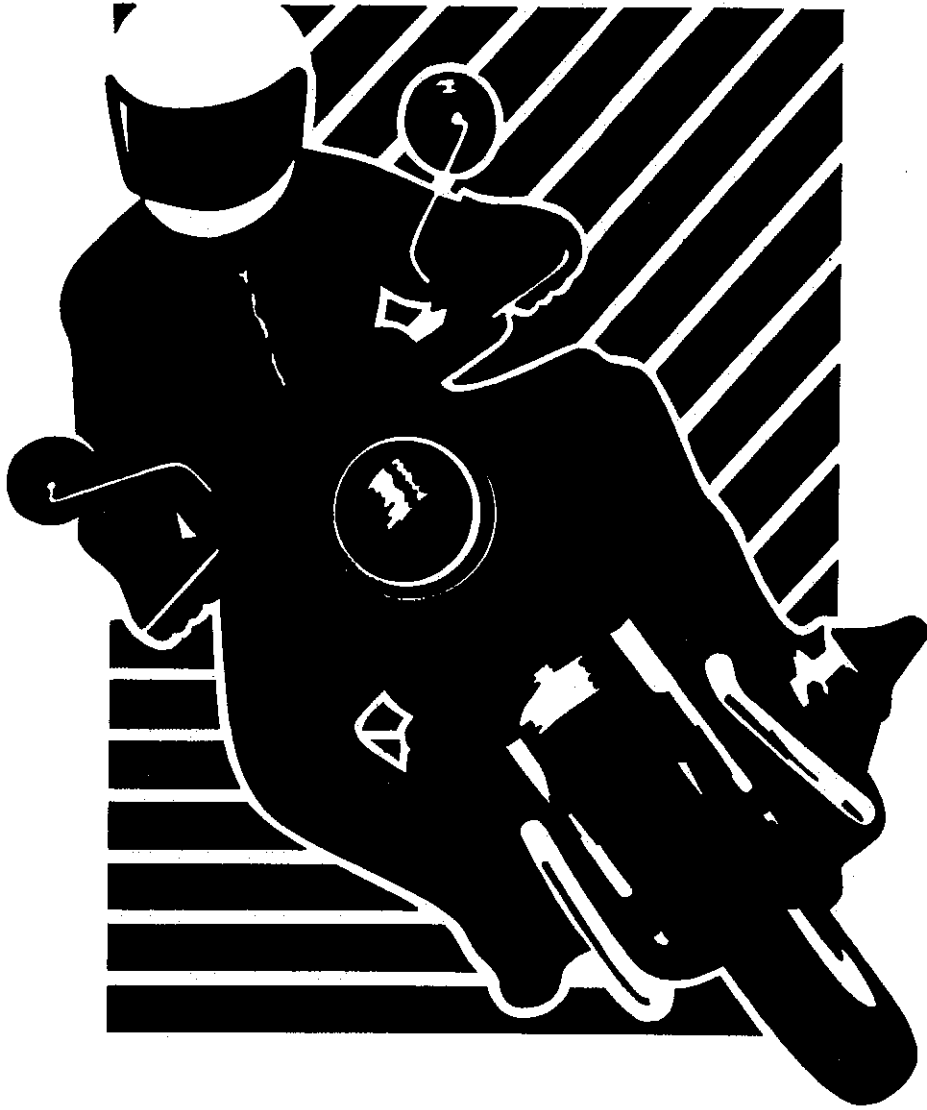


Feb 95

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA INC**  
P.O. Box 453, Richmond 3121, Victoria

# ITINERARY

FEB / 1995:

SUNDAY 5th .

EILDON

DAVID BYRNE LEADING.

9.30am K B C P. 10.30 WHITTLESEA.

EILDON is north east of the city and has a wide range of roads ,which should be a an enjoyable ride.

SATURDAY 11th MAINTENANCE DAY BBQ.

WHERE : PATS : 81 McBRYDE st FAWKNER

MEL REF 17 K6.

BYO MEAT & DRINK.

11 am ONWARDS .

SUNDAY 12th

STEIGLITZ POKER RUN.

IAN PAYNE LEADING.

9.30am K B C P 10.am LAVERTON.

POKER RUN WOW A FUN RIDE,BUT WE NEED TO HAVE A GOOD TURN OUT, OTHERWISE NO POKER RUN , SO I HOPE TO SEE YOU THERE.

THURSDAY 16th

SOCIAL SIP.

ANCHOUR & HOPE.

CHURCH st RICHMOND. FROM 6.30pm ONWARD.

\*\*\*\*\*\$\$\$\$\*\*\*\*\*

WEEKEND 18-19th.

PORT CAMPBELL

DOWN THE WEST COAST.

TOM SAVILLE leading SAT 9.30am WEST GATE BRIDGE SHELL SERVO.

#####

SUNDAY 26th

WALKERVILLE STH GIPPSLAND.

@

THIS ARDUOUS RIDE WILL TAKE US DOWN

A

BEN WARDEN LEADING

@

PAST INVERLOCH AND BELOW FISH CREEK,

9.30am K B C P. 10.15 HALLAM.

@

GREAT ROADS SHOULD BE ONE OF THE GOOD

ONE'S HOPE TO SEE YOU THERE.

#####

THURSDAY 4th

GENERAL MEETING.

HALL IS OPEN AT 7.00pm

INGLESBY RD. CAMBERWELL

MEETING STARTS AT 8.15pm sharp.

#####

# Noval

# HONDA DUCATI

A.C.N. 005 881 7653

SHOP 4/70 MAROONDAH HWY, RINGWOOD, 3134

MEMBER

V.A.C.C.

Ph: (03) 870 2222 Fax: (03) 879 6791

## WE WON'T BE UNDERSOLD

### LARGE RANGE OF NEW AND USED BIKES



No riding since the economy run when I managed to run out of petrol, and I was really missing all those digs about two strokes so when Sunday dawned fine and warm and the prospect of washing and ironing loomed large, 2nd pickup at Whittlesea for me.

