything you could ask for. Onto the Princess Hwy and Cann River but no stops here as we continue to Bombala for lunch. Tom gets us here in good time, well sort-of 1:15PM. Only complaint of this super road is the 17km dirt stretch with the detour half way along (caught a few out eh!). Bombala to Cooma is pretty fast but as this is a major (patrolled) road, restraint is used by most. On to Adaminaby for supplies, Ben books into the local Hilton, then we travel down the great roads to 3 Mile Dam and camp.

Its very pleasant here basking in the sun and taking erotic photos of those showering. Some of us avoid this debauchery by swimming in the dam, Brrrrrrrrrr. Collecting firewood was next on the agenda with many inventive schemes being put forward as to the best way of dislodging a rotten branch still attached to a tree. The remainder of the evening was spent telling tall stories around the campfire. Anything else? Oh yeah, Jon had been crook and Marcus took over the reins of the Bee Emm.....and the weather, Suffice to say first class, sun with some clouds, not too hot/not cold.

Jack
K100RS.



From Three Mile Dam we head to Cabramurra, but due to road works we must U-turn and detour to Towong then on to Walwa for petrol and lunch, the added distance of the detour had upset Bens calculations and consequently he ran completely out of petrol but thanks to Hans quick thinking Ben was on-tow behind the BMW before the ZX10 ground to a stop. Later both riders were seen comparing arms to make sure one was not longer than the other!

After lunch on to the superb Granya Gap road where over enthusiasm gets the better of Angus, damage is confined to a blinker lens with perhaps more when Angus gets home. We stop at Tallangatta to book accomodation for our January 91 visit then off to Red Bluff, where Jack heads for home and Hans heads for Albury and a new front tyre. Across to Gundowring Upper, the Keiwa Valley Hwy and Mt.Beauty where some of the group seek out the thrills of the road to Falls Creek, (by the smile on Sam's face you could tell he really enjoyed this road). Back down then onto Tawonga Gap and Harrierville for our overnight camp at Dick's place by the bubbling brook. After setting up camp its into the van (all 16 of us) and down to the pub for a meal where the service is exceedingly s-l-o-w. Back to camp and more stories around the campfire and where Hans demonstrates 'when you gotta go, you've gotta go' and if any tents get in the way.....
...flatten em.

TOMMY'S "FOUR DAY"

Tuesday Nov 6. Day 4:-

At breakfast everyone mentioned how the creek running behind the camp site was very soothing and most people managed a good night's sleep. Some were helped by liquid refreshments.

Dick joined the ride up to Mt Hotham on the BMW GS fitted with an aftermarket sport's kit. (Two weights in a Gearsack) Several people stayed at Harrierville and were picked up on the way back while others broke up there. Luke got to the top of Mt Hotham and kept going , Gary headed of to Albury for some rego plate covers, Hans and Ken headed for home followed shortly after by John and Eric.

The GSX 1100 is now that fast that Alec is losing his clothing as he rides along. Steve also managed to lose Stephanies visor on the way to lunch and after no luck finding it, the visor turned up on the back of her helmet.

Morning tea was on Mt Buffalo and some shots for the bike show were taken. The race down the hill with no motors running provide plenty of excitement, Tom and Ben fought it out for first and John tacking third on the BMW. Andi's 250 just didn't have the weight to make it competitive but, was only just beaten by a Harley with Ape Hangers whose motor was on.

The trip home was through Myrtleford lunch was at Swanpool then down the Midland Hwy to the Marcondah Hwy where we joined the herds of cars all travelling home with there boats from Eildon. The break up point was at Yea but a large group went on to Tom and Andi's via Junction Hill, Yarra Glen Christmas Hills, Warrandyte and home. We picked up a couple in Yea who rode back to Malb. with us they complained about fuel problems only to find that for the last 40 kms he had his choke on. There were no incidents on the last Tuesday and adrenalin seemed to have warded off any effects of 2000 kms of riding some of the best roads I have seen. Many thanks to Tom for a fantastic ride.

