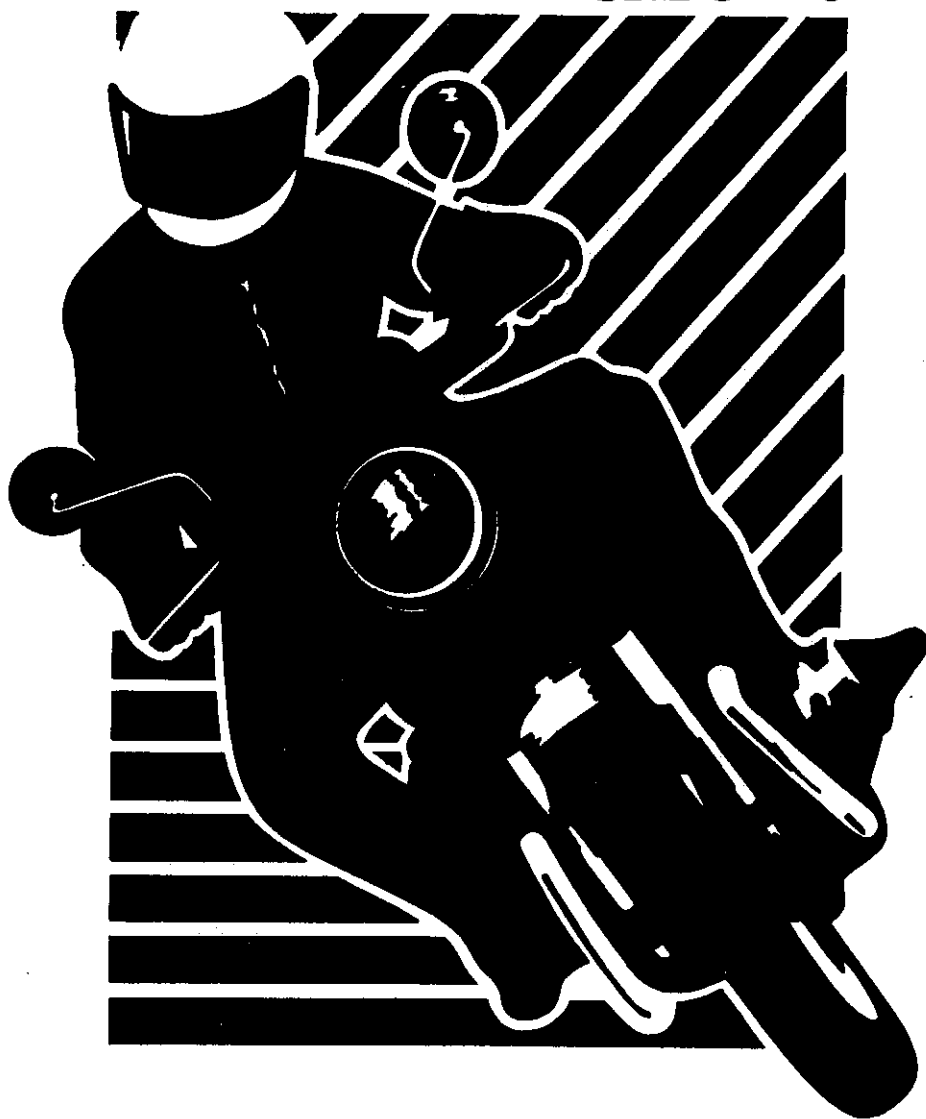


FEB 97

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

MTCV Itinerary

February 1997

Sunday 2nd February 1997	Lake Arrakoon/swimming Steve Leyland leading 9:30 am KBCP 10:30 am Whittlesea	Bring your swimmers and beach towel for this one.
Thursday 6th February 1997	General Meeting 8:15 pm start	Camberwell Town Hall Theaterette, Ingelsby Road
Sunday 9th February 1997	Walhalla Cricket Match John Willis leading 9:30 am KBCP 10:15 am Hallam	It doesn't matter which side you're on, just come along and play. (Dirt on route)
Friday 14th February 1997	Night Ride Mt.Dandenong Dinner at Hallam Hotel Jon Riddett leading 7:30 pm for dinner Ride leaves at 8:30 pm	This should be a curly one — — guys. Mt Dandy in the dark..after dinner!! Cool. And for all you SNAGS its Valentines Day as well. See inside mag for details.
Sunday 16th February 1997	Powers Lookout Danny Vits leading 8:30 am KBCP 9:30 am Yarra Glen	This one's noted as arduous. Lookout!! Note the early start time.
Thursday 20th February 1997	Social Sip Swan Hotel Cnr Swan & Church Streets, Richmond	Food, drink,tales and stories. Come along and put your 10 cents worth in. 7ish til late
Sunday 23rd February 1997	Churchill Island Ben Warden leading 9:00 am KBCP 9:45 am Hallam	Not as early as Danny but still earlier than usual. Ben must be on a promise!
Feb 24th-March 3rd 1997	Tas Rally/Tas Tour	Details inside Dec mag. Jan 30th - all booked out- you're too late.