A baker's dozen of bikes and riders gathered around Pat, GSXR750 who after calling for attention, announced that Broadford was infested by police and we would be doing the two Spurs and anyone who did not have what it takes should go home now and do some washing and ironing. We all stayed.

The group ----- Pat GSXR750, Tony CBR1000, Rob CBR900RR, Dave CBR1000, Ben ZXR750, Mark GSXR750, Ian GSX750, David GSXR750, Andrew CBR900RR, Michael GSXR1100, Davorin KR100RS, Jack Triumph 900, Geoff RZ350.

The route ----- from Whittlesea to Kinglake West then to Strath creek via Flowerdale and from there to Yea along the King parrot creek road. After morning tea we headed south along the Melba Highway to Castella then on to Healesville. Jack, who had been rear rider, left the ride here as did Rob and so we were eleven as we headed up the Black Spur to Marysville and lunch. Mark mentioned a large tank slapping incident which included his right foot slipping off the peg and becoming intimate with the Suzy's rear wheel a la Beatie, however Mark still has all his toes as far as I know.

While having lunch break at Marysville Tom and Andi along with Sam, Eric, John and other members of Tom's race team were seen having a break before heading off down the Reefton at I would imagine, record making speed.

After lunch the ride continued down the Reefton Spur with discipline going out the door and some quick members passing the lead rider who I gather had invited them to do so. I of course respected the rank of leader and stayed behind at all times.

Lack of power and dare I admit it, skill had nothing to do with it. From the bottom of the Spur we went on to Warburton and up Donna Buang which was covered in mist along with other distractions in the form of a couple making or faking love just as we swooped around a right-hander in typical club fashion i.e. going for it. Some untypical cornering lines resulted.

After admiring the fog we returned to Warburton being sure to have a good look at the by now post coital couple and proceeded along the Highway to the ride breakup at Woori-Yallock.

Thanks to Pat, and at times some other leaders, for a fast and interesting run. It sure was good to be back on two wheels again and I'm sure you all missed that sweet smell of TTS.

Also thanks to Jack, and from Healesville, Ian for rear riding.

Geoff, RZ350

## Silly regulations make bike owning a luxury

**O**NCE, motor-cycling was a cheap form of transport. These days, keeping some big two-wheelers on the road is as expensive as running a car, taking into account tyres, fuel, maintenance, registration, insurance and depreciation.

The cost of motor-cycling is not made any lower by Australian Design Regulations (ADRs) which force manufacturers to carry out all sorts of modifications and additions to comply with the regulations. ADRs can apply to tyres, exhaust emissions, engine noise, lighting and many other factors in motorcycle design and manufacture.

The modifications they might require not only add greatly to the initial cost of the machine, but in many cases, they also drastically reduce performance and fuel efficiency and thus increase costs still further.

The basic models of motorcycles imported into Australia are sold in virtually every country in the world. If a manufacturer has to produce what is in fact a limited run of modified machines just for Australia, it makes for a very expensive operation.

This is why some exotic models, particularly some high-performance off-road machines, with

very small production runs just aren't seen in Australia. If they were to be modified to comply with our ADRs no one could afford to buy them.

ADRs are toughest in the area of noise control. Motorcycles could "coast" through a test area and still exceed the required level because of crankcase noise. Now, restrictors are being built into all types of carburetors to prevent full throttle

from being achieved, and there could be restrictors in and across the inlet manifold, as well as exhaust restrictions.

Some of the methods used to meet the noise requirements are crude in the extreme and are designed just to get the machine through the test. Their effect on performance is disastrous and makes some of the most esteemed models practically useless. There is a move afoot now to have all machines built after 1985 considered unroadworthy if they're running without their original equipment exhaust systems.

Getting such a machine back to its standard exhaust system could cost as much as \$2000.

On many of the most modern bikes, exhaust systems and carburetors are carefully matched, so that any modification to the exhaust will require a corresponding readjustment of the carburetor. This calls for very precise work.

The equipment for doing it is available overseas, but the usual practice here is to put in larger main jets, which doesn't solve the problem, because the system still suffers from lean spots right through the rev range.

For the future, it looks as though catalytic converters will be mandatory on motorcycles, which is going to make them even dearer.

The owner of any bike over 650cc capacity is going to be faced with running and maintenance costs higher than for some cars.

## Reefton and Black Spurs - Sunday 11 December, 1994.

*Who - Members: 20 Bikes/21 People*

Tony Schrader	* <i>L NB</i>	YZF 600	Michael Chan	*	GSXR 1100M
Martin Bastock	* <i>R2</i>	CBR 1000	Warren Becker	* <i>VFG</i>	ZXR 750J2
Alec Brown/Debbie		GSXR 1100N	Geoff Jones	*	RZ 350
Robert Langer		CBR 900	Daryl Otzen	*	R 65
John Riddett	<i>RI</i>	RZ 500	David Ward	*	ZX 900
Ben Warden	*	ZXR 750J2	John Clowes		YZF 750
Eric Makin		YZF 750	Mark Dennis	*	GSXR 750WN
Peter Hodgetts		GSX 750F	Andrew Kennedy		CBR 900
Craig Morley	*	FZR 1000D	Ian Payne		GSX 750F
Tom Saville		YZF 750	Andrea Sirninger		YZF 750

*Non-members: 8 Bikes/9 People*

Paul Kesting		FZR 1000D	Dee		CBR 900
David Knight	<i>C</i>	CBX 250	Graham/Joan Knight		XJ 900
Basil	*	Triumph 900	John		FZR 1000D
Daryl	*	VFR 750	Michael	*	Ducati 907 EI

*Legend:*

<i>L</i> denotes leader	<i>R</i> denotes Rear rider
<i>NB</i> denotes new bike	<i>C</i> denotes crash
<i>VFG</i> denotes very fluorescent green fairing	
* denotes completed entire ride	

*Route:* KBCP, Yarra Glen, Healesville, Launching Place, Warburton, Reefton Spur, Marysville, Buxton, Taggerty, Jamieson Road to dirt, Eildon, Fraser National Park, Alexandra, Molesworth, Yea, Kinglake West (break-up). Approximately 420 kms.

