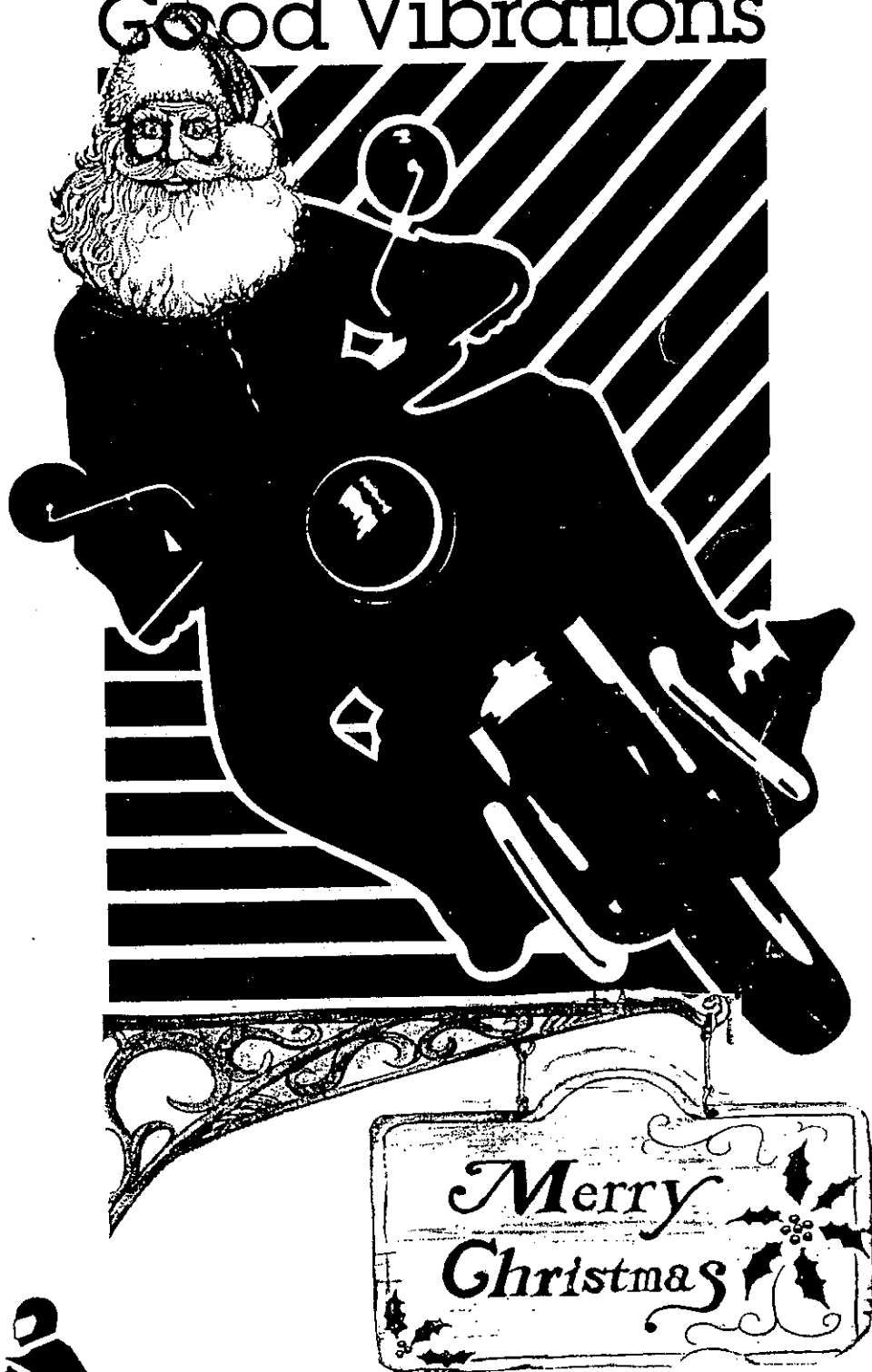


DEC 97

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY DECEMBER 1997

THURSDAY 4TH

General Meeting

8:15pm Club Hall at the Theatrette Camberwell Town Hall.
Christmas supper supplied.

SATURDAY 6TH

Christmas Barbecue

12 noon onwards at Fairfield Park.. Meat, soft drink, salad,
bread, plates and cutlery supplied, B.Y.O.tables and chairs.
Everyone welcome. Melways Ref 30 J12

SUNDAY 7TH

Walhalla Cricket Match John Willis Leading

9:30 KBCP 10:30 Yarra Glen

Depending on the weather we may go via Noojee and
8kms of dirt or via Warrigul if the weather is inclement.
Maybe we could round up the QL Club for a real match?

SUNDAY 14TH

Great Ocean Road Ben Warden Leading

9:30 KBCP 10:00 Laverton Servo

Arduous

Back roads to Anglesea for M.T. Waterfalls and
lookout at Lorne. Lookout at Apollo Bay and
Lavers Hill. Break up at Westgate Bridge Servo.

OR

SUNDAY 14TH

MRAA Toy Run Jon Riddett Leading

10:00 KBCP

See President's Report for details

THURSDAY 18TH

Social Sip

****N.B. CHANGE OF VENUE ****

BADEN POWELL HOTEL, COLLINGWOOD. 7'ish till late.

See this magazine for details.

SUNDAY 21ST

Eildon via Reefton Spur Tony Schrader Leader

9:30 KBCP 10:30 Yarra Glen

Yarra Glen to Warburton for MT. Up the Reefton and along
the 4kms of dirt to Marysville for Lunch. Fryer Creek, Eildon,
Yea, Kinglake West. Approx 325 kms.

FRIDAY 26TH TO
THURSDAY 1ST
JANUARY 1998

Club Christmas Camp - Porepunkah

Mt Buffalo Caravan Park

See President's Report for details

ITINERARY JANUARY 1998

THURSDAY 1ST

NB... PUBLIC HOLIDAY...NO GENERAL MEETING

SUNDAY 4TH

Kinglake

Paul Tallents Leading

9:30 KBCP 10:15 Hallam

This ride will make you dizzy..Emerald, Woori Yallock, Healsville, Xmas Hills, Y.G., St Andrews, Whittlesea, Kinglake, Toolangi, Blacks Spur, Yea, Flowerdale and Whittlesea. No dirt in this approx. 450 kms.

SUNDAY 11TH

Melvilles Caves

Steve Leyland Leading

9:30 KBCP 10am Laverton Servo

Blackwood, Trentham, Daylesford, Creswick, Clunes, Maryborough, Donnelly. The caves are west of Ingelwood. Home via Newbridge, Malden, Castlemaine & Gisborne. Steve's estimate..450kms.

THURSDAY 15TH

Social Sip

****N.B. CHANGE OF VENUE ****

BADEN POWELL HOTEL, COLLINGWOOD. 7'ish till late.
See this magazine for details.

SUNDAY 18TH

Mornington Peninsula

Ron Johnston Leading

9:30 KBCP 10:15 Hallam

See article in this magazine for details .Lysterfield Tank Museum, Pine Ridge Car Museum & Arthur's Seat.

WEEKEND

SAT 24TH - MON 26TH

Tallangatta Weekend

Ben Warden Leading

Friday 3:30pm Whittlesea

Pub Accomodation at the Victoria Hotel
See inside magazine for details

OR

WEEKEND

SAT 24TH - MON 26TH

Confusion Rally (Camping)- Licola

Jon Riddett Leading

Saturday 8:30am Hallam

See Presidents report for details

FEBRUARY 1988

SUNDAY 1ST

Hopetoun Falls (via Lavers Hill) Rob Matriccianni Leading

9:00 KBCP 9:30am Laverton

Laverton, Lara, around the back of Geelong, Deans Marsh and Lorne for MT. GOR, Skeines Creek Road, Turtons Pass to Hopetoun Falls. Lavers Hill for Lunch, Apolloa Bay, GOR and break up at Geelong. Approx 350kms, 15kms of good and beautiful scenery.

December 97 Editorial

Well folks, can you believe another year has rushed past. It seems like only yesterday I was settling in to my role as Editor with such relish. Our new "Guidelines" soon put paid to my fun. I can't bag anybody now...how boring. Thanks for all of the positive feedback I've received on the magazine, it really does mean a lot to hear people say they enjoy reading it. For those few who canned it..get stuffed!! (It's Christmas, let me have a little bit of fun.) Freedom of speech is a right that should never be infringed and I believe we **all** need to be a little more indulgent. Hopefully, the guidelines that have been imposed on the Club can be relaxed a little in the new year, I think everyone's got the message!! I'm happy to put anyone's stuff in, so long as it's motorcycle related, and I think you really ought to be a member to have an article in the magazine. That's just my view, though. Typing is a bit easier now that the collarbone is steel capped, so hand written stuff shouldn't pose too much of a drama.

If **you** were a new member of the Club and you were taking that first nerve wracking step of leading your first ride, how would you feel if the Club offered an alternative ride? I'm glad it's not my ride on the 14th December, I'd be most annoyed.

You can write March off if you're looking for a leisurely ride. Three (arduous) epic rides and three early starts. I hope no prospective members decide to turn up at KBCP at 9:30, 'cos there'll be nobody there to welcome them.

The Christmas Barbeque this year is FREE. Yes, you read it right...FREE for everyone. Drinks, food and the odd bit of entertainment. This is the Club's way of rewarding members for their support through the lean times. With a healthy bank balance that has been sustained over a couple of years, hopefully, now is the year for some good social outings to be returned to the Club schedule. Speak to Kathy Robinson, our Social Sec. if you have some ideas or preferences.