The Route: Melbourne, Heyfield, Stratford, Bengworden, Bairnsdale, Omeo (Saturday night), Bruthen, Buchan, Orbost, Cann river, Bombala, Cooma, Adaminaby, Kiandra - Three Mile Dam (Sunday night), Cabramurra, Tooma, Towong, Walwa, Granya Pass, Tallangatta, Mt Beauty, Falls Creek, Tawonga Gap, Harrietville (Monday night), Mt Hotham, Bright, Mt Buffalo, Myrtleford, Swanpool, Yea, Melbourne.

Excellent weather: Melbourne had calm, consistent 30 degree C temperatures. Similar temperatures were experienced on the ride. Yet a week later it was blowing a gale, hail thrashing down, and generally freezing.

Pillioning Jon Riddett (back problems) between Orbost and Cann River and his remarkable recovery at the end of it. Something about the peg scraping ...

Hans frustrated by the over-rev ignition cut-out (timing-retarded?) in top gear and the resultant campfire musings over the merits of a ZZR-1100.

Sam and Rita (FZR1000) "on fire" going up to Falls Creek (proving very difficult for Alec (GSR1100) to pass until the FZ hit reserve). The FZR was in its element: consider power to weight ratios - lighter FZR plus light pillion plus quick, flickable steering versus heavier GSXR, heavier rider, slower steering adds up to a close performance match up under the conditions.

Running out of petrol 5km out of Walwa and "hitching" a ride with Hans, arm to arm. First my glove pulled off - before we switched to a better monkey grip. Quite interesting when we accelerated from 60 to 80 km/h. (*Note: only wily old codgers with long arms should attempt this act. If pain persists, seek psychiatric help immediately.*)

Variable road conditions - anything from wheel breaking, spine crunching, widow making pot-holes (especially) in NSW, to sets of wide, smooth sweepers allowing maximum lean angles.

Racing down Mt Buffalo, engines off and trying to pass Tom trying to pass Alec trying to pass Angus: passing 2 cars - engine off; dicing with Tom, the lead changing 4 or 5 times, never more than 10 metres apart, fast learning the tactics of hanging off to the nth degree and still scraping; using the whole road to minimise braking and thereby maintain cornering speeds and momentum; and getting the "racing line" and holding it, "forcing" the other guy to go the long way when trying to overtake, or to brake earlier. And when I think I have it won on the home straight Tom whistling by, Tom effectively lying on the bike, feet out the back, having slipstreamed me. Tom and I had grins from ear to ear at the end of it. (*Note: this behaviour cannot be condoned and should only be practiced in the safety of your living room.*)

The Bike: behaved faultlessly - handled well!, motor never missed a beat, rear shocker faded twice, but only after severe, prolonged abuse. Holding its age (77,000 km) well.

Moments: - 2 minor: the front wheel tucked under on a tight sandy corner going up to Falls Creek, and somewhere I ran a tad wide in an "easy" slow corner - a concentration lapse.

Accommodation: Luke: 1st night "I can't understand why you don't camp." 2nd night "I can't understand why you don't camp." 3rd night "I understand."

Economy: was excellent considering the average speeds, the age of the motor, the mountainous terrain

(hard accelerating, hard braking), and the high altitude sections and the consequent running rich - a noticeable power loss - as if a gear too high. See table:

Date	c/l	\$	Odom	litres	km/tank	km/litre	m/gal	Comment
3.11.90	86.5	17.63	75016.9	20.38	361.5	17.74	50.1	Moe
4.11.90	93.9	18.00	75370.9	19.17	354.0	18.47	52.2	Omeo
4.11.90	90.6	18.80	75746.3	20.75	375.4	18.09	51.1	Bombala
5.11.90	89.4	19.15	76178.0	21.42	431.7	20.15	56.9	Walwa
6.11.90	91.4	19.00	76548.3	20.79	370.3	17.81	50.3	Bright
8.11.90	81.9	16.50	76966.3	20.15	418.0	20.75	58.6	West Heidelberg
Averages:	89.0			20.44	385.2	18.83	53.2	
Totals:		109.08	1949.4					

Going "spastic" in the dirt, yet being only one of two or three to successfully negotiate (just) the "End of Detour" chicane on the Bombala dirt stretch.

Various thrashes around the countryside, especially the Mt Hotham climb - great road - and the Tawonga Gap fang - lots of steep downhill braking!