*What, when and more importantly how:*

Having just returned from a three month overseas holiday only several weeks ago, today's ride was indeed an opportune chance to relearn how to ride. After such an lengthy absence from riding, one's skill or lack thereof, becomes quite evident. During the holiday we travelled on every means of transport with the exception of a motorcycle (as long as a Yamaha 750 jetski doesn't count as one), so this ride was a definite must.

Most notable at KBCP was Tony's new YZF 600 with nearly 500 kms. on the clock. Upon my asking for his reason for trading-in he advised 'I couldn't use the full power of the CBR on the road'. I suspect weight and probably handling also had something to do with the decision.

As if the luridly, bright coloured YZF wasn't enough to bedazzle anyone who isn't wearing a Shoei with an orange, high definition, anti-glare visor, Warren promptly arrived to show off his recently sprayed phosphorescent, effervescent, non-scented and fluorescent green meanie - 'Where are the sunnies?'

The previous night's weather report detailed fine and sunny weather with a top of 32 Celsius and with only a handful meeting at KBCP, this meant for a quick, controlled ride to Yarra Glen where we met the balance of riders. There was three months of new faces for me to come to terms with. Wearing only a t-shirt, someone (and a member at that) was asked to leave the ride - I would have asked the same thing if the Captaincy was still mine.

After a detailed, concise spiel, allocation of a patient rear rider, namely John -'you won't see the yellow arm band'-Riddett *because he was wearing a yellow jacket* and a literate enough scribe (thanks heaps guys, one is supposed to *volunteer* one's services. As suitable punishment I will continue my previous affliction of turning a one page write-up into an epic novel of biblical proportions), we proceeded through Healesville and Launching Place to the Warburton end of the Spur. The pause at the carpark was sufficient to re-group the 28 strong ensemble but also lose any fluency I'd managed to obtain from the short distance travelled thus far.

The Reefton, along with the GOR and like roads, never fails to up the adrenalin and bring out the demon in all, unfortunately for me the holiday absence was telling. From the myriad of stories and lies told at Cumberland the following selection basically tells the gist of things:

Eric M most difficult to pass until 9 tenths of the road travelled - Must get a YZF for Christmas - they seem to go okay.

Craig M a little surprised at the upstairs capability of the stock GSXR despite all the go-fast bits in the Fizzer. By the way, I get better fuel economy as well.

Ben and Warren both disappointed with the lack of hp. but make up by out-cornering many thanks to their finely tuned suspension.

Geoff J discovers a driveway and is looking for a good drycleaner.

I couldn't tell if that flash was Tom, but whoever it was was going - and close.

Fine riding and excellent power to weight ratio saw Andy keeping the boys at bay.

David W aboard newish 900 seen having a sporting time playing with front-runners.

Several accounts of bikes running wide, slides of prodigious description and the occasional episode of gardening were heard of and timely recorded for possible future reference. All persons involved shall remain nameless to protect the guilty - at least for the time being.

A short delay at the top end revealed the unexpected arrival of Ian P and that someone, who was not part of our group, failed to negotiate a bend and according to the ever-reliable reporting of John Riddett, went straight off and over the edge. The ride continued to Marysville for late morning tea/lunch. As predicted, the weather was getting rather warm, in fact verging on hot.

Marysville saw the demolition of lunch, fuelling-up, previously told lies exaggerated and further admiration of Warren's green machine and the highly polished, chromium tank of the Triumph. It was here, too, that many decided to part for home or other environs and that Martin assumed the role of rear rider. Lunch over, Tony lead us through Buxton then Taggerty and, with an accepted invitation to pass the leader, along the Jamieson Road until the bridge where the gravel continues thereafter. Has anyone seen a blue toe scraper?

If the blating-up of 19 kms. of meandering Reefton wasn't sufficient to cure one's need to hurriedly discover that the lack of tyre adhesion and the rise in human heart rate are inversely, directly proportionate, certainly the next 40 kms. (really 80 because we doubled back) would definitely extinguish any need to further investigate. Despite the at-times oddly coloured bitumen surface, along with indistinguishable stretches of fine gravel, everyone, with the exception of David who crashed resulting in no injury and only minor damage to machine, immensely enjoyed the twisting piece of road.

Eildon provided a chance to cool off, quickly service/partially repair David's bike and fuel-up again. Departure was via Fraser National Park's series of tightish, climbing sweepers where reports indicate that Warren's 'I'm having a ball' indicator was going into the red. Dicky's Bimmer, still used to the flip-flops of the Reefton, was doing same in the straights.

From Fraser we headed toward Alexandra to turn off and travel the Whenregawan Road (that's the Molesworth Road Ben, Dicky ...) where once again excitement didn't go below 7000 revs. Soon over, some compulsory highway droning saw us reach Yea and finally Kinglake West via Junction Hill and Flowerdale for break-up. The decision to by-pass the Black Spur was made earlier in the day but with this much fun I'm sure no one missed it. Total distance travelled was approximately 420 kms. and exceptional fun was had by all. I commend you Tony on a well planned and superbly lead ride.

Michael Chan  
GSXR 1100M

## Honda fan club?

Australian motorcycle mags have been long on rhetoric and short on facts — perhaps they don't wish to upset the importers, they don't own a stopwatch or they don't care.

The current splurge on Kawasaki's new ZX-6R is more of the same. It is obviously a very good bike (it needs to be for Kawasaki's sake), and is a much needed improvement on the ZZ-R600. However, Kawasaki has not achieved much with its changes, especially the alloy frame.

Fact: The ZX-6R is heavy at 182kg, while the CBR600 is light at 185kg.