The Progressive Dinner being organised by Di Welsford for Feb 7th 1998 is also going to be paid for by the Club. It will be a grouse day with a lot of effort made by the various participants. Details are in this magazine..you only have to turn up to be fed for free.

Mark Dennis has given me a write up to include in this month's mag. Its not a Club ride but something he did on his own. I wish more members would contribute so freely. People are generally interested in others peoples motorcycling experiences. Thanks for the effort, Mark.

Did you hear about the long overdue trick played on the Club's cheeky redhead? Seems the recipient of one of her notorious summonses decided to retaliate and advertised her CBR600 in the Trading Post for "Urgent Sale" at a ridiculously low price. Di's answering machine was apparently full to the brim of interested purchasers. Well done Clint...it's about time someone got her. Di took the prank well.

I have included a Membership List in this magazine as we have a rather long break coming up. There are many new members to be kept in touch with. The final list has been proof read by the Committee so I hope that all of the details are correct. Obviously if anyone's details are incorrect or printed when they should be withheld, please let Luke Richardson, Club Secretary, know.

I wish you all a very Merry Christmas and a Happy New Year. Have a safe holiday.

Gerry East
YZF600

Who's News December 1997

Danny Holetic collects interesting motorcycles. He has just purchased a mint 1990 Yamaha OW01 (750 cc Superbike) with 5.2 km on the odometer. He also has a 1990 Suzuki GSXRR750 with 2800 km and a Kawasaki ZXR750M with 1100 km on the odometer. The last two bikes are street legal racers (flat slide carbs, aluminium tanks, uprated suspension, lighter engine internals, different cams, ride height adjusters, etc) which are then usually turned into superbikes of the era by the addition of factory modifications to the engine, clutch, exhaust, suspension, brakes, etc.

Danny crashed his ZXR750 coming onto the main straight at Phillip Island on a ride day recently. The front end tank slapped wildly, high siding him at around 200 km/h. Oooch! There were five front wheel skid marks as it chopped from side to side. The bike slid its way down the length of the pit wall before turning in to the pits, slowly spinning on its side and doing minimal (considering) damage. Danny walked away with a deeply grazed elbow and a destroyed set of leathers. It was all captured on video!

Dianne Welsford, Clint Vertigan and Danny Holetic enjoyed a fun day ride day at Winton on the 15th of November. The next day out riding the boys swore she was riding a Honda 900, not a 600. There was unlimited track time due to poor weather reports putting many riders off attending.

Dee Thomas is looking forward to his new KTM200 arriving. It is a 200 cc single cylinder 2-stroke weapon weighing only 98 kg. Dee has competed in many enduros and other interesting events such as the Bright to Melbourne ride.

The Saturday Age (15th November) ran an interesting article on the Bandidos Motorcycle Club, triggered by the latest inter-gang murder, but obviously carefully researched. Here are some of the highlights:

Motorcycle gangs are involved in a wide range of organised crime including drug trafficking, extortion, contract killing, tax evasion, prostitution, counterfeiting, and gun dealing. The Bandidos were formed in March 1966, Houston, Texas by a group of ex-military dock workers. Their slogan: God Forgives, Bandidos Don't. The Australian branch, according to the FBI, formed in 1983 from a group of Comanchero defectors. (Hence the deadly rivalry between the two gangs eg Milperra, 7 dead). Their specific goal was to increase the production of amphetamines. The New Zealand police report the insinuation of the Bandidos into the NZ motorcycle gang culture.

In 1993 the police noted a move in international motorcycle gang activities to consolidate national and international empires and drastically reduce the number of gangs to limit and control the amount of competition for the shrinking dollar in illicit trading arenas such as the drug market.

It is suggested that in 1994 in Sydney there was a meeting of the major gangs where it was decided that by the year 2000 there would only be 6 gangs controlling Australia. They would be the Angels, Bandidos, Rebels, Outlaws, Black Uhlans, and Nomads. This could result in a struggle for supremacy. Other notable motorcycle gangs include Odin's Warriors, Life and Death, Highway 61, and the Outcasts. The Outlaws (not Outcasts), Highway 61 and Black Uhlans are tentatively allied with the Bandidos.

The Hells Angels are perceived to be the fastest growing organised motorcycle crime group world wide, on a par with the Japanese Yakuza, Chinese triads, Columbian cocaine syndicates, and the 'Ndrangheta.

The Rebels are perhaps Australia's newest and fastest growing bike gang, born out of Liverpool NSW, with approximately 400 members in NSW.

Paul Tallents picked up his new blue YZF600 on Friday night (28th). The 750 blew up again (head gasket) for the third and last time. Paul seems to be running it in at a rapid rate, and it will be due for its first service on Monday!

John Willis made his short lived radio debut on 774 3LO on Saturday 29th at 6.30 am. What's more, someone heard him! There were two RACV motoring experts fielding questions. John's issue: gravel on the roads!

Tim Walker reports that members of the MTCV, including himself, were passed by a Harley rider over the Black Spur. Shame, shame, shame.

Last weekend (29th, 30th) more members were seen training at Broadford doing a Steve Brougghy advanced rider school. (School on Saturday, lap work on Sunday). They include Tony Schrader, Dave Ward, Bronwyn Manifold, Tony Fabris, and Ian Payne. Tony S. had a ride on a GP125 Honda and expects to be racing in 1998 in the Super Mono class. I believe Dave Ward was all set to race a CBR900R at the Stars of Tomorrow meeting but blew the engine in practice.

Ben Warden (mobile: 0411-607-925, new address 51 Airlie Rd Montmorency, 9439-8015)

CAPTAINS REPORT NOVEMBER 1997

<i>Weekend 1st - 4th</i>	<i>Adelaide Hills Ben Warden Leading 5 people 5 bikes 1 car Weather: Fine 2350 kms No Incidents</i>	<i>Sunday 9th</i>	<i>Dandenong Ranges Gerry East Leading 32 people 30 bikes Weather: Sunny 280 kms No Incidents</i>
<i>Sunday 16th</i>	<i>King Crystal Mines Andi Sirninger Leading 12 people 11 bikes Weather: Sunny No Incidents</i>	<i>Sunday 23rd</i>	<i>Around the Bay Andrew Kennedy Leading 26 people 26 bikes Weather: Sunny/warm No Incidents: (Ben W. rear rider!)</i>
<i>Sunday 30th</i>	<i>Reefton and Blacks Spurs Ben Warden Leading 14 people 13 bikes Weather: Sunny 300 kms Incidents: TL1000 lost side stand bike requiring hot wiring to go.</i>		

MOTORCYCLE TOURING CLUB OF VICTORIA MINUTES OF NOVEMBER 1997 GENERAL MEETING

Held at: Camberwell Theatre
Date: Thursday 6 November 1997
Opened: 8.35pm
Present: 30 members, 4 visitors
Apologies: Gerrie East, Vince Genova, Lyn Duncan, Luke Richardson
Visitors: Trevor Venary (K100RS)
Trevor Morris (GT550 - 2nd time)
Michael Hassit (VFR750)
Paul Morrison (RG250) [*excuse any incorrect spelling of names*]

Previous Minutes: Ben Warden accepted & Wayne seconded

Secretary's Report: *Correspondence:* (read by Jon Riddell)

1. Subscription offer from Australian Road Rider \$20 for 4 issues
2. Flyer re discount tickets for 6-Hour for MA affiliated clubs (also free pass for 6-Hour)
3. MRAA application form
4. Thank you from Salvos to all motorcyclists involved in last year's Toy Run
5. Reminder about Moondyne Rally - 6&7/12/97
6. Booking application for Thealrelle
7. Eastern Suburbs Midnight to Dawn run 8.11.97 (have fliers)
8. Us and Them Tourers Poker Run 15.11.97

Treasurer's Report: Read by Bronwyn Manifold.
Also mentioned free night for 2 at 12 Apostles Motel which club was given on recent Great Ocean Road weekend. Will use as a prize.

Captain's Report: Read from magazine by Captain.

Jon Riddell added a thanks to Les Leahy for leading Jack Youdan's ride at such late notice. Wish Jack well and thank Les for job well done. Seconded by Ian Payne.

Captain read upcoming rides.

ABOVE REPORTS ACCEPTED by Ben Warden. SECONDED by Tony Schrader.

GENERAL BUSINESS

1. Rob Mattriciani has details of a dirt bike ride coming up on 7 & 8 April with Getaway Trail Bike Rides. Cost-\$300. Contact Rob if interested.
2. Presented perpetual trophy for economy run to Andrew Kennedy.
3. Ride day by Ron Solomon on Monday 15 December 1997. See "Who's News" for details.
4. Raffle survey - lucky winner is Denise Fowkes.
5. Phil Cottier, solicitor of Grice & Grice was guest speaker about our rights regarding crashing on gravel and the councils' liabilities.
6. New itinerary - Jon Riddell has drafts printouts.
7. Mt Buffalo Caravan Park at Porepunkah has been booked for Christmas camp. See mag for details.
8. Door Prize:
***1st prize** - Clint (too much chocolate for 1 person, you should have given us all a piece!)
***2nd prize** - Rob M (6 pack of beer - again too much for 1 person, you could have given us each a sip to wash down our chocolate!)
***3rd prize** - John Willis (Two Wheels magazine - which you could have let us all read while eating our chocolate and sipping our beer!)
9. Ben Warden mentioned he counted only 2 potholes on the roads on our Adelaide weekend. The other states use better methods. They also have sections of experimental surfaces-they do their homework!