At Yea a certain generously proportioned Honda riding gentleman produced 10 diffraction grid number plate "covers". Most ingenious, most effective.

Ben Warden (ZX10)

At work I have access to numerous computer bulletin boards, one of which happens to be "recreation.motorcycles". People from all over the world (mainly Americans) discuss various aspects of motorcycling. The other day the following article popped up. It is written by a Californian organisation (similar to our RTA I presume) who run motorcycle rider training schools. It is a supplement to one of their manuals:

Ben Warden

CHARACTERISTICS OF RISK

Our objective in safe and responsible riding is to recognize and deal with hazards to reduce risk. To reduce risks as much as practical, (since we can't ride completely without risk) we must manage time and space. To be successful at managing and reducing risk we should have a good understanding of the characteristics of risk.

Definition

Risk is defined as: the chance or probability of injury, damage or loss. As we ride (or do anything for that matter) some level of risk always exists. There is always a chance of an undesired and harmful event occurring. The probability of a harmful event occurring is constantly changing. The probability can increase or decrease rapidly as elements move through time and space. When a hazard goes undetected, risk increases and a rider can be suddenly and unexpectedly be caught in a trap.

Perception vs. Actual

Most of the time there is a difference between our perception of risk and the actual level of risk present. In activities such as hang gliding, deep sea diving or sky diving, the relative level of risk is quite apparent. The traffic environment is one people are accustomed to and risks are faced frequently. It's a situation in which we can easily become complacent about the obvious risks present.

Analysis

Risk can be analyzed, contrasted and compared to determine its relative degree of risk. To do this, we make an assessment of a situation and, on a comparative basis, determine both the worst and the best possible outcomes. Ask yourself how you would respond if a certain set of circumstances came together. This analysis should be done with the individual hazards, by priority, as well as the effects of all possible events. Mentally, build a worst case scenario for the perceived hazards and "dry run" what you will do to lessen their effects. This is the "Predict" phase of "Search - Predict - Act."

Risk Changes

You can change your risk level. Riding is an activity in which risk can be altered. We can substantially increase or decrease the amount of risk present by our riding actions. If we couldn't do this, we would just aim our motorcycle down the highway and put ourselves totally in the hands of fate.

Risk is Shared

Each time we ride, other users are forced to accept risks that result from our riding behavior. By the same token, we also have to share the risk resulting from their behavior. It would be nice if this were not true. Constantly being aware that risk is shared helps us control risk. We try to manage situations where the risks we are forced to share, are uncomfortable. Our understanding of shared risk also helps us to not force a level of risk on others which they may not want.

Copyright (c) 1989 Motorcycle Safety Foundation

mojo@netcom.UUCP
Morris "Mojo" Jones

Site Coordinating Instructor, San Jose South
Skilled Motorcycling And Rider Training (S.M.A.R.T.)

3 MILE DAM CAMPSITE - SNOWY MOUNTAINS

WORLD SUPERBIKE CHAMPIONSHIPS

Phillip Island, Nov. 11th.

Members seen there;

Sam-FZR1000, Rita-SRX250,

Ian & Kerrie-XJ900, Jon & Luke

Alec-GSXR1100, Stuart-CBR1000 &

brother Doug-ZX10, Michael-GSXR750

Harry-GSXR750, Andrea & Sue-GSXR750,

Dave & Jennifer-1000RX, Paul-GSXR1100,

Tom & Andi, Les, Trevor all in the pits.



SOUTHERN GIPPSLAND RIDE.

Sunday November 11 1990.

Ah yes, November 11 has many significant happenings like...

Armistice day, the end of the " great war " 1914-1918, we will have a greater one soon, sort of desert to dust !

Ned Kelly hanged 100 years ago, poor Ned, loved his mother and protected his sisters. Lovely caring person, just happened to be a thief and a murderer with it !

World Superbikes round at Phillip Island, more on this later.

At KBCP we have only these below

Chris and Carol	CB 900 F
Adam	GPX 250
Jack	K 100 RS

At Hallam we add

Les	GSX 250
Hugh and Pauline	CBX 550 F

Where are the regulars we say, suggestions include

Gone to the Superbikes

TV watching of the Superbikes (Norm like)

Exhausted after last week's Snowy Mountains ride
-- poor fings !!!