Explanation: The CBR600 runs 530 chain and sprockets, a centre-stand, and a full steel exhaust. This equals an easily achievable 8-10kg weight saving for any CBR owner.

The Kawasaki has gone as far as it can and the Honda still has a steel frame. Obviously the ZX-6R still has a very heavy engine compared to the Honda.

Check out the overseas reports on the new CBR600F3, add to that the cheaper price, better warranty (two-year unlimited km) and build quality, and you see that Kawasaki now has the second-best 600 for 1995, up from fourth place in 1994.

A Kennedy  
Croydon, Vic

compare the claimed weight of a stock standard bike with one from an opposition marque that has been modified (ie lightened)? What about comparing apples with apples...

And how are Australian bike mags expected to give an impression on the new '95 CBR and compare it to the ZX-6R when it hadn't even landed in the country at the time of the ZX-6R release? When we do ride it, then we'll judge it against the ZX-6R.

Oh, and should your one eye ever open sufficiently to absorb non-CBR input you'd be surprised to learn that that ZZ-R600 has always sported an alloy frame — it's not just a recent occurrence on the ZX-6R, as you imply in your diatribe. And while you've got your eye open note also that Kawasaki has a two-year unlimited km warranty on all its over-240cc roadbikes.

When we get hold of the CBR600F3 for test we'll then make a judgement on which bike is best — and not before. We shudder to think where you've got Honda's flying wings tattooed! Get your hand off it before you go blind!

Sunday 19th december

MT. ECCLES (STH GIPPSLAND)  
BENS LUCKY DAY

WHO

BEN ZXR750  
TONY YZF600  
PAT GSXR750  
DAVE.W. ZX9R

JOHN RGV250  
PHIL XJ75ORR  
ANDREW CBR900  
MICHEAL GSXR1100

DAVORIN K10ORT  
CRAIG FZR1000  
DAVE.B. CBR1000

Ben, Dave.W., John and Pat joined the rest at Yarra Glen. We depart shortly after 10.30 with Davorin returning home being too busy to ride. We head to Launching Place via Healesville and take the road to Noojee, gravel decorating a lot of the left hand corners making for a cautious start in the tight first section.

Ben, Craig and the two Daves arriving first at the "T" junction. We then head for Warragul our first stop. I corner mark past Neerim South and wait for the first bikes to come through. About five minutes pass before I hear a bike which turns out to be Craigs with Dave W. riding followed by Craig on the ZX9. I can hear Craigs bike for the next couple of minutes, that tingate muffler is a bit loud. Time passes and I start to think somethings gone wrong, thankfully everyone passes and we continue to Warragul for lunch. Here Craig praises the ZX9 for its handling and brakes but lacks the grunt of the "FIZZER" and Dave hated the brakes. Being quite a warm day theres plenty to look at as we lunch in the main street. John decides his had enough for the day but says his bike doesn't seem to mono like his mates. Craig'll ride anything soon proves John's bike doesn't lack the necessary berries.

We leave via the scenic tour of Warragul trying to find a petrol station thats open. We take the main road to Korumburra with gicker riders keeping tightly together. A flock of sheep crossing the road cause a few anxious moments for myself and Dave B. as were playing catch up with Dave having a good view of the YZF hard on brake smoke coming off rear tyre but stopping in time.

We take the ?????(typists guess) turn off to Mt. Eccles and while corner marking Micheal Chan catches us after a late start guessing where we might be. Ben soon returns having discovered the road to Mt. Eccles is bad dirt. We head for ----- Mirboo North via Dumbalk and Mardan.

We arrive and park bikes at the cafe as per usual, some on road some on footpath. We're talking away and a Police 4WD drives by, does a U-turn and stops. Constable "X" gets out and says, "I don't mind you spending money at my sisters shop but get your bikes off the footpath now!". Ben being his irrepressible self replies with something like, " We're not causong any problems and we probably won't stop at this shop again." Which turned out to be not a very wise move as the officer fires up and is pretty intent on giving Ben a ticket. Some good grovelling and he calms down and lets Ben off. Ben then discovers he has nothing to eat or drink, deciding he's probably left it in Warragul.

We do a little loop to Boolarra and back to Mirboo North, then to Thorpdale and Trafalgar, the heat affecting some sections of the road. We take the Highway to Yarragon and turn to Elinbank and then Warragul for afternoon tea where Ben finds his food and drink exactly where he left it.

We take the road to Noojee and then Powelltown with sun now a nuiosance in some sections, we arrive Yarra Junction shortly before 5pm..

A very interesting and eventful day, thanks Ben for the entertainment.

TONY YZF600



PORPUNKAH XMAS CAMP CONTINUED.

MISCELLANEOUS ACTIVITIES

- While being towed by Phil, up on Hotham Adam threw the tow rope away and came to an abrupt stop. Quickly removing his helmet he started poking in his ear. While a few of us watched on bemused, he was yelling, "abee in my ear, a bee in my ear". But I reckon the buzzing was coming from the other side of his ear drum. Later he was checked out by a doctor. (I suppose you just had to bee there).

- Jenny Burns was stung several times by a not so phantom European Wasp while traveling with the group to Tallangatta. She stopped only for a moment to clear her jacket and with touring club tradition continued on regardless, with minimal delay to the group. On ya girl.

- Up on Buffalo at a point where the river comes out of the rocks, in a rock pond no bigger than a wash basin was a huge trout wriggling in the current. Lucky for him Davorin or Mark didn't have their tackle with them.

Thanks to everyone who made the effort to come along, for however long they stayed. You all helped to make this week away most enjoyable and memorable.