Meeting Closed: 9.20pm

PRESIDENT'S REPORT

December 97

XMAS CAMP IMPORTANT NOTICE

The club has 5 large campsites booked at the Mt Buffalo Caravan Park, Porepunkah. The site is called "the Willows" and is booked under "Jon Riddett of The Motorcycle Touring Club of Victoria". The site should be big enough for 20 + people and we have the option of overflowing to extra sites if required. The cost will be approximately \$8 per person per day depending on numbers. The caravan park is on the Mt Buffalo Rd and is the second caravan park after the roundabout at Porepunkah.

MRAA TOY RUN & MTCV MEMBERSHIP DRIVE 14th December

In past years many club members have bumped into each other at this enormous event. This year the club is officially participating and has the event listed on the itinerary. As well as donating toys and food to the Salvation Army we hope to use the event to advertise the club and attract some new members. I'll be attempting to fly the club flag on the run and will work overtime to hand out itineraries. We will leave KBCP at 10:00AM and join the column as it assembles on Swanston walk. There will be thousands of bikes on the run that will proceed under police escort to the St Kilda Boulevard where the toys are handed over under the gaze of the media. We may even get the club flag on television. They put on quite a show with live bands and competitions and a full day can be made of the event. Luna Park is next door if you feel the urge.

CONFUSION RALLY WEEKEND 24th - 26th January

The Eastern Suburbs Riders' Confusion Rally is on again at the same site as last year in Licola. The event consists of camping with full catering and drinks on hand. There are live bands of an evening as well as burn out competitions and even a stalker has been known to put in an appearance. The camp ground is next to a river and makes for great swimming where the birthday suits normally outnumber the bathing suits ! The main event is the Saturday night and it would be possible for members to go from the rally across to join up with the rest of the club at Tallangatta on the Sunday. I have done this a few times and it makes for a varied and interesting weekend.

VICE CAPTAIN

Wayne Grant (XJ600) is our new Vice Captain. He takes over from Lyn who stepped down so that she could focus on her Victorian Motorcycle Council activities. I would like to thank Lyn for her work and wish her well. I have no doubt the VMC will benefit from her commitment and enthusiasm. And speaking of enthusiasm, Wayne will bring to the committee some fresh blood and an insight from the perspective of a newer member and I am very pleased to welcome him to the role.

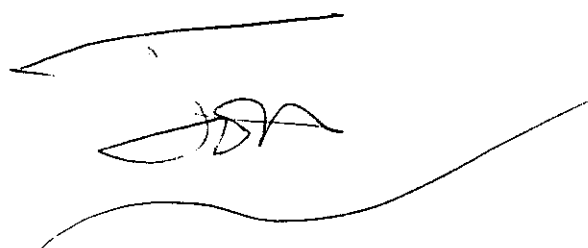
BUSH FIRES

This summer is likely to be one of the hottest and driest for many years. In this season of high fire danger it is possible that a bush fire may affect a club ride or event. That we should observe all fire restrictions goes without saying. More importantly if any leader is faced with the prospect of detouring because of a fire, please do not feel pressured to continue the planned ride. Improvisation is the mother of all invention and the safety of the ride is of paramount importance. Ask me about the melted motorcycle bodywork displayed on my mantelpiece sometime !

MERRY CHRISTMAS

In closing I would like to wish everyone a safe and merry Christmas. I'm looking forward to a slowing of my schedule so that I can enjoy more of the events on offer and catch up with more members and even do some riding !

Merry Christmas, More Revs and Happy New Year.



Jon Riddett

ADELAIDE WEEKEND - SAT 1.11.97 TO TUES 4.11.97

Ben Warden (ZXR750)
Geraldine East (YZF600)

Wayne (Seca)
Dianne (CBR600)

Tim (K100RS)

Geoff & Val (Holden Commodore!, which he seemed to think was a bike!)

DAY 1 - SATURDAY 1.11.97 - THE TRIP OVER

ROUTE: KBCP - Ballarat (morning tea)
- Cavendish (lunch)
- Padthaway (arvo tea)
- Murray Bridge (at last!!)

The write-up for day 1 will be very short as basically it was a pretty non-eventful ride.

9.00am - left KBCP to go up the back roads to Ballarat where we lost Geoff & Val while we were doing "blockies" looking for the facilities (which we never did find...just as well certain people who I won't name weren't with us or it could have had a VERY fast trip to the next servo stop!). We had our first of many stops just out of Ballarat at a corner store.

On we headed for another 100km then petrol at some little servo out in the middle of nowhere. We discovered I had the shortest petrol range so I would let Ben know when I hit reserve and from there we would look for petrol within the next 40km.

We skirted around the bottom of the Grampians and shortly after 1pm had lunch at another tiny place called Cavendish - thrilling so far isn't it! To be fair though I must give Ben credit for keeping off the highway. And to Gerry for handling the long trip with recent surgery still giving her pain.

What can I say from here but more and more kilometres of white lines. I think I may have fallen asleep if it wasn't for a car towing a trailer deciding to cross from the left of the road across to a driveway as Ben and I were approaching...a handful of brake, my heart in my mouth and close to a coronary later we managed to almost stop while he tooted into the driveway...of course I gave him a friendly wave as I went past...even though it did resemble a certain letter of the alphabet!

Not too long after crossing the border we took a bit of a break at Padthaway as Gerry's shoulder was beginning to give her a hard time, and it was caffeine time anyway. My incredible knowledge of our countryside led me to enquire as to whether we were in the Barossa Valley as there were so many wineries around! (Okay so maybe I had better not lead a trip to Adelaide yet!)

Another stop 60km before Adelaide to give all our muscles and joints a rest had Geoff ringing Ben's mobile from Murray Bridge wondering where we were...told you he drove his car like a motorbike!

Not too long before 7pm we finally arrived at Murray Bridge (thank God, it's pretty bad when 99 bottles of beer pops into your head while you're riding!)

We booked into The Balcony which lived up to the sales pitch Damien (who was running the place) gave Ben. (\$29 for a VERY comfy Queen size bed with woollen underlay, colour tele, bathrobe, choccies on the bed etc was fantastic value...but I won't embarrass those who took their choccies to the shower mistaking them for soap!). Geoff and Val went for the Presidential Suite...(you elitists!)

On Damien's recommendation we headed for the local Club for what Damien had described as a 5 star dinner and gave us a voucher for a discount there. Well, after discovering they don't have Corona, garlic bread, pasta or much else really, we settled for a bottle of red and our respective dishes and an attempt to stop Geoff having us kicked out of there for bagging the waiter, and Adelaide...etc! And we later discovered Ben had forgotten to present the discount voucher anyway! Was all in fun though.

Then on to the pub for a few drinks, not much happening so moved onto the next pub, only pokies, so headed back to the balcony of The Balcony for a game of cards...where Damien brought us out a carafe of port, box of bikkies, block of cheese and jar of pickled onions...on the house! Amazing how much service we got for our \$29. At 2.00am we finally all called it a night...(and thankfully so had the damned clock across the road which chimed on the quarter hour up until midnight!)

DAY 2 - SUNDAY 2.11.97 - THE FLEURIEU PENINSULA

ROUTE: Murray Bridge - Cape Jervis - Victor Harbour - Strathalbyn - Murray Bridge

8.00am saw us out on the balcony having breaky, with quite a few hitting the bacon and eggs. The weather seemed a little more promising than Saturday. With Gerry going pillion with Ben due to her shoulder feeling the effects of the ride over, we first headed down to Cape Jervis where the ferries go across to Kangaroo Island (which at \$100 for a round trip for a bike and rider we gave a miss). Here we watched the ferries offload the semi's, saw what happened to men who ride a ZXR for too long!, and Gerry summonsed up the courage to battle hordes of millipedes to use the facilities! It was a great road down to the ferries with magnificent views of the coastline to your right and great corners, but what was quite amusing was that we seemed to pass a bit of traffic on the way down yet Geoff was with us at the end! Wonder how Val's nerves are!

From there we went across a road that I would have to say is the best road I have ever ridden on....it takes you across to Victor Harbour but I think you could happily just go back and forwards along that road for awhile and have a ball. Every corner was marked about 95kph, and seeing as you can always take them "a little faster" on a motorbike you can imagine what kind of road it was....AND it was in good condition (as are most of the roads over there...shame the Vic Govt can't take a leaf from their book!).

At Victor Harbour we did the touristy thing and walked up the pier (well a little way up anyway, it was freezing so our brave leader Ben suggested we turn back early...you may need to get another "tea cosy" Ben!). After almost seeing Val take a ride on a camel, until she noticed I had a camera, and dodging a tram going up the pier, we planted our butts outside a little cafe and refuelled our bodies. Geoff and Val snobbed we "bikie scum" and went in search of "the best German sausages in Australia", only to regret this when they found out how good the soup was where we ate.

A little walk through the town then off we headed north to Strathalbyn (being kindly warned by some approaching cars of a radar trap in a town we passed through), where we stopped and Tim informed us his clutch cable did not have much cable left! From here on whenever we stopped for a map check or red light we were treated to the sight of Tim idling up and down and doing U-turns galore trying to preserve his "last 10 clutch pulls" for any emergency that may arise. We also had a yak to a couple of friendly guys on bikes (though what they were I couldn't tell you!), then headed back up to Murray Bridge.

Everyone kind of went their own way on our return and I decided to head out and see what Murray Bridge has to offer. not a lot! While on my little expedition though I did notice a guy waving wildly from behind the wheel of his car...after first thinking the locals must be very friendly here I realised it was Jon Riddett looking a little different after a fight with his razor. he and Suzie were "cruising the town" looking for some hint that we may be in the area...I'll bet Jon was glad I had those fluoro yellow wheels as if he didn't see me he would never have found the place. They came back to the Balcony and soon we all headed up to a lovely restaurant in town for a fantastic dinner...mind you there were constantly so many conversations going at once I gave up trying to get a word in...now that's saying something!