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF GENERAL MEETING

- DATE:** 5 December 1996
- LOCATION:** Camberwell theatre
- OPENED:** 8.34 pm
- PRESENT:** Approximately 43 members and guests
- CORRESPONDENCE:** Notice from the MRA regarding proposed road rule changes and the effects they will have on motorcyclists.
- Letter from Calder Park advising of a concourse day for older motorcycles.
- CAPTAIN'S REPORT:** See attached
- UPCOMING RIDES:** See front page
- TREASURER'S REPORT:**
- | | |
|----------------------------|-------------------|
| Balance at November 1 1996 | \$4,026.62 |
| less expenses | <u>255.55</u> |
| | \$3,771.07 |
| plus revenue | <u>335.85</u> |
| Balance at December 1 1996 | <u>\$4,106.92</u> |
- GENERAL BUSINESS:**
- Danny Kocinski's accident:** Thanks from Danny to all those who wished him well and took the time to visit him following his most recent accident.
- Tom's FZRIYZF:** Now his again. The insurance company have paid up.
- Door prize:** Rob Matricciani - itinerary signed by Kevin Schwantz
- Prize for best 50's costume:** Sue Wells - a book of movie tickets
- MEETING CLOSED** 8.52 pm (18 minutes!)

CAPTAINS REPORT NOV 1996

- NOV 2nd - 5th** **Snowy Mountains Long Weekend**
Ian Payne Leading
5 bikes (plus 4 extra left Whittlesea for morning of Day 1)
1st night at Omeo/2nd night at Adaminiby/3rd night at Albury
Incidents: Diane Welsford fall, bike written off..Diane suffered cuts and bruises. Rob L. collected the bike in his van.
- NOV 10th** **Organ Pipes National Park**
Luke Richardson Leading
10 bikes 12 people
Weather: Cold, light rain
No incidents
- NOV 17th** **Gunnamatta - Horse Riding**
Steve Leyland leading
Weather: Dry and warm
20 bikes 23 people (15 taking part in horse riding)
8 others went for 2 hour extra bike ride with Ben W. leading
Incidents: 3 bikes ran out of petrol
- NOV 24th** **Dumbalk North**
Ben Warden leading
Weather: Fine and warm
29 bikes 33 people
Very enjoyable challenging day..heap big kms.
- NOV 30th** **Dirt Ride - Gembrook**
Mark Dennis leading
Weather: Changeable
6 bikes 6 people
220 kms total (150 kms dirt)
No incidents

CAPTAINS REPORT DEC 1996

- DEC 1st** **Tobooggan Park, Whittlesea**
Robeert Matricciani Leading
15 bikes 16 people
Weather: Raining
Incidents: Stewart dropped his ZX6
after losing his footing.
- DEC 8th** **Reefton/Blacks Spurs**
Mark Dennis Leading
30 bikes 32 people
Weather: Fine
Incidents: None
- DEC 15th** **Pyalong**
Ben Warden Leading
15 bikes 15 people
Weather: Fine
Incidents: None
- DEC 22nd** **Abseiling, Ben Cairn**
Mark Dennis Leading
13 bikes 13 people (4 Abseilers)
Weather: Light rain/overcast
Incidents: None
- DEC 26th - Jan 1st** **Xmas Camp, Halls Gap**
26 people
Weather: Grouse
Incidents: Gerry E. fined \$215 for exceeding
speed limit and not having licence with
her.
Tony F. fined twice en route Melb to
Halls Gap on New Years Eve
Dave W. fined for having bike rack with
no bikes attached to car

GENERAL NEWS

Dave Ward, Tony Fabris and myself spent the week 19th Jan - 24th Jan riding around New South Wales. The two boys were at Eastern Creek for the AMCN Moto Spectacular and the Keith Code Training session. We spent Sunday riding the Old Pacific Highway, after struggling through Sydneys horrendous traffic. Tuesday we headed up the Putty Road, where both Tony and I lost our luggage, and on to Taree. Wednesday we headed off to Port Macquarie. With our luggage dumped at lodgings for the day we found the Oxley Highway through to Walcha. What a road... Reefton Spur only three times as long. A rest stop at Gingers Creek cafe, with a mega sandwich and milkshake, and then back down again. WICKED ROAD. Dinner at the Hogs Breath cafe..ask the boys about the steaks. Thursday down the coast and into Kiama, where we hit our first spell of yukky weather. It didn't last long though, and Friday morning we scooted through the Snowy Mountains to Tallangatta. One thing is for sure, the YZF is a lot more economical than the ZX7..eh Tony?

The editor now has a fax machine at home and you can send stuff to her simply by phoning the normal phone number 9459 3293 and pressing the start button on your fax machine. Now there are no excuses for not getting those write ups in on time. No pornography unless it's in good taste please.

The committee are looking for people wishing to lead a ride on the next itinery. To ensure that we have variety and cater to all members of the club we are looking for first time leaders and those of you who have not been up front for a while. Let any of the Committee know if you are interested, there are plenty of experienced leaders to help you plan a ride if you are unsure of good roads etc. If your ride has in excess of 2km dirt included, it would be appreciated if you could advise the Committee. This is so that some of the more fussy sports bike riders can let you know before hand if they choose not to "do the dirt" and will avoid conflict on the day.

Jon Riddetts'night ride to Mt.Dandenong on Friday the 14th Feb is set to be quite special. Apart from the fact that it is St. Valentines Day (Red roses only please guys) Jon is setting up a telescope ..weather permitting..for some star gazing. He has located a lookout for the occasion and it promises to be very interesting. I'm especially curious as to where he is going to put the telescope whilst he is leading us up the mountain!! Dinner is at the Hallam hotel, which is opposite our normal pick up point, and begins at 7:30pm. The ride will be leaving promptly at 8:30 pm so if you prefer to get dinner out of the way early, meals start at 6:00pm.

No write up has turned up yet for the Spurs ride Sun 8th Dec 96. If you were elected to do it please send it in to me

GENERAL NEWS CONT

The dirt ride