Steve Leyland GPX750

WHO'S NEWS

- 1) Big new's three down on G O R, word has it that a car pulled out in front of them and they had nowhere to go. The three riders were ; Ben Warden / Craig Morley / Warren Becker. Only one was hospitalised with some broken bones this was Craig this is all the info I have at the moment.
- 2) Lots of new bike's ; Ray Thomas RF900. / Criag not so new YZF-750 / Rod East ST 1100 / Sue Hair Rebel 250. / Andrew Kennedy CBR 600. / Also Rod & Sue are in Tassie as you read this so we hope to read all about it when they return.
- 3) NEEDED a new editor , as work commitments won't allow me the time any more, so help is needed with mag. So its a new editor or a Helping hand.
- 4) Also Tom Saville & Andi Sirninger & Ian Payne went for a ride around Sandown Race Track, so don't be shy and ask what it was like you might be suprised.

The ED.

## PUFFING BILLY

Sunday 1st January 1995

CBR1000	David Byrne	FZR600	Lisa Johnstone
Dominator	Andrew Kennedy	FZR1000	Craig Morley
FZR600	Leanne Rivette	ZXR750	Ben Warden (leader)
K75LT	Danny Vits (rear)	RZ500	Mark

I left at 3pm on Saturday to do a pre-ride around the Dandenongs, find Puffing Billy, and get confirmation of the timetable and ticket prices. By the time I had returned, the bike had another 400km on the odometer, it was just on dark, and I was late for cooking the BBQ. But I had found some good roads, and a way to string them all together. I had also rediscovered how unreliable maps of the area are.

I was late leaving on Saturday for a couple of reasons:

- (i) I had the whole exhaust system off (remove radiator, fairing, etc) after the muffler mounting brackets self destructed after the rigours of the Club Christmas camp. By the time I reached home, the recently re-welded support bracket had broken again. The exhaust canister bolts to the tail pipe with three bolts. One had broken away completely, the other two were cracking and about to break. The local bike shop loaned me a canister while I figured out how to repair mine.
- (ii) The grass in the back yard was getting long so I mowed it. Half our wattle tree had blown over in the last big blow and there were still remnants of that to be raked up. While we were away my father had cunningly snuck around and burned up the bulk of the branches as evidenced by the five foot diameter, foot high pile of ash. What fire restrictions? What council by-laws?

Anyway, as I starved the mower of fuel by turning off the fuel tap and it screamed up to redline, for the last time ...., a large lump of metal fought its way through the cooling fins and wiring to freedom, rolling along the perfectly mown lawn, coming to rest a metre away. It was like an alien bursting forth from a human rib cage. I put the mower away and haven't looked at it since! Back to the ride.

Danny and I left KBCP at the appointed 9.30am and headed for Lilydale via the Eastern Freeway and Warrandyte. Danny was riding his new BMW K75LT with its full complement of panniers.

As we started along Jumping Creek Road, (the narrow tight, twisty road starting in Warrandyte and finishing in Wonga Park) we came up behind a slow moving truck, apparently not keen on us passing. I squeezed by. Danny was less fortunate. While trying to overtake his right-hand side pannier clipped an on-coming car, which lost control ending up on our side of the road. Danny kept the bike upright, the pannier sustaining barely a scuff. But the car had rub marks down the length of it, also losing a bump strip. No injuries. Names and addresses were exchanged.

I was most surprised to see David, Lisa and Craig waiting at Lilydale, considering their previous New Year's Eve antics. When they had finished at our BBQ, Dave and Craig had jumped the fence and joined our neighbour's sing-a-long. They didn't know many Maori traditional songs, so it wasn't long before Dave had acquired the guitar and we were subjected to a nasal rendition of "Bye-bye Miss American Pie, Sold my Chevy ...." and the like. Luckily he has a limited repertoire. Eventually (hours later), Loretta managed to stuff Dave in a waiting taxi and Lisa coerced Craig into their car and drove him home.

Thirty kilometres to Emerald via Silvan and Monbulk. Big sweepers around Silvan Dam, water running across the road near tulip nursery added some interest. Tight twisties from Monbulk to Emerald.

No-one was the least bit interested in riding on Puffing Billy at \$15.00 per head. So we sat and had lunch, watching the shunting and water filling of the two engines. Eventually the driver motioned us to climb into the cabin (Dave, Craig, Mark and I) while he shunted up and down the length of the platform, all the while telling us how things worked. Very interesting and generous. He is a full-time driver and on his day off (Public Holiday) here he was driving again, for free. After half an hour or so - he would have talked endlessly - we made a move.

Round to Cockatoo and further east to Gembrook before heading south to Pakenham Upper. Back to Cockatoo for 9km of wide, fast, smooth sweepers. Barely a car. Sensational. We then cut back to Upper Beaconsfield - open road sweeping down the west side of Cardinia Reservoir before becoming a series of tight S bends. We did a loop back to the start of s-bends, doing them again, before heading west and picking up the Berwick-Emerald road. We re-grouped at the Cardinia Reservoir wall for a sightsee, then back to Emerald and afternoon tea. A lot of twisties packed into not many kms.

Everyone was fairly tired, so 30 km of tight, tricky curves back to Lilydale, similar to the way we started out, was perfect to finish off the day. The weather had been very hot, and the Dandenongs were relatively cool and pleasant. Home by 4.30 pm, a round trip of less than 300 km.

Ben Warden (ZXR750)

### MT BULLER via JAMIESON

Sunday 8th January 1995

ZXR750	Warren Becker	GSXR750	Mark Dennis (leader)
Dominator	Andrew Kennedy	ZX9	David Ward
Triumph	Jack Youdan (rear)	ZXR750	Ben Warden

Steve Leyland was unable to lead this ride due to work commitments so Mark stepped into the breach. Steve delivered the first aid kit to KBCP and David Ward led the team out from KBCP to Yarra Glen.

Any volunteers for rear rider? Blank stares. Any volunteers for doing the article? Nervous shuffles. Anyone got a rack to ocky the first aid kit to? Fidget. It is interesting to note those who criticise the loudest are the quietest when the smallest contribution is asked of them. Yet members will willingly retrieve crashed bikes from the middle of no-where, donating trailers, cars, time and effort. Put in!

Jack went rear rider. We strapped the first-aid kit on, some how.