With Adam as rear rider, me leading, first stop is Drouin (you guessed !)

Then dodging Southern Gippsland rain showers to Poowong, Rancbey, Ararwata and Leongatha. This section is great scenery - greener than Ireland.

Onto Meeniyah for the lunch stop where Les tells us about his Speedway riding days, interesting that a motorcross Suzuki (not his now GSX 250) can be adapted to speedway specifications and be competitive.

Next section is Tarwin Middle to Venus Bay, MTCV used to run to Venus Bay every year , where it's worth a walk on the windy beach. Chris finds a washed up drum of chemicals and gives it a kick, no matter if it explodes as the beach is deserted (except for us) !

From Venus Bay we do the magic Inverloch - Cape Baterson run around the coast , then it's on to Wonthagi and disperse at Cranbourne.

We are early enough to avoid the traffic off Phillip Island and the only event in this section is that we note a maroon Commodore- with - boot- up alongside the road between Anderson and Grantville.

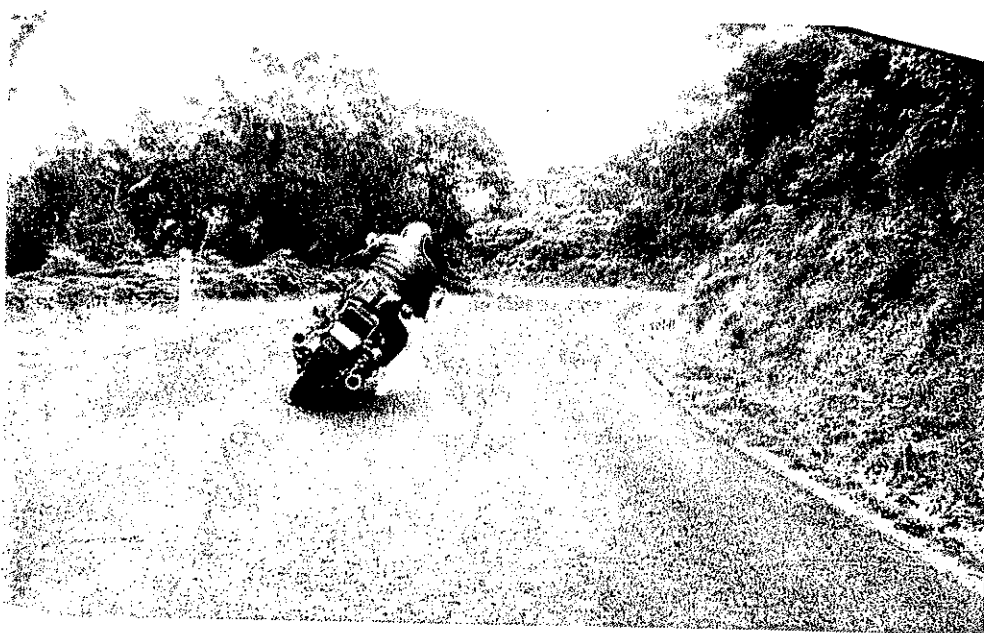
We also note it contains a device for taking photographic images of registration number plates that pass at some pre- determined velocity in excess of 100 KPH as measured on the Richter scale.

In other words a camera to nick the unfortunate spectators returning from the Superbike racing.

What is needed to round off this report is a punch line.....

November 11 MTCV Ride ----- New Riders Rule.!

Jack Youdan.



JACK & CBX ON G.O. ROAD

INGLEWOOD CAVES - NOV. 18th.

MTCVers:- Tony-XJ900 (leader), John & Janine-XJ900, Alec-GSXR1100, Neville-1000RX, Margaret-GS650, Terry-GPz900, The Clifton Brick-CBR1000, Jon-K100RS, Steve-GPX750 and Dave-1000RX (rear rider).

1st Timers:- Ian-Spada 250, Peter-ZX10, Colin-GSXR1100, Steve & Helen-GPz900, Kevin-Z1300, Adrian-ZL1000, Lisa & Rachael-GPz900 (at Maldon).