There was no card game till 2am this night as we were all a little more tired and wanted some energy for the Adelaide Hills the next day.

DI

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Adelaide Hills Run - Day 3 - Tuesday 3/11/97

Wayne Grant (Seca 600)

Ben Warden (ZXR750)

Di Welsford (CBR600)

Tim Walker (BMW K100RS)

Gerry East (YZF600)

Geoff & Valerie Jones (Commodore V6)

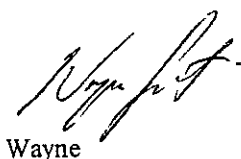
After a good night sleep and bacon & eggs for breakfast we were all ready and looking forward to the day ahead. Ben thought today's roads would be the most challenging and enjoyable of the trip. We left Murray Bridge earlier than the previous day and took off to Balhanna via Narre. Unfortunately Gerry was in serious pain with her shoulder/collar bone and could not go on any longer. I figured she must have been in real pain knowing how good the roads in front of us were. Her bike was left at Balhanna with a friendly servo owner who put it away for her on the understanding we would be back to collect it later that day. Ben now had a pillon and we were off to Chain of Ponds via Penfolds Rd & The Gorge. All excellent roads with plenty of demanding twisties, no danger of falling asleep on this ride! To my astonishment Ben's (leading the ride) speed didn't change even though he had a pillon.

We said goodbye to Tim on the Penfolds Rd in Adelaide as his clutch cable was just about to let go. It made an interesting ride into the city as Tim didn't use his clutch, instead choosing to idle up to red lights hoping they would change before he arrived. He ran out of luck at one intersection and rode into a servo and did circles until the lights had turned green. We then headed for the hills.

Such roads definitely help develop cornering and braking skills and I was learning plenty by observing the leading riders. From Chain of Ponds it was off to Mt Pleasant via Gamaracha and Birdwood. Lunch followed where Ben & Gerry went visiting a toy factory, I guess in future years I will find such things interesting but Di and myself preferred just to eat. Tim showed up after visiting the local BMW dealer in Adelaide only to find they couldn't supply him with the correct clutch cable as they didn't have any in stock. He got one for a different model that would fit all the same. Still, I thought that was piss poor given that BMW ask a premium for everything they sell and pride themselves on looking after their customers. Clutch cables don't cost much or take up much space at the dealerships. Later in the day this elderly woman steered her Nissan Skyline in front of me after Gerry had put her hand up indicating that she should wait. It wasn't a near miss or anything it's just something you don't expect and can give you a bit of a fright. The silly old biddy probably didn't realise she had done anything wrong. I am just glad she didn't pull out on Di or other club members would have heard the abuse from Melbourne.

The ride then swept us through Loebathal, Williamstown, One Tree Hill (not an accurate name), Moloney and back to Loebathal via the North East Rd. All these roads were in excellent condition (definitely better than Vic) had nice sweepers and tight bits with few cars. Add good weather to that as well. For the whole day we saw one Police radar. It must be said the Police in S.A. at least give you a sporting chance by sitting in the middle of the town with the car in full view. Speed through the towns and you deserve a fine anyway! Their focus seemed to be in policing (ie. making their presence felt in the town) rather than operating as an extended arm of the tax office.

It was getting later in the day when we stopped at Uraidla and Di was keen to get into Adelaide and go shopping so it was off to collect Gerry's bike and then back home to Murray Bridge. All in all a terrific day, well planned out without any dramas.



Wayne

Adelaide Trip, Last Day

Bacon and eggs for breakfast, settle up with our most convivial hosts, who almost seemed reluctant to take our money - Gerry had to almost force some breakfast money on him - and we were on our bikes and heading east. Well at least as far as the servo on the edge of town where we all filled up.

Droning down the highway I noted the collection of marked and unmarked cars parked on the other side of the road. Probably a shift change. It was cool and overcast. Geoff and Val followed the group. We regrouped at Keith, trying to warm up, before heading south and inland through the Coonawarra wine country, stopping at Balhanna for morning tea. (Did I mention the radar trap in Keith at the end of the main straight?) Gerry and Di retired to the Women's to put on more clothes, Gerry's shoulder giving her hell. Di refuelled, her Honda very thirsty. Must be those oversize main jets.

Again we were pushing into a head wind, making travelling wearisome. Tim had expressed a wish to visit the Grampians on the way back so near Naracoorte we turned off to Frances for a proposed break and fuel. Bikes didn't arrive so I flew back. Gerry had stopped but was soon mobile again. After driving around Frances looking for fuel we reached the conclusion that there wasn't any. I had already done 30 km on reserve. I spent the next 50 km laying on the tank behind the screen, steering with one hand, trying to conserve fuel. Incredibly uncomfortable. We made Goroke for lunch. I had at least 0.4 of a litre left, and I reckon Tim should have run out judging by how much fuel he put in. Gerry would probably get 500 km out of her tank on this sort of trip. The shop had never seen such a large influx of tourists so food was a bit scarce. Turns out there was fuel in Frances, just we couldn't find the main street!

Onwards to The Grampians, stopping at Zumsteins - no kangaroos - before the fabulous twisty section plunging down the mountain into Halls Gap. It was now hot and I sheltered under a tree. Geoff and Val had headed for Horsham and the Western Highway and home. It is rotten travelling with bikes - they stop and start all the time. Thanks for your patience.

Gerry was in a lot of pain, and with time pressing, opted for the direct route to Stawell and the Western Highway. Di gallantly accompanied her, leaving Tim and I.

Part way down the Dunkeld Road we swapped bikes. It had been a long time since I had ridden a K (I owned one once) and had to be reminded of how the blinker arrangement worked. Cripes, do they vibrate. But what an armchair ride. Of course the next section was very bumpy so I was quite grateful for the plush suspension and wouldn't give the bike back until our next fuel stop at Streatham, at least 70 km away. Tim was suitably impressed with my old beast, likening it to a video game. (In fact he was so impressed he might buy a ZXR sooner rather than later.) The bumpy section hadn't been too kind to my muffler bracket and it had broken (again).

We picked up the Western Highway at Ballarat, blasting down the Myrniong by-pass as a last hoorah! At Melton we parted company as I headed for the Jone's to collect some clothes kindly carried in the car on the return trip. And to temporarily mend the muffler with a bit of fencing wire. It was Val's birthday, which she had kept secret from everyone over the weekend, and I reluctantly (not) was coerced into staying for birthday roast. Sensational.

Home late. Round trip of 2,350 km. Tyre wear was minimal, despite two days riding two up at speed amongst the twisties. These 207s are unbelievable. The accommodation was probably the best service and value for money I have enjoyed on a Club event, ever. Adelaide has fantastic roads, especially around Loebethal. It was a pretty good weekend all round and everyone seemed to enjoy themselves. I'll be going back, sooner rather than later.

Ben Warden (ZXR750)

9:30 am KBCP

10:15am HALLAM

Ron Johnston Leading

Ron has asked me to explain the details of his ride as it is not your normal everyday ride. We'll be heading off to the Melbourne Tank Museum for Morning Tea. This looks like a grouse place with lots of BOY things to entertain you. You know, BIG trucks, BIG tanks, jeeps, army bikes. It costs \$6.00 for an adult to get in, children are discounted. It has a coffee shop which serves devonshire teas and hot drinks. It's situated at 456 Belgrave Hallam Road, Narre Warren North. From there we'll travel through Emerald, Cockatoo, Gembrook, Pakenham, Koo-Wee-Rup and have lunch at Tooradin. After this break we're going to Hastings, which will include 6kms of gravel road which Ron assures me is in "Good Condition". Through to Red Hill, with another 2 kms of gravel road in equally good condition. On to Flinders, Boneo, Main Ridge where we'll officially end the ride at the Pine Ridge Car Museum. Your choice then to go for a ride up through Arthurs Seat or stay for the museum. It will cost you \$3.00 to get in and has

"an exciting collection of Motor Vehicles, Bowsers, Signs and Memorabilia, housed in a 1940's style Garage and Showroom. Adjoining the Car

Museum is the Teapot House and Tea Room. Pottery, Traditional and Collector Teapots on display and for sale. Refreshments available."

It is situated on Purves Road, Arthurs Seat. All in all, sounds like a good day out, with good roads to ride and good things to see.

CLUB LIBRARY

I am missing some editions of the magazine and although they are pretty old I'll just let you know the ones I'm missing. If anyone would be kind enough to donate them to the Club Library it would be greatly appreciated. I'm missing the following
Aug & Sept 1996.. Feb & June 1985.. Sept & Nov 1984..
Aug & Sept 1983.. Feb, Sept, Oct & Nov 1982.. June 1980..
March & April 1979.. July & Dec 1978.. Aug 1977.. Nov 1976..
all of 1969 except Oct & Feb.. Jan, March & July 1968..
Feb, March, June, July & Aug 1967.. Dec 1966.

There is a box of old magazines at the meeting tonight. Please feel free to take any of them home. I am going to throw them out, (unless somebody wants them) as they are duplicates and are cumbersome to store and move around.

The library is at my place in Kew and members are welcome to borrow any of the editions. Some of the old mags are really good fun to read. It's in great condition and aside from the above mentioned 30 or so copies is complete. Obviously all care must be taken with it, but I guess that goes without saying. Some of the stuff they got up to in the '70's is really weird, even weirder than us!! You might be interested to read some of the Editorials too. Mine are so politically correct in comparison.