Mark led us out through Healesville and over the Black Spur, straight up the highway to Taggerty, across to Thornton and round to Eildon for lunch. The weather was very hot and glary. You needed sunglasses to even look at Warren's fluorescent green ZXR fairing and wheels, and polished frame. And now with a Dyno-jet carbie kit it now had the go to match the show! Warren said the motor had gained an extra 30 horse power in the midrange - and nothing up the top. Our bikes are the same model, mine bog standard, so it would be interesting to see the difference.

Tony (YZF600), Craig (YZF750) and Dave Byrne (CBR1000), out on their own ride, met us at Eildon. The idea of the upcoming dirt dissuaded them from joining us; I wonder how many other members were also put off?

Craig was running in his new YZF, having traded his FZR1000. The colour scheme is the same as the 600, only the upside down forks and pipe the giveaways. Dave was ostensibly pre-riding his forthcoming Eildon ride, learning the good roads. They had come into Eildon via the Fraser National Park Road and were fairly hyped up. Craig was missing the power of the FZR but loving the handling of the YZF

Though less than a month since we had travelled on the Eildon to Jamieson Road, conditions had changed markedly. The authorities had retarred large sections of the road, laying copious amounts of fine gravel on the road. It was quite challenging in places. At least it was nice and cool. Warren, Dave and I had travelled in convoy at a fairly brisk but safe pace. Fun.

The sign said 14 km of dirt road and that's what there was. Mark stopped at the start of it and softened up his rear damping. In retrospect, it was a very good idea. I wish I had done it.

The first section was quite open and fast before it rapidly deteriorated into a steep, tight, twisty, badly corrugated, very rocky road. I hoped to shudder my way to the end of it before Andrew Kennedy on the Dominator could catch up, I failed. He had the perfect bike and covered me in dust for 14 km.

I lubed the day old brand new chain (ho-hum). The previous one lasted 38,000 km, 20K of those on the ZX10 (RK), cleaned the visor of dust, gulped down a drink of cordial (it was very hot now) and was just leaving as Jack rejoined the bitumen.

It is about 15 km down hill into Jamieson. The road surface was in superb condition, especially after the rocks. The dirt was almost worthwhile, almost. It reminded me of the run down into Whitfield, steep down hill runs with tightish corners. Grouse!

We lunched and refuelled in Jamieson, seeking refuge in the shade from the relentless sun. The shop was doing a roaring trade in drinks.

The 32 km of road to Mansfield via Howqua is bumpier due to the volume of traffic. It starts out twisty before opening out into long straights over the gently undulating plains leading to Mansfield. We cruised. But the next 44 km to Mt Buller summit is sensational. The scenery is fantastic, Mt Buller looming ever larger. The wide, well maintained roads tighten imperceptibly, the further east you travel. Before you know it you are engaged in a nose to tail struggle with your favourite hoons. The lone Suzuki sheriff with his three faithful Kawasaki deputies, jostling for position, peeking and probing. The tight, left hand, uphill hairpin threw the sheriff as his horse ran wide, momentarily. But it was enough for the deputies to charge through the gap. (The sheriff would have waved us on, but he was busy with the reins at the time!)

As our steeds began to gasp for the thinning air, having nothing left to give, it was time for the fluoro kid to pull the pin and release his extra 30 neddies. Yep, that's what happened. Grunted straight by.

We regrouped at the top car park - another km of rough dirt road, but we were still fairly pumped up, and didn't seem to notice it. Most of us walked to the summit and tried to get our bearings. Melbourne isn't where you imagine it would be.

Back to Mansfield for fuel at a much more relaxed pace. The next 80 km of Maroondah highway to Yea was very painful, literally. ZXR's ain't comfortable! Warren gets it in the legs, I get it (the pain) in the bum bones. And we suffered, especially after the pounding on the dirt.

We broke up at Yea. Warren and I headed for Whittlesea via Flowerdale, 60 km of my favourite well worn roads. It was one large grin, from start to finish. I remember passing a Guzzi 1000 2 up, and a GPz 900 with the rider hanging right off. Horn. Dave should have come with us!

Warren suggested we both seek help from a psychiatrist, immediately, but in more colourful language! The Guzzi and Kawasaki riders gave us a wave as they rumbled by, pulling up at the pub.

And so it ended. A round trip of 490 km. Thanks Mark for putting up with us. By midweek I noticed a couple of fairing screws missing, and a couple more loose. Wonder why that was?

Ben Warden (ZXR750)

Hi to all. Adelaide is well, .....

But the roads are absolutely sensational!!! It must be the only Redeeming feature.

Since moving, I have also bought a new FZR600 as you who read the mag will know. It is without a doubt an aging design, however it still manages to keep the likes of CBR900's honest.

The hills around Adelaide are mostly tight mountain roads not dissimilar to Reefton spur with lots of open sweepers in between. To give you an idea a rear tyre will see 7,500kms and a front 3,000kms before they are stuffed. But the fun!!

A very long ride all day through the hills will allow time for about 350kms cars however and cats-eyes are an ever constant worry. The latter you may have heard, I had a recent experience with. There is a particularly nice piece of tarmac called the Gorge Road. It consists of fast 120-200km sweepers that vary between on camber and off camber both up and down hill. Some dip down, others are on the crests of hills. A very dangerous piece of road that has apparently taken a few peoples lives. It is definitely a challenging road, but a lot of fun. It is very easy to provoke drifts and big slides through some turns, but the results of a mistake will hurt. I can testify to that. The week between Christmas and New Year was when it happened. While cruising through the Gorge Road, I had to lay the bike a little further down than usual to avoid a huge lump. Consequently it tightened my line and my knee came into contact with a cats-eye. Result -

- i) Cats-eye removed from road.
- ii) P.A.I.N. - NO SLIDERS NO KNEE ARMOUR.

I won't bore you with the details all is OK now.