The first obstacle of the day was getting to KBCP, with some kind of "Fun Run" on, all roads leading there were closed or so it seemed, but by hook or by crook I find away in. Good to see Neville back on a ride, likewise Terry on his first ride since getting his license back. (maybe Gary, Ian & Alec should ask him how good it feels...er, getting your license back that is. Sorry fellas!) The run went right across the drive way of the carpark and with more than a million people participating in this fun run, leaving the KBCP became our second obstacle. But to the tune of "I paid my rego mate" we pushed our way through the crowd and were soon on our way leaving Mr & Mrs Plod with hands on hips and shaking heads.

Now underway, we discover a third obstacle. with the large contingent of 1st timers the corner marking system tended to break down a little. But some how Tony managed to get us all to Kyneton for morning smoko. It was also here that John & Janine caught up (being victims of the fun run, I can't understand why they call such torture 'fun'). After eats and reinforcing the corner marking system, we're on our way to Bendigo, but enroute Adrian develops some stomach complaint and stops to find a dunny. No problem but while in Bendigo I realize there is no Adrian (figure he's had enough and gone home).

During lunch there is much talk about the Swap Meet at the Bendigo Show grounds and it is to this attraction that we lose Gaza, Nev and Terry. The rest of us depart for Inglewood and the Melville Caves where Tony fills us in regarding the history of this spot. (The bushranger Melville would hide his horses in the caves out of sight from the troopers, inbetween raids). The group then headed up the hill to explore these holes in the ground, after a look we were quite happy to sit around and soak up this beautiful spring day. But Tony had other ideas, "lets ride"

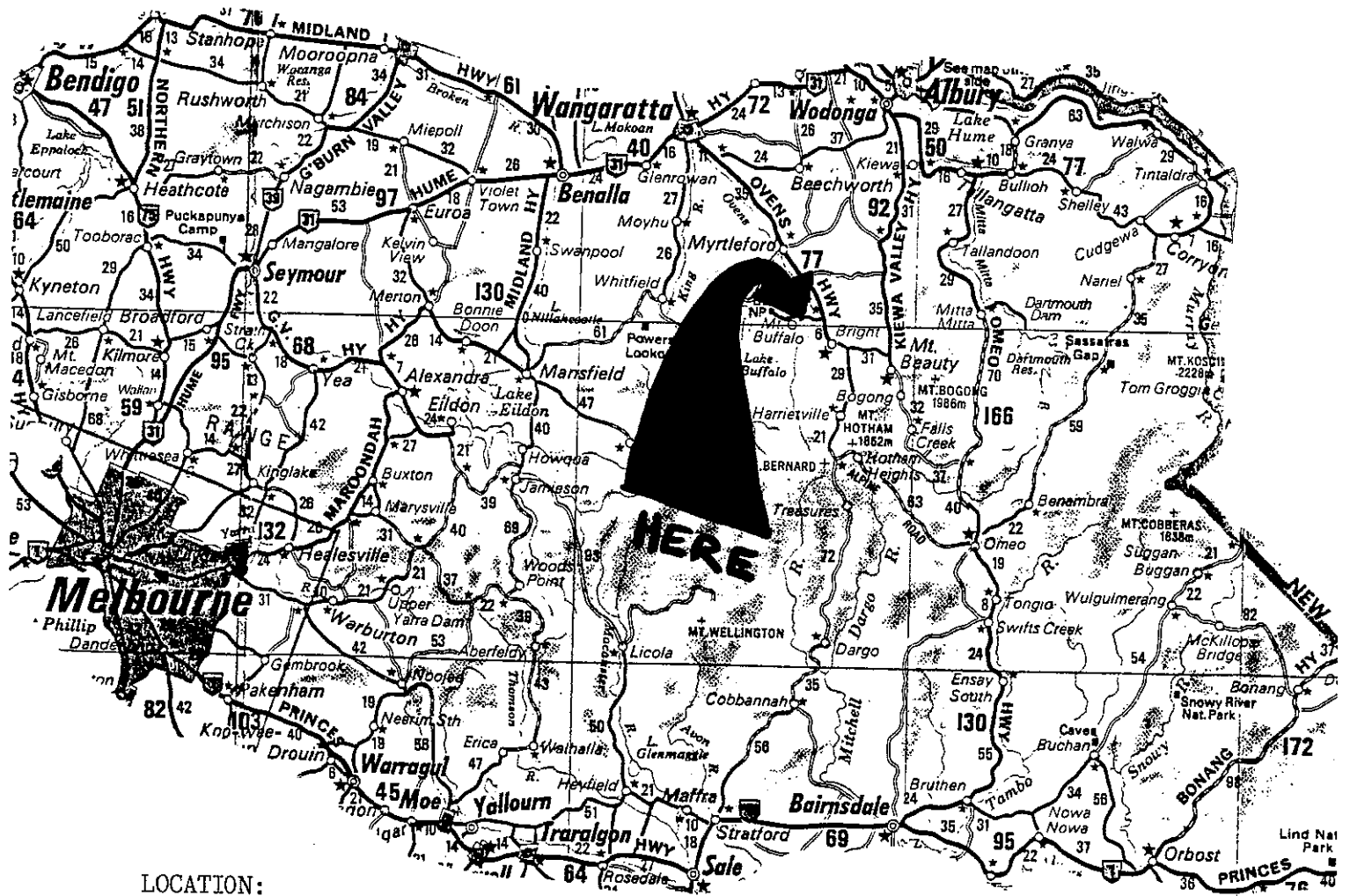
And so to home, but on the way we visit the "Welcome Stranger Nugget" monument then on to Maldon where we meet up with Lisa and her pillion Rachael on a GPz900. Lisa had heard of the Club and had planned an outing with us, so today offered the perfect opportunity to sus us out, so to speak.