Gery

WE WENT TO PARLIAMENT that's the latest news in the ongoing saga of trying to stop "gravel on bitumen". I had a meeting with Hon. Pat Power, Shadow Minister for Roads and Ports. A seemingly down to earth fella who also rides. His impression on seeing the letters from both Hon. Geof Craig Minister for Roads and Ports and Mr. Bruce Cochran, General Manager Vic Roads was, "this is exactly what we need, admissions in writing that there is a problem and need for improvement, in this area of road safety. With this Pat Power was armed to approach the Minister and expected to force some action. Which he said he would accomplish this sitting of Parliament. Which he has kindly done. Unfortunately Geof Craigs' reply is in my opinion disappointing and pathetic. Read for yourself. I haven't given up till I change thier attitude!

Lyn

Roads: motorcycle safety

Hon. PAT POWER (Jika Jika) — I seek the assistance of the Minister for Roads and Ports on a roads issue — namely, road maintenance practices and motorcycle safety. At the outset the minister is to be commended for a letter he wrote to a member of the Motorcycle Touring Club of Victoria about a concern that had been expressed by a club member about the way in which, after periodic roadworks, surface material can remain, which means the surface is unsafe for particularly inexperienced and unaware motorcyclists.

The minister will be aware that in the letter he indicated it is apparent that some improvement to current practices should be investigated to ensure that roadwork sites are left in a safe condition for motorcyclists. I have requested Vicroads to pursue the interrelationship between sprayed sealed operations and motorcycle safety to achieve improved practices both to minimise risks to motorcyclists and warn them in advance of spraying operations.

The motorcycle touring club certainly appreciated the minister's sympathetic and quick response. However, its members have indicated that there are new and continuing problems in relation to the issues that they have raised both with the general manager of Vicroads road system management and with the minister. I ask the minister to renew his commitment to this issue and to do his utmost to ensure that Vicroads responds to the sentiments he expressed in his letter so that motorcyclists can travel on minor and local country roads in a manner that does not endanger their safety.

Hon. G. R. CRAIGE (Minister for Roads and Ports) — Mr Power raised an issue concerning motorbike safety and, if I heard him correctly, he made a statement concerning the risk on minor country roads. I absolutely deny that motorcyclists are placed at risk on Victoria's minor country roads if they abide by the rules and regulations governing them. However, I thought the issue he raised was the content of the letter from the motorcycle touring club concerning the safety in particular sites that are under repair or, in particular, where Vicroads is carrying out maintenance on spray seal operations and in other areas.

The thing that has concerned me for some time is that the sites on which they operate can quite often be dangerous to motorcyclists when bits of equipment are left lying around and there is not adequate signage warning motorcyclists of the work that is being carried out. I will look at any new issues and will pursue with great energy the commitments I have given previously. I assure all within the motorcycle fraternity that I place their safety at the highest level

SOCIAL SIP VENUE FOR 18 DECEMBER 97 & 15 JANUARY 98

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(Melway Ref 2G E1)

We are trying out the Baden Powell Hotel for the next two Social Sips. Three members of the Committee have tried it out and enjoyed it. It has a beer garden out the back, (lovely for those summer evenings). Great food (cheap too! for those watching the prices). Gorgeous waiters and topless waitresses...(okay, so maybe I threw that in to get your attention). So there's no excuse for missing them, see you at the next Social Sip!

Di.

(PS: Beware, there are two "61 Victoria Parade" addresses. Make sure you go to the CORNER of Cambridge Street.)

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Romancing the Stones

Gravel on corners is the bane of all motorcyclists, some more than others. There you are, flying along, no gravel for the last 200 corners, minding your own business, when, bang, there it is, gravel! You grab a big handful of brakes, your life flashes before your eyes, you crash, or you don't. Familiar scenario?

Understanding Gravel

Gravel likes to congregate. Leading up to corners it is most often in strips. Car tyres throw gravel left and right. A "new" surface which may consist of wet tar and gravel sprinkled over it (as distinct from "hot-mix") is cheap and fast. Victorian councils specialise in this type of road making technique. The finished surface relies on cars to pound the stones into the tar and dispense the excess stones. (Who needs a roller when cars will do the work for you?) So the excess stones end up in strips up the middle of the road and at the side of the road. But cars take all sorts of lines through corners, so often you may find there is little or no gravel in a corner. It has all been thrown outwards and off the road. The gravel may not be as bad as you first thought!

Gravel is always on the move. Gravel associated with pot-hole repair tends to scatter. Rain washes it downhill, cars throw it here and there. Fresh gravel is the worst because it hasn't had time to travel far, to congregate.

Why does a bike fall down?

Gravity. The earth sucks. But when we go round a corner we use gravity to "pull" us around the corner, so gravity is not all bad. The friction between the tyre and the road transmits this pulling force. Ride through gravel and the friction between the tyre and the road is reduced to almost nothing and the bike starts falling down with an acceleration of gravity which is 9.8 meters per second, per second. For example if you drop a stone, it will fall due to gravity 9.8 m in the first second, 18.6 m ($9.8 + 9.8$) in the second second, 28.4 m ($9.8 + 9.8 + 9.8$) in the 3rd second, etc. So it certainly doesn't take long to fall from a seated position on a bike to the ground - much less than a second. Hence, "I was on the ground before I knew it". Absolutely true.

But this is a worst case scenario - wall to wall gravel or sand or oil or water or ice. So lets assume the gravel has congregated which gives us a fighting chance, but not if the wheels lock! Spinning wheels have inertia.

Physics and Inertia

Inertia is a function of the mass of the wheel (disks, etc), the diameter of the wheel, and the speed at which it is spinning. The bigger the diameter for the same mass, the more inertia. The faster a wheel spins, the more inertia. We interpret this inertia as stability. We like stability because it offers security. We can trust the bike to behave in an expected and non-threatening way over bumps, and at speed. The downside of stability is that it makes a bike harder to steer. We like to be able to change directions quickly and without much physical effort. Hence there is always a compromise between the stability and ease of steering. Current thinking is that 17" front wheel is the best compromise. A 16" wheel is inherently less stable (ie has less inertia, is more prone to "bump" steer) than a 19" wheel, but steers quicker!

One of Newton's Laws roughly states that a body will tend to remain in its state of motion until acted on by an external force. In a motorcycling context, a spinning wheel will keep spinning until we apply the brakes. More interestingly, it will stay in the same plane until we push the handlebars and turn it. (Forget about steering with your knees and feet; they only become significant at the track where you are thinking about steering with the rear wheel, etc). The faster you ride the harder it is to change directions due to the inertia of the spinning wheels resisting changes. Hence in racing light wheels and a steeper steering geometry are used to quicken steering characteristics.

The point is: a spinning wheel is inherently stable.

Grabbing a big handful of brakes is about the worst thing you can do when trying to negotiate gravel. The wheel is much more likely to lock up and hence lose all gyroscopic (inertia) stability. Gravity runs amok. With the wheels spinning normal steering functions have a chance of working. You may have time to control the slide with "full opposite lock". If you can brake hard in a straight line between gravel strips, then tip in, brakes completely released (to avoid usually front wheel lockup) your chances are optimised. The front (and rear) wheels will maintain gyroscopic stability and hopefully "step" and grip. The bike will feel like it moved about a metre (in reality a few cms) and you will live to abuse the local council.

The Fear

Adrenalin is a killer. It is triggered by the brain when we panic. It is one of those hormones that prepares the muscles for flight - the running away type flight. A nasty side effect is that it causes your hand to make a fist! Which is good if you want to brake, and terrible if you don't. Meeting gravel mid-corner you don't want to brake, but *The Fear* strikes and you automatically brake. Mongrel! It takes practice to control your hand, forcing it not to close. Bugged if I know how you practice it, other than scaring yourself silly, repeatedly! It worked for me.

Funnily enough, slow reactions will often get you out of trouble - the drama has passed before you have had time to react to it! There is hope for us old people yet!

The bottom line is: learn to control the adrenalin rush. Don't panic. Physically fight your way through it.

Read the Road Surface Conditions - Experience

Road signs are extremely important. The reason there is a bit of armco on one corner on the Reefton Spur is because 27,000 people have crashed there and the council finally got round to putting up a sign and a barrier! This sort of logic applies to any road sign. They cost money in installation and maintenance. They are there because something bad happened there.

There are a million tell-tale signs about road surface conditions which we absorb as we ride. Over the years this becomes our store of experience. Experience counts. In a way, experience is a form of cheating - it is an advantage. If you have been around a tricky corner 10 times before, you know what to expect. You know where it goes, whether it is off camber, tightens up, has bumps or a smooth surface. You can concentrate on the unexpected - the 4WD on the wrong side of the road or a freshly gravelled pot hole for instance.

Dirt riding teaches you to read road surfaces better and faster. On dirt, your whole being revolves around not hitting a rock and bending your rims, being speared by a tree, being thrown off by a hump or mud hole, or having the sump ripped out by a mallee root. But dirt riding is usually conducted at lesser speeds than road riding, allowing your viewing "horizon" to drop - that is, where you look is much closer - and necessarily so to avoid the above mentioned distractions. Returning to the road often takes a period of time to adjust - to re-focus your horizon. On the road we are instructed to look through a corner, to look as far ahead as possible, to lift our horizon. It works, particularly well on a race track. But it assumes a clean, safe surface. Usually a compromise solution is required - a scanning technique where you look near and far, regularly. Choosing the right technique for the surface conditions, on reflection, is done automatically and unconsciously I believe. How well we choose is a function of experience.

Know your Bike

You should be able to steer around most nasties on the road, placing the bike to within a few centimetres. Counter steering techniques allow you to pick the bike up mid corner to avoid a pot-hole, tank-slapper inducing hump, oncoming 4WD, or strategically placed gravel strip. This sort of control requires practice. And an understanding of your bike.