Prior to Christmas was a ride day at Mallala. A tight circuit not too different in size to Winton. The 600 guys are lapping consistently in the 1<sup>m</sup>.13<sup>s</sup>'s - 1<sup>m</sup>.15<sup>s</sup>'s. I was with three other guys. One on a CBR600 another on a CBR900 and the other in his second 600 season on a race prep CBR600.

The first couple of sessions he took off into the 21's with the rest of us around the 24's. These gradually fell to 21's by the end of the day. Surprisingly the FZR was actually pulling away from the other 600's out of turns, and reeling them in under brakes. But I was slower through the turns. By the end of the day I was able to lay black marks exiting the turns and slide coming onto the straight. What a B U Z Z ..... The rear tyre was shagged completely. The front was a GPR RIDEEN Dunlop. The same tyre that Paul Young (Australian 250 Proddie Champion) used on his RGV250. Never even felt like letting go. Great track would recommend it on your next visit.

I can't wait to get back to Melbourne for a club ride to see if I have improved or gone backwards. Why not suggest a club camp to Adelaide. Free accommodation at Marty's. Sounds like a recipe for fun.

I will write again when I have some news. In the meantime stay upright, ride safely and slowly.

Regards

Marty

**Starting at:**

**6am to 1pm**

25<sup>TH</sup> FEB 95

**MRAA headquarters  
380 Elizabeth street,  
Melbourne.**

**663 2164 or 571 5127**

**protest:**  
**save** motorcycle **parking**

WALHALLA CRICKET

15/1/95

From KBCP  
Pat CSXR750                      Phil CBR600  
From Hallam  
Steve and Sue (leaders) GPX750              Davorin K100RT  
Jack Daytona 900                      Tony YZF600              Andrew NX650

With Sue and I leading and with Jack picking up the rear for the first part we head North, seeing we would eventually end up East this seemed logical. Finding Wellington Rd we pass over the Cardinia Res Dam, through Emerald and then to Woori-Yallock Rd and onto Yarra Junction via the Warburton Hwy. Through Powelltown and a stop at Noojee for whatever (food, coffee, fuel ect.). At this point Jack who had earlier indicated his intentions headed for home as did Tony due to their being a little dirt ahead.

Now with Dav rear we go through Hillend and almost to Moe, left turn saw us on the Erica Rd. through Rawson and into Walhalla. Here we saw Ben who had been waiting for a reported half hour. We had some cokes together before we embarked on our trek up the mountain to play cricket. Part of the way up I asked the question, "Where is Pat and the bat?" Someone's said he's gone home with Ben. (now one would question why would Ben go all that way by himself just to go home again and why Pat would ride all that way with the group and a bat strapped to his back just to take it home with Ben) I don't know and if anyone has any answers PLEASE let me know cos I'm STUMPED. But we continued with our trek regardless, hoping to see a BORDER or a TOMMO or something because we sure wern't gunna paly any damm cricket. Although we did experience some history and the exercise didn't hurt either and once back down after all that working out in the heat I just couldn't stop them from going to the Pub and consuming copious amounts of grog. But you know what they say, IF YOU CAN'T BEAT THEM-JOIN THEM. (unless they have a sports bike)

So I did and who do you think rolled in just as we were getting half cherged for the ride home? John Barta, who after experiencing an epic journey of his own (3 days camping in the bush) also had a man size thirst.

Oh by the way the ride officially ended at the Pub (seeing we were all pissed) just to do the responsible Club thing, but we all rode home together anyway.

STEVE GPX750

At the end of this day the  
GPX showed 99800 K on the  
Odometer and still has the  
original rear sprocket.  
Unreal hey.

# MALDON VIA BALLAN

## SUNDAY, 21/01/95

WEATHER: 'KOSHER'  
APPROX.: 450-500km  
ROAD SURFACE: Ranging from Perfect to a tad Bumpy



### RIDERS:

FZR600 - LEANNE	YZF600 - TONY (NEW BIKE)
RZ500 - MARK	GSXR750 - DAVE
XJ900 - ANDY (1ST RIDE)	CBR600 - PHIL
MONSTER - MAL (1ST RIDE)	FZ750 - ADAM
CBR1000 - WAZZA & MICH (1ST RIDE)	FZ750 - JAY (1ST RIDE)
ZXR750 - BEN	CBR600 - LIZARD (NEW BIKE)
GPZ750 TURBO - BRENT (1ST RIDE)	RF900 - RAY (REAR RIDER)
RZ350 - GEOFF (LEADER)	YZF750 - CRAIG <del>XXX</del> (NEW BIKE)
GSX750F - IAN	K100RT - DAVORIN

First of all I would like to thank the person who dobbed me in for half of this article and to thank Ben for his help getting all the bikes and their riders names, I will forget the sexist comment about female rear riders.

We left KBCP, Ben leading to rendezvous with group at Laverton. Good going Mark and Mal for the 1st corner marking. *(They forgot to corner marks - Ed.)*

Left Laverton heading for our first stop at Woodend for petrol and nicotine fixes.

Craig the 'Cowboy' canning over Mt Macedon letting his new bike know who's boss, with Lizard taming his new motor, dreaming of future rides. *(~~and~~ running new 600 in - Ed.)*  
*Andrew Kennedy*

All's well leaving Woodend laming to Maldon via Kyneton for Lunch.

After lunch the group made their way to the CFL Tower to take in the scenery while the tower shook beneath our feet. (Thanks to Craig ???!) *Conservation forests and Land*

P.S. You'll have to ask Jason "A Sphincter says what?"

We descended our vantage point ~~laming~~ *cruising* over to Trentham via Daylesford Springs.

P.P.S. Which wrestler said "next fuel stop 95km"???

*Cruising*  
~~laming~~ along and all of a sudden U Turns for everybody. Good on Ya' party animals, you see a dirt road and turn into purse carrying nancy boys. ie.. no corner marking. *Leader didn't leave any! Ed)*

Back on track, all's well, some good corners and we're in Trentham for more nicotine and refreshments.