From Maldon we take the tank slapping back roads through Newstead, Trentham and Woodend for breakup. I hope everybody enjoyed the day as much as I did, and thanks to Tony for a great day out also thanks Dave for bringing up the rear.

Steve,
GPX750

Porpunkah

Dec.26 - Jan.1



LOCATION:

Mt. Buffalo Caravan Park.....Ph 057-562235.
Harrisons Lane Porpunkah. (off Mt. Buffalo rd).
1.6kms South West of Porpunkah Post Office.

COST:

\$5.00 per person per night. (unpowered site).

FACILITIES:

Shower, Toilets, Laundry, BBQ, Sauna, Spa, Recreation room.

THINGS TO DO:

- Head for the hills:- Mt. Buffalo, Mt. Beauty, Falls Creek, Mt. Hotham,
Great roads and great scenery.
- Bushwalking:- Mt. Buffalo (70kms of trails) and Mt. Beauty.
- Wineries:- Milawa, Oxley.
- Hang Gliding/Rock Climbing:- Mt. Buffalo.
- Fishing:- Ovens River, Lake Buffalo, Buckland River, Trout Farm (Bright).
- Canoeing/Swimming:- Lakes and Rivers.
- Sightseeing:- Historic Yackandandah, Beechworth, Eurobin Falls,
Underground Power Station Tours at Mt. Beauty.

Our first stop was Windjana gorge. W.A National Parks havn't got it together yet. There are famous Aboriginal paintings here but no signs, where and how far. After 3kms of walking in our boots and leathers in the soaring heat, we gave them a miss. Not much water in this region this year, whats usually a spectacular gorge was just a pool, with about 30 fresh water crocs, Tom tried to catch one for me. That night we stayed at Mt Barnett Swimming Hole, where we met up with more rally goers and slept under a Boab tree.

22nd. We wind our way through the tracks of this rugged country, it really is rugged too. If you don't like dirt, this is not for you. The corrugations knock the shit out of you. We did about 300kms which is good going in this terrain. We were traveling 3 times faster than the 4WDs. We ended up camping on the King Edward River, at the foot of the Mitchell Plateau. The rocks bounce here like they do at Cape Tribulation.

23rd. Another early start, up the Mitchell Plateau, a rocky rough track which meanders its way through a mixture of gums and palms. Most of the plateau looks like this. We stopped at a small Aboriginal community who had just lost all their supplies from a fire that passed through during the night. The fire was still burning further along the road. The fires up here are grass fires, which don't give much heat and spread very quickly, but also burn to ashes very quickly, nothing to worry about. A few kms and we were at the Mitchell Falls turn off. The track from here gets worse, the W.A riders that came through after us thought it was terrible , but to us it was much like the tracks in Victoria. Its a 3km walk in, not far but the heat gets to you, the days were around 36 degrees, I had to keep reminding myself, this was winter, walking tracks in this country arn't exactly tracks and not exactly marked.