Modern sports bikes offer tremendous feedback and feel from the front end. You know what the front end (the tyre) is doing. This is a result of a combination of advanced suspension

components, steering geometry, and tyre qualities. Such feedback allows the use of very powerful and sensitive brakes. You can brake surprisingly hard in gravel-in a straight line. But it must be controlled braking - a squeeze rather than a panic driven stab leading to instantaneous lock-up. (The same applies to any sort of braking really - just on bitumen you get away with a stab every now and again, on gravel you won't.)

Go practice some figure eights and some stoppies! Get some skill. Practice braking in gravel around a corner too, on someone else's bike!

Confidence

Riding a bike well is an incredibly rewarding and fun experience. But it is not fun if your confidence is down. Hopefully there are a few elements here worth pondering over Christmas which may make riding through unexpected gravel a touch less threatening, and hence riding more fun.

This is just a 2 hour effort off the top on my head, the idea being to impart some hard earned experience for the benefit of the members. It would be fantastic if other riders (experienced or otherwise) could contribute their thoughts and ideas about "Romancing the Stones", or any other topic for that matter, to the Magazine.

Ben Warden (ZXR750)

Tallangatta Weekend, January 23rd to 26th

Accommodation: Victoria Hotel, Tallangatta, approximately \$20 per room

Itinerary:

Friday 3.30 pm sharp leave Whittlesea, or make your own way there (320 km).

Saturday 9 am Head for the hills: Corryong, Kiandra (Snowy Mountains Highway), Jindabyne, Charlotte's Pass, Thredbo, Alpine Way (sensational road), Corryong, Tallangatta. Easy 620 km.

Sunday 9 am: Kiandra via Elliot Way, Tumut (Snowy Mountains Highway), Tumbarumba, Walwa, Tallangatta Easy 720 km.

Monday 9am: Kiewa Valley Highway, Mt Hotham, Omeo Highway, Bairnesdale, Melbourne (630 km) Home by 5 pm.

This event is becoming an annual pilgrimage to Motorcycle Heaven. It includes some of the best roads and scenery in Australia. Distances look big on paper but the roads are so great to ride on, time flies. No dirt except for 10 km on the Alpine Way and 10 km (or less) near Dinner Plain. Last year this event was conducted as a private ride and 17 members attended. This is an epic ride. Don't miss out.

Please arrive with tyres that will go the distance. A couple of years ago a rider was forced to get tyres on the second day, and another had to travel home via the Hume Highway. If there is any doubt, put new ones on. Check your chain as well – last year one snapped! Time is valuable; manage it well.

Please contact:

Gerry East on phone number 9853-4964 or

Ben Warden on phone number 9439-8015, or mobile 0411-607-925

as soon as possible to secure accommodation. A deposit would be handy.

Great Dividing Range - Melbourne to Brisbane

I had no real plans, only to follow the Great Divide and to see as much of the Bicentennial and Heritage trails as possible. Wednesday morning, after a sleepless night as usual before a trip, I headed for Moe for morning tea/breakfast. As this bike is more comfortable than the GSXR, I decided I didn't really need to stop (besides, since I can't reach the ground, I have to keep riding).

Briagalong was my first dirt road. Through to Dargo and Dogs Grave, for a photo and a cool drink from the crystal clear creek. I camped a couple of kilometres down from the Hinnomunjie Bridge and had fresh trout and billy tea from the Mitta Mitta River. A casual start in the morning over Mt. Bloward, then blast across Lake Omeo (which is dry!) to Benambra for fuel.

I headed up Limestone Rd to turn off on to the Limestone Creek Road. This is where I saw two packs of brumbies. One of them with foals and a huge black stallion with a coat so shiny that you could almost see yourself in it. I was surprised how long I stayed with them, as they galloped along side the bush track, then turned to disperse into the scrub.

I had planned on going through Tom Groggin, but track closures forced me to back track a bit and follow the Snowy via Suggan Buggan. It was here that I discovered that the Flu was affecting my balance, and that the changes of altitude was playing havoc with my ears.

I stopped at Queanbeyan for the following two nights, sleeping off the Flu. I tried to do a day trip to the Brindabellas as featured in 'Side Track', but I had to turn back, as I was too ill.

Leaving Queanbeyan, and receiving a 'State Road Revenue' ticket, I decided this bitumen stuff was not for me! Going towards Goulburn, there were literally hundreds of bikes coming in the opposite direction. Bikes ranging from AJS, Norton, BMW, GSXR Tenere, Serro and many more. It was a great sight, but I did get sick of waving after a while!

Through Goulburn and Portland via Abercrombie Gorge, Black Springs and Meadow Flat. Then into Wollemi National Park and down a valley road, surrounded by cliff faces and past some swimming places to Newns, an abandoned petrol mine overgrown by the bush. The original hotel has been moved up river, and is being run as a general store, but don't expect anything cold, as there's no power out there! I camped by the river that night, sheltering from a thunder storm, with lightning lighting up the cliff faces around the area.

My next stop was Glen Davis, about 10kms over the other side of the hill from Newns, or 100kms ride around the road! Riding in, I felt a clunk on the back of my helmet, and then another. Could this be an Angel whacking me on the back of the head for some reason? Then I spotted, in my rear vision mirror, a Magpie zeroing in. I had him up to 80kph before he backed off.

While I was having lunch in Muswellbrook, I noticed my number plate had broken off at the corners. So, a quick stop at the police station to make a report, then on my way to Nundle Pass, elevation just over 900 metres. This was my first sign of rain forest. The trees here are so green, you think there's something wrong with your eyes.

It was getting late in the section between Niagara and Walcha, where I camped the night. Roos seemed to be coming out of nowhere in their hundreds! I was paranoid of hitting one. The next day, I visited Wild Rivers National Park and Apsley Gorge - hot and dusty, but well worth the 100km return trip.

A slight navigational error that put me in Armidale a couple of hours behind schedule, where a thunder storm hit. After lunch, I decided to outrun it on the highway.

I arrived in Brisbane at about 9pm, missing the opening ceremony of the conference I was to attend for the week. Following the conference, I visited my sister who lives close to Glasshouse Mountain.

I followed pretty much the same route going home, although leaving Queensland, I travelled via Tambourine Mountain and Lamington National Park, stopping at O'Riellys for the night. O'Riellys is where the Stinson aeroplane crashed many years ago, and an epic rescue took place where one man on foot found two survivors. For more information, read 'The Green Mountain'.

I met two German girls here, one riding a Dominator, the other a DR250. They were really nice, and the girls weren't too bad either! Just as I was about to say not to leave food outside, a wild turkey took off with their breakfast. We all chased it across the camp site and retrieved the food. I joked about Christmas dinner. There are many walks in the area: one of them a tree top walk which is a board walk suspended from cables zigzagging through the top of the rain forest, with a 30 metre climb to the top of a Strangler Fig.

I left Queensland via Lions Road, which would be a good sports bike road, if they removed the gravel left over from road works. Yes, they do it up here too! I turned off into the Border National Park in New South Wales, where I encountered another thunder storm, with visibility down to about 10 metres and soaked through in seconds. I stayed in a van that night, to dry everything out.

It was plain sailing (or riding) for the next couple of days, until I hit a jagged rock and punctured my front tyre along the Dargo Road. I patched the tube, prayed that it would hold and went on my way. 2kms down the road, I hit a roo! Both me and the roo stayed upright, shook our heads and kept going along our separate ways.

I arrived home at about 10pm, almost a month after I had left, with an extra 7,000kms on the clock - most of them on dirt roads and 4WD tracks - number plate missing in action, indicators vibrated to death and dust all over everything!

Do you think I wanted to go for a ride the next day? You betcha!

Mark Dennis
X-TremeZ 660
Tenere

Dandenongs

November 9th

Route:

Hallam, Emerald, Upper Beaconsfield, Berwick, Pakenham, Cockatoo, & Emerald for morning tea. Monbulk, Silvan, Woori Yallock, Healesville & Marysville for lunch. Back to Healesville, Toolangi, Mt.Slide, Yarra Glen, Christmas Hills & finish at Kangaroo Ground.

Participants:

Trevor Harris - FJ1200	Stuart F - VTR1000	Ian - RF900RT
Derek & Kathy-FZR1000	Danny K - VFR750	Dee - GSXR750T
John W - TRX850	Rob L - VFR750	Lyn - GSXR750T
Gerry - YZF600 (leader)	Jenny - NTV650	Clint - GSXR750M
Tony S - YZF600	Peter & Bryn - CBR600	Rob M - GSX750F
Thomas - YZF600	Dianne - CBR600	Mark B - GSXR600
Mick Hanlon - YZF600 (Joined at Marysville)	Steve B - GTR1000	Tim - K100RS
Geoff - RZ350	Troy - ZX9	Darren - Speed Triple
Les Leahy - TT350 (rear)	Ben - ZXR750	
Janine - TZR250	Sam - ZXR750	
	Danny - ZXR750	30 bikes. 32 people.
	Meranda - ZZR250	

The Ride:

This was my first Club ride for 7 months and 2 days, and to say I was feeling nervous was a bit of an understatement but after talking to Gerry (who was also returning after injury) I felt a bit more at ease. Fortunately I had done a School & Ride day at Phillip Island the week before so I knew I could at least ride the bike.

What a turnout, no doubt due to the ride location and the perfect weather. Gerry started by explaining that just because she missed the Hallam turn-off was no indication on how the rest of the ride would proceed, she then went on to explain the day's schedule, the corner marking system and called for volunteers as rear rider and ride reporter. Les duly took up the challenge of the rear and surprise surprise, guess who got lumbered with the write-up on his first ride back – Thanks Ben!