*via Blackwood and Greendale*

Natter, natter, natter and we are heading for Geoff's House at Melton for home made cakes and the end of another great days riding.

### C U on the Road Soags !!!!

~~AF LAM~~ Leanne & Mark

## PORT CAMPBELL WEEKEND FEB 18th & 19th.

Motel accomodation was booked out by November, but if you'd still like to come along you can bring a sleeping bag and air bed and you can sleep on the floor of a clubmembers room or bring a tent.

It is \$15.00 for roast spit, dinner and floor/tent space.

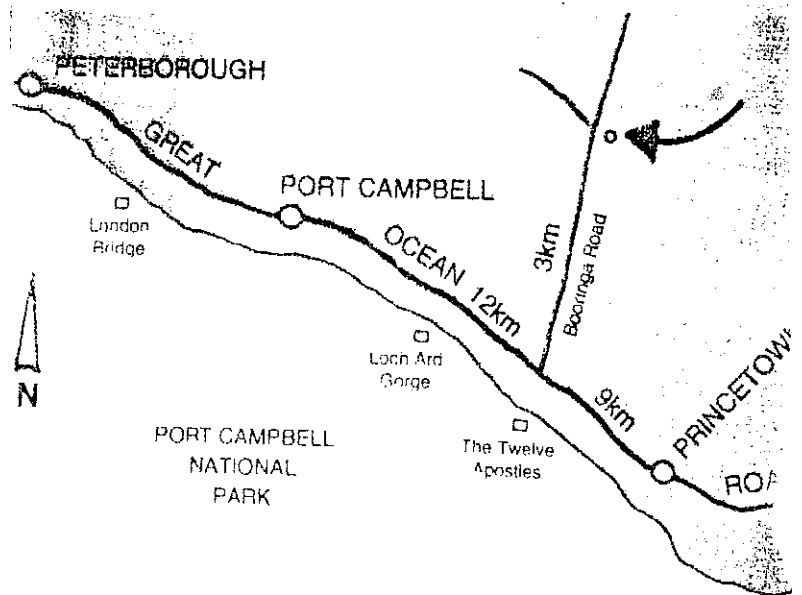
Or if you book into a Motel in Port Campbell you can come Saturday night for the roast spit at \$10.00 a head.

Please make arrangements with Tom Saville 848-9988 and make sure payment is made before Febuary 9th or you will miss out.

There will be no refunds.

## APOSTLES VIEW MOTEL

R.M.B. 1435, BOORINGA ROAD,  
PRINCETOWN, VICTORIA, 3269.  
PHONE: (055) 98 8277



# Bikers face ban

By MIKE EDMONDS

FRESH moves are under-way to ban motorcyclists parking on footpaths in Melbourne's central activities district.

The Melbourne City Council, and now the city administrators, have made several attempts in the past few years to have state legislation amended or have the CAD exempted from rules which allow motorcyclists to park their machines on footpaths.

A council spokesman said there was nothing parking officers could do to stop the increasing trend towards footpath parking, unless the bikes were causing an obstruction.

"Under State Government rules, it is legal to park motorbikes on the footpath and we can't pass by-laws which over-rule state laws," the spokesman said.

The manager of traffic and engineering services

for the City of Melbourne, Mr Tim Rees, said council did not advertise that Victoria was the only state where it was legal to park bikes on footpaths.

"We've been concerned about it for years," he said.

"We've asked the government to change the law and leave matters up to local authorities, or exempt the CAD from the legislation.

"The greatest problem is environmental. Property developers and ourselves have enhanced streetscapes, then you get parked motorbikes on the footpaths dripping oil and digging holes in the bitumen from the stands."

Mr Rees said there was plenty of on-road parking for motorbikes in the CAD and the council would put more in if it was needed.

"We don't want to ban

everything, for instance Elizabeth St is renowned as a motorcycle precinct and we would leave that alone," he said.

"The Motorcycle Riders Association does not want the law changed. They say we should just

sign the areas we don't want bikes parking in, but can you imagine the proliferation of signs."

The Royal Victorian Institute for the Blind supports a ban on footpath parking.

"Like any obstruction,

motorbikes create problems, just like sandwich boards and overhanging trees," spokesman Ross Johnstone said.

"Any obstruction on the footpath makes their travel more difficult and stressful."

•Take the opportunity to demonstrate what will happen by parking a bike in a single car space on:

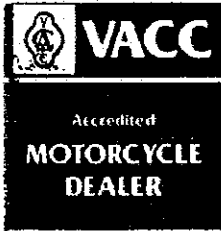


# PARTS & PIECES

## MOTORCYCLE WRECKERS

★ All Workshop Services & Repairs ★ Phone Orders Taken ★ Mastercard - Bankcard - Visa

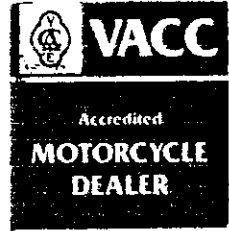
★ Mechanic Always on Hand ★ Engines sent anywhere in Oz & NZ ★ C.O.D. Anywhere in Australia



**CLAYTON**  
2061 Princes Hwy  
Ph: (03) 562 8488

Fax: (03) 543 5107

Mon-Fri 8.30am-5.30pm  
Sat 9.00am-1.00pm



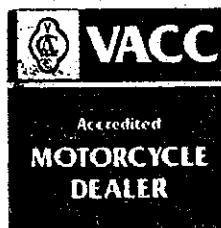
# PIT STOP

# PARTS & PIECES

## MOTORCYCLE WRECKERS

★ All Workshop Services & Repairs ★ Phone Orders Taken ★ Mastercard - Bankcard - Visa

★ Mechanic Always on Hand ★ Engines sent anywhere in Oz & NZ ★ C.O.D. Anywhere in Australia



**RINGWOOD**  
4 Olive Gr  
Ph: (03) 870 4466

Mon-Thurs 8.45 - 5.30pm

Fri 8.30 - 7pm  
Sat. 9am - 1pm