First we get to the Small Merton Falls, then a water hole, with Abbo wet season doodles (paintings) on the rocks above, Big Merton Falls and the highlight the Mitchell Falls, three levels of it. From there we traveled further North to Crystal Creek, this is as far North West as you can go on any road in Australia. The road was half washed away for the last 20kms. That night we had a visit from a friendly Native Cat, we fed him and he let us take photos.

24th. Next day we head to Kalumbaru Aboriginal Mission, your supposed to have permits to get in, but no one asked us. Ever seen how many Abbos can fit in one Ute. We camped at a beach. Fantastic place, heaps of fish, you can watch them in the water and finally we caught some. This would be one of the last places on Earth where the sea is so abundant with life I have never seen anything like it and probably never will the Oysters on the rocks were huge.

25th. We decided to stay another day.

26th. A long day of 400 hard kms, the roads are so rough our front wheel is totally buckled by this stage, we get a puncture. We met a guy in a 4WD who had, had his 5th puncture for the day and it was only 11am. We got to Jacks Water Hole, our first shower for days and a 3 course home cooked meal.

27th. With only 130kms of the Gibb River Road left we stop off at Emma gorge for a few hours. Then back to good old HWY 1, no more dirt. A quick look at Whyndrum and to Kuranarra for the night.

If you can imagine riding from one end of Victoria to the other and all of it dirt, rocky, thick sand patches, corrugations like you wouldn't believe, hilly in places and sometimes all of these put together, thats what its like through the Kimberly.

28th. Left 5.30am now we both can ride we can do big miles. We had a system, every 100kms we swap, while one rides the other one sleeps, yes lies down on the back and sleeps. It can be done, you put your feet on the tank throw overs, put your bum hard up against the rider, lean right back on the gear on the back rack and let your back pack slide up to your shoulders and rest under your head. Meanwhile the rider takes advantage of this and puts their feet on the pillion pegs, away from the heat of the motor, works well. We got some funny looks. 950kms and we stop at Eliot.

29th. Another early start and through to Alice Springs. Tacho, clock, horn, indicators have stopped working by this stage, side stand and centre stand were so bashed and crashed we couldn't use them, back shocker is starting to fade, fork seals leaking, theres more damage than meets the eye. Just before Alice it rains, with one hell of a thunder storm that night.

30th. Left Alice at dusk, the desert looks strange in a fog. Stayed in Coober Pedy, as we got there early we had a good look around, interesting place, we slept underground in a dugout.

31st. Coober Pedy to Port Augusta, gear box is starting to play up. By-pass Adelaide through the Clair Valley and Barrossa Valley, wow windy roads and green grass. Talem Bend for the night (Motel).

1st. Slept in till 8am only 600kms to go and home.

11000kms traveled, 5000kms dirt.

Would we do it again, Yeh why not.

Observations:

People in W.A are so friendly and helpful, nothing to much trouble, even the Harly riders are nice, theres alot of them too, straight roads I guess.

Food and petrol is expensive, a hamburger \$6.50, the most we paid for petrol was \$1 per liter which would be at least \$1.20 by now, 80¢ was average, that was when ours was 60¢.

Heaps of 4WDs and caravans on the roads.

No cops on the roads,

public toilets are clean, lack of vandalism or graffiti .

Roads and campsites left dirty, more so than any other State.

Definitely a tourist State.



WHY YOU

GO THERE.....

**.....HOW YOU
GET THERE**



Any ride down the Great Ocean Road gets a good turn-out and this was no exception. This compounded my stage fright as I had been volunteered to do the pre ride speech. With the formalities out of the way I lead the ride out to Laverton where Steve would take over.

From Laverton Steve took us out on some back roads that may have been familiar to Mad Max fans. One can just see Mel Gibson limping along the side of this road with a sawn off shotgun. Mr Plod was there too, parked at the side of the road gazing in awe at the two dozen or so bikes flying past.

We continued through to Geelong and onto the Great Ocean Road the usual way, with the new bridge in Geelong providing a change. We stopped at Anglesea for morning tea.