We headed off to Belgrave then down to Emerald, on the way Tony showed his emergency braking technique (rear wheel of the deck) when an errant motorist pulled out in front of him, fortunately there was no contact. Down to Upper Beaconsfield where the big open sweepers had some of the team exploring the upper rev range of their bikes. Onto the Princes Highway, Pakenham then up to Cockatoo.

This was the first time I had been up here since my accident back in April so I was a bit tense as I approached the scene where that Commodore cut short my trip and the resulting injuries required 3 months hospitalisation. "X" marked the spot, pretty insignificant piece of road considering the damage done to both man & machine! Oh well, "That's Life".

Back around to Emerald for morning tea. For me this was good timing, as with aching back, wrists, neck and legs I had forgotten just how physical riding is, especially after a long break and with my lingering elbow & knee injuries. It was tough going and although I'm spending plenty of time in the rehabilitation gym, I was still nowhere near "bike-fit".

After a leisurely break we proceeded up to Monbulk and Silvan then across to Yellingbo, Woori Yallock and Healesville. Enroute we lost Janine, Meranda, Peter & Bryn. It seems at the Woori Yallock/Healesville turn-off the corner markers were not seem (too far from the intersection) and the three bikes went straight up the highway. Fortunately they knew where lunch was and proceeded directly to Marysville once they realized they had lost the group.

The rest of us quickly traversed the spur to Narbethong then up to Marysville. Apparently some got a bit "excited" going though the spur with one upset motorist trying (unsuccessfully) to report a group of bikes to police via his mobile phone after being repeatedly cut off going into a corner. He eventually vented his spleen on another member of our group and commented on the dangerous overtaking and how this type of behaviour gave ALL motorcyclists a bad name.

Dandenong's Ride cont;

With the group now all together for lunch it gave me a chance to wander around and catch up on the gossip "and boy was there lots" but it's probably old news so I wont bore you by repeating it here!
The stop also gave me time to reflect on how this ride compared to my last club ride!

By my observation not much had changed:

- ◆ all the good roads were still used
- ◆ length of breaks and distance between them were just right
- ◆ the majority of riders were the same old stalwarts as before.
- ◆ the same frantic pace still applied (albeit a little bit too much in towns)
- ◆ the majority of the group displayed reasonable patience and courtesy when overtaking, although some still practiced the "pass at all costs" technique.

So all in all I felt right at home

After an unhurried lunch, in which Jennifer casually mentioned she should be running-in the NTV as it had ONLY 40kays on the clock! Actually 100,040klms, which is pretty good considering very few of these bikes were sold in this country as they were considered unsuitable for touring!

Off we went for another romp through the Black Spur, a quick regroup at Healesville (Sam left us here) then up to Toolangi. Apparently on the Chum Creek road Trevor needed both lanes of the roadway to muscle the big FJ around one particular bend!

Onto Mt.Slide then down to Yarra Glen where plenty of flashes warned us of the Police in their usual hiding spot outside Gulf Station historical homestead, next a blast along the superb Christmas Hills road where the lack of other traffic made it great fun. Past the Lookout Tower then around the corner to finish the ride at the Kangaroo Ground general store.

With us now stopped in the brilliant sunshine it began to get quite hot just sitting around, so most headed straight to the fridge for ice creams and drinks as we yarned on about the day's activities. Although listening to some of the comments it sounded like we had been competing in a round of the World Superbikes and not just on a club ride!

What a day! We'd only travelled about 250 klms but for me on my first ride back this was just about right, as by now I was feeling a bit stuffed with the left knee quite stiff and sore, but I had managed to complete the ride and stay for the whole day. So full marks to Gerry for a well thought out ride where no one fell off and every one had a good time.

After thanking her for leading and Les for rear riding I headed for home, where the exercise bike awaited and not even Di's kind offer of a coffee could persuade me from this daily "no pain no gain" ritual.

Ian
RF900

CLUB PARTICIPANT OF THE YEAR: POINTS TO DATE: compiled by Ben Warden.

The first fifteen positions are as follows:

1. Ben Warden	50	2. Lyn Duncan	33	3. John Willis	30
4. Steve Leyland	29.5	5. Rob Matriccianni	26	6. Les Leahy	25
7. Jon Riddett	25	8. Di Welsford	25	9. Andrew Kennedy	19
10. Mark Dennis	19	11. Sue Wells	18.5	12. Derek Atkinson	18
13. Gerry East	18	14. Stew Forster	17	15. Jack Youdan	17

Thanks to Ben for this info.

KING CRYSTAL MINES

16/11/97

Participants:

Jon Riddett.	K111LT (2nd Rear)	Age 29
Tom Saville.	XTZ750	Age 50
Andi Sirninger.	TDR250 (Leader)	Age 34
David	R1000GS PD (1st Ride)	Age 51
Mick Barnes.	KLR650	Age 39
Andrew Kennedy.	NX650	Age 51
Tim Walker	K100RS	Age 43
Les Leahy	XTZ660 (1st Rear)	Age 50
John Willis	XR400	Age 37
Rob Langer	VFR750	Age 39
Steve Leyland	R1100GS (Scribe)	Age 40
& Sue Wells *		

You may have noticed the age of each participant next to their bike, the reason for this is that in a past newsletter an article quoted some interesting stats. Well here are a few more of an opposite side of the motorcycling spectrum, and still a typical MTCV type ride. Of 11 bikes, 4 were BMW's, 8 were "Chookies". 6 were "Big Chookies" and 3 were "Really Big Chookies", 750cc and over.

The average age was 40.. (given that the formula provided of add 'em up and divide the total by 12 is correct). How about that, just my age. (Call me Mr. Average, Sue does.) And may I say, just my kind of ride, that's not to say others aren't.

And of the 12 persons present that day, 6 have been riding with the Club for 10 years or longer, I think that just about balances things up a little.

* Note...Sue refused to allow me to print her age, I don't fully understand this seeing many members know it anyway. I figure she's just being a sheila. Although its easy enough to work out using the formula and a calculator.

To the ride.. with Andi up front and, at this stage, Les at the rear, we head off along the Warrandyte - Kangaroo Ground Rd, Pidgeon Bank Rd, Henley Rd to what we know as the Christmas Hills Rd., but this day it was used only as a connection with Alma, through Panton Hill, up the tight and twisty St Andrews Rd., to Kinglake. Mt.Slide, Toolangi and onto Myer Creek Rd., where we had our only incident for the day. As I was riding along minding my own business, riding well within the bikes limitations but enjoying a respectable pace anyway, Tommy slips by under brakes. Now with the knowledge of his tyre inferiority (he had nobbies), and that I have the gruntier GS with plenty more ammo than I was using, I had a thought, hmmm..I wonder, so I'm off after him.

Then comes the tap on the shoulder reminding me of the third person. This tap on the shoulder thing is a pre-arranged signal system to let me know that all is not right up back. And when there is a second, more vigorous tap it means there is an emergency. So I pull over ASAP, but by the time I found a safe place it was too late, oh dear! It was all over my back, her front, inside her helmet, and on the bike. I couldn't believe someone so little could throw up so much. There was a slight delay before Sue was well enough to continue

CORRESPONDENCE

The following items of correspondence have found their way into our PO Box over the course of the month:

- 1) *Toy Run information. Different route to be taken this year. May be of interest to those planning to go on December 14. 11.00 am departure.*
- 2) *Motorcycle alarm flyer. No product name given but installed by a Paul Holmes. Cost \$325.00 installed. Refer flyer for details.*
- 3) *Association of Motoring Clubs newsletter.*
- 4) *Upcoming Events:*
 - Broadford Rock Concert. December 5-7 1997. \$40.00 prepaid, \$50.00 at the gate.*
 - Jailhouse Rock Festival - Ararat. March 21-22 1998. Rock n roll, movies, car and motorcycle shows, etc. Information includes accommodation guide for Ararat.*
 - American Motoring Show. March 15 1998. Flemington Racecourse. \$5.00 admission fee.*
 - British & European Motoring Show. April 5 1998. Flemington Racecourse. \$5.00 admission fee.*
 - 2001 Tour. Tour for older vehicles planned for Australia's 100th year of Federal Government.*

For any further information on any of the above see me at the General Meeting or call me at home.

Luke Richardson - Secretary

AROUND THE BAY - 23/11/97

Andrew Kennedy (leader)	VT1100	"Fudge"***	GS500
Dav Zivkovic	K100RT	Mark Blashki	GSXR600
Steve Leyland & Sue Wells	R1100GS	Rob Matricciani	GSX750F
Kathy Robinson	CD250	Ian Payne	RF900
Ron Johnston & Daniel	CB400/4	Tim Casemore**	TL1000
Stav Zembekis*	VF400	Luke Richardson	XJ600S
Nicholas Casemore	CBR600	Wayne Grant	XJ600S
Pat Tayeh*	CBR900RR	Sue**	XJ600S
Jack Youdan	CBX1000	Kate* (2nd ride)	FZR600
Darren**	VTR1000	Mick Hanlon*	YZF600
Gary Clifton	ST1100	Danny Vits	TRX850
Russell Smart**	GPX750	Vince Green* & Stephanie	XJ900S
Rhys Williams	ZX7R	Derek Atkinson	FZR1000
Rowan**	ZXR750L	Ben Warden (rear rider)	ZXR750L

* = non member,
28 bikes, 31 people

** indicates non member & first ride

Just a short write up, this one, as I was literally dobbed in for it at the eleventh hour. As you can see, the turnout was huge, with quite a few new riders. Perhaps the Club should be staging a few more leisurely rides like this one I'm thinking.

Anyway, off we went to Hallam - the usual way - without any dramas. There was a slight delay as Nick, Tim & Rowan all arrived just as we were leaving but nothing serious.

Our ranks swelled at Hallam and off we went, trundling through Narre Warren and then down south through Cranbourne onto the peninsula. Up to Arthurs Seat we scratched and had a short break while Danny & Gary abused a stupid bloke for driving the wrong way into the Arthurs Seat carpark. From there it was on to Sorrento for a quick countermeal prior to the ferry crossing.

About 15-20 bikes made the crossing at 2.00 pm and it took about 30-35 minutes. Fortunately the bay was calm as motorcycles aren't tied down. We disembarked in Queenscliff for a short ride back to Geelong where we broke up.

Thanks to Andrew for leading and Ben for ~~not~~ riding from Hallam. Also to Steve for the invitation for coffee on the way home.

LUKE (XJ600S)

PROGRESSIVE DINNER

SATURDAY 7.2.97

**COME ONE, COME ALL, BY BIKE, OR CAR OR WHATEVER MEANS YOU DESIRE!
LET'S MAKE THIS A HUGE NIGHT**

We are putting on this dinner at the Club's expense, so come along and enjoy a free feed, a fun night and a chance to catch up with everyone.

It is not until February but PLEASE REPLY NOW as I desperately need to know how many people will be going, and we have no January meeting.

If we hear from only 10 people and 80 of you turn up you will starve!

If 80 of you reply and only 10 turn up you will be wasting a lot of club money and a lot of hard work by those putting on the food

SO YOU MUST LET ME KNOW IF YOU ARE COMING, AND IF YOU DO REPLY PLEASE KEEP YOU WORD.

The venues are set out below:

- | | |
|---------------------|--|
| Appetisers: | 3.00pm to 5.00pm (feel free to turn up earlier though)
Gerry's
63 Wills Street, Kew |
| Main Course: | 5.30pm to 7.00pm
Rob & Mandy's
77 Cuthbert Street, Heathmont |
| Dessert: | 7.30pm to 9.00pm
Denise's
83 Albert Street, Boronia |
| Tea/Coffee: | 9.30pm onwards
Danny's
Unit 1, 22 Munro Street, Ringwood |

Please fill out the form below and send it to:
Dianne Welsford, 10/17-19 Ervin Road, Kilsyth 3137
or hand it to me at the meeting

OR

Just ring me at home on 9723 0957 or work on 9230 0642...it's that easy!

DI

I/We, _____
will be attending:

the MTCV Progressive Dinner on Saturday 7 February 1997.
.....

MTCV Membership List for publication 97-98

Name	Address	A.H.	B.H./Mobile	Bike	
Atkinson,Derek		9720 3754	9720 1755	FZR1000	F
Barnes, Michael	PO Box 2261, Richmond Sth, 3121	0419 570 111	9429 6577	KLR650	F
Bastock,Martin	1/4 Swinton Ave, Kew, 3101	9853 7628	0412 175 979	CBR1000	F
Baszak,Steven				GTR1000	F
Bear	263 Springvale Rd,Nunawading,3131	9877 6914		GPZ900	F
Blashki,Mark	76 Avebury Dve,Berwick.3806	9796 1461	9546 6588	GSXR600T	F
Bradshaw,Ross	10 Wollahra Pl.Heathmont.3135	9720 5317	9627 6191	GTR1000	H
Brown,Ken	294 McKinnon Rd.McKinnon.3204	9578 3403		CD175	L
Burns,Jennifer	303 Mitcham Rd, Mitcham,3132	9872 3167	9877 9262	NTV650	F
Casemore, Nicholas	52 Margaret St, Box Hill, 3128	9890 7544	9808 9622	CBR600	F
Clifton, Gary			0419 358 632		F
Clowes,John	17 Auburn Rd.Healsville.3777	0359 622 309		RGV250	F
Curran,Phillip	P.O.Box 551.South Melbourne.3205	9879 1925	9428 7555	XJ900	F
Czarnecki,Damian	23 Dunscombe Pl.Chelsea Heights.3196	9776 2166	9242 6515	ZXR750	F
Davis,Mike	12 Rolland Crt.Montmorency.3094	9439 2378			F
Dennis,Mark	4/29 Elm Gve.Richmond.3121		0412 284 532	XTZ660	F
Lyn		9306 0124	0411 288 108	GSXR750T	F
Dunn,Andrew	16 Foch St.Carnegie.3163	9578 8728		K100RS	F
Dunn,Pam	16 Foch St.Carnegie.3163	9578 8728			A
Dwyer,Peter	6 Railway Cres.Daylesford.3460	035 348 3622	9398 2322	XJ900	F
East,Geraldine	63 Wills St,Kew,3101	9853 4964	9344 9739	YZF600	F
Eckert,Debbie				GS500E	F
Fabris, Tony		9563 7705	9557 4383	ZX7R	F
Forster,Stewart	7/57 Southey St, Elwood, 3184	0416 070 783		VTR1000	F
Fowkes,Denise		9762 2634		CBR600	F
Genova,Vince	25-27 Merrill Rd,Warrenwood,3136		9870 2222		F
Grant, Wayne	91 Lincoln Dve, East Keilor,3033	9337 9343	9695 8607	XJ600S	F
Holetic, Danny	1/22 Munroe St, Ringwood, 3134	9870 7112	0411 888 575	ZXR750L1	F
Howard, Peter	2 Loretto Ave, Ferntree Gully, 3156	9752 3547	9874 8611	CBR600	F
Hufton, Barry	1/26 Fraser Crt, Sunbury, 3429	9740 6969	9417 6111		F
Johnston,Ronald	12 Nyanda Crt.,Croydon,3136	9725 7303	9870 2144	CB400/4	F
Jones ,Geoff	34 Argyll Crt.,West Melton,3337	9743 3164	9305 3255	RZ350	F
Kennedy,Andrew	79 Hull Rd.,Croydon,3136	9725 9267		CBR900RR	F
King,Ross	23 Nicholson St,Essendon,3040	9370 9479	9688 3400	R100 RS	F
Kosinski,Danny		9720 3754		VFR750	F
Langer,Rob				VFR750	F
Leahy,Les					L
Leyland,Steve	5 Chave Crt,Laverton,3028			R1100GS	F
Makin,Eric	17 Auburn Rd,Healsville,3777	0359 622 309		YZF750	F
Manifold,Bronwyn		9563 7705		GSXR600	F
Mason,Scot	6/58b Looker Rd,Montmorency,3094	9434 3041	9484 5407	FZR600	F
Matricciani,Robert	77 Cuthbert Street, Heathmont, 3135.	9729 4584	0412 462 054	GSX750F	F
Miller,Harry	33 Day Cre,Bayswater Nth,3153	9761 4126		GSXR400	F
Moore,Dave	24 The Crofts,Richmond,3121	9428 9967	9676 5137	YZF750	F
Morley,Craig				YZF750	F
Morley, John	47 Japonica St, Bundoora, 3083	9467 7334		XJ900	F
Oberhofer, Alex					F
Payne,Ian	6 Peter St, Springvale, 3172	9558 4740	9550 6312	RF900	L
Philferan,Peter	19 Aird St,Camberwell,3124	9813 3518		CB750	L
Richardson,Luke	51 Corella Ave,Melton,3337	9743 8085	9429 5090	XJ600S	F
Riddett,Jon					F
Robinson, Kathy		9878 2258	9274 1151	CD250	F
Saville,Tom		9848 9988	9758 0088	TL1000	L
Schrader,Tony		9459 3293	0417 332 412		F

MTCV Membership List for publication 97-98

Name	Address	A.H.	B.H./Mobile	Bike	
Shearer, Len	798 Ferntree Gully Rd, Wheelers Hill, 3170	9561 2857			L
Sirianni, Sam				ZXR750	F
Sirninger, Andrea				TRX850	F
Smale, Andrew	27 Hillingdon Cres, Doncaster, 3108	9807 1560		FZ750	F
Tallents, Paul	402 Lower Plenty Rd, Rosanna, 3084	9455 1416		YZF600	F
Thomas, Dee				GSXR750T	F
Toulson, Ray	25 Tower Dve, Briar Hill, 3088	9434 7185	0419 511 417	ZX9	F
Turner, Mark	402 Lower Plenty Rd, Rosanna, 3084	9455 1416	9846 1063	VFR750	F
Van Dorp, John	31 Sunset Strip, Ocean Grove, 3226	0352 555 099		VF1000F2	F
Vertigan, Clint	44 Alpine Way, Kilsyth, 3137	9741 8426	014 922 578	GSXR750M	F
Vits, Danny	P.O.Box 20, Patterson Lakes, 3197	9776 0236	0419 397 932	TRX850	F
Walker, Tim	2 Madden Rd, Heatherton, 3202	9551 1638	9263 5047	K100RS	F
Ward, Dave		9563 7705		GSXR600	F
Warden, Ben		0411 607 925	9344 5733	ZXR750L1	F
Wells, Sue					F
Welsford, Dianne	Unit 10/17-19 Ervin Rd, Kilsyth, 3137	9723 0957	9230 0642	CBR600	F
Williams, Rhys	344 Robinsons Rd, Langwarrin, 3910	0359 712 502	9580 5800	ZX7R	F
Willis, John	19 Chaffer St, Healsville, 3777	0359 622 061	0419 538 100	TRX850	F
Wurster, Hans	21 Medford Street, Altona, 3018	9398 5575		YZF1000R	F
Youdan, Jack	22 Fort St, Mt. Waverley, 3149	9802 3564			F
Zivkovic, Davorin					F
	Full Members: 68				
	Honorary Members: 1				
	Associate Members: 1				
	Life Members: 6				
	Total: 76				