As we were leaving Tom asked me to tie Andrea to him and handed me a rope. I've heard of tying the knot but this is ridiculous. The idea was to stop Andrea falling off while she took some photos.

Apparently they got a good shot of me posing for the camera in the wrong place at the wrong time. Next the police will be using bike mounted cameras !

It was the usual affair going down to Appollo Bay, with everyone having a story to tell about a moment or dice, but what I saw takes the cake.

Some of us are happy to scrape around corners, I even do it sometimes, but it freaked me out to have a double decker bus scraping as I went to go around him. The body roll of the bus was making it scrape on the outside of corners and all I could do was duck the bitumen that came flying up.

The weather deteriorated as we approached Lavers Hill and we had our only mishap on this section. One of the new riders, a learner on a VT250 failed to avoid an oncoming road sign that just seemed to jump out. He took the blow with his shoulder. He said he was OK but popular opinion said otherwise.

At Lavers Hill Margaret shot past without seeing the group in the fog. I drew the short straw and went out into the rain to chase her. It took me almost twenty k's to round her up. On the way back I saw Trevor coming towards me so I waved and flashed my light. He did the same and kept going! Ben got to go and round Trevor up, and the way Trevor was moving it was no mean feat.

Our stop at Lavers Hill was longer than expected and the weather had turned bad. I've never seen the sun from Lavers Hill. Steve decided to leave out the gravel section that was planned and head back through Appollo bay. I had the pleasure of doing the gravel on the pre ride and while it was good dirt, it was very narrow and would be hazardous in the fog.

We followed some back roads from Appollo Bay and wound our way back to Geelong. The ride officially broke up and a small group headed back to Steve's for coffee.

I think most of us had a good day, with perhaps the exception of a 250 rider. Andrea enjoyed the 250 though.

Thanks to Steve, the leader, and Luke the rear rider.

Ben Warden	ZX10	David and Jennifer	GPZ1000RX
Steve Leyland	GPX750	Luke and Janine	GPX750
Trevor Harris	KLR650	Tom and Andrea	FZR1000
Sam and Rita	FZR1000	John Barta	XJ900
Ian Payne	XJ900	Margaret Shelley	GS650
Gary Clifton	CBR1000	Jack Youdan	CBX1000
Alex Brown	GSXR1100	Frank	GSXR1100
Darryl	GSXR1100	Paul	GSXR1100
Andrew Dunn	K100RS	Hans Wurster	K100RS

1st Ride			
Phil	ZX10	Nigel	CBR1000
Andrew	CB1100	Peter	XJ900
Rick Honan	R80RT	David	GPX250
David	VT250		

Jon Riddett K100RS.

WINTON FEB. 3rd 1991

SATURDAY:

Those going will leave KBCP at 9.30am and proceed directly to Benalla. we have pre-booked dormitory style accommodation close to the track at \$8 per person. After unpacking the afternoon will be free to do as you choose.

SUNDAY:

- # If coming up from Melbourne make your own way to the track and arrive by 9.30am.
- # BYO food, drink and petrol. There is a Servo across from the race track.
- # A list of events will be issued on the day and will include; Slalom, Relay race, Slow race, Racing etc, Something for everyone.
- # Flag Marshalls will be required during the day. The more people who volunteer the less time you will be required on duty.
- # Bikes will be scrutinized for roadworthiness and an indemnity must be signed.

NOTE: DUE TO INDECISION BY THE BENALLA AUTO CLUB, OUR BOOKING FOR THE TRACK WILL NOT BE CONFIRMED UNTIL THE A.C.U. RACING CALENDAR HAS BEEN FINALIZED. THEREFORE IF YOU INTEND TO PARTICIPATE ON THIS WEEKEND, PLEASE FILL IN THE ENTRY BELOW TO ENABLE THE COMMITTEE TO CONTACT YOU.

Return to:- Sam Sirianni, 7 Surrey Close, Hallam, 3803.

NAME

PHONE

COMPETING ON THE TRACK.....YES/NO

VISITOR/SPECTATOR.....YES/NO

ACCOMMODATION REQUIRED.....YES/NO



MERRY
CHRISTMAS

AND

HAPPY NEW
YEAR

TO ALL

MEMBERS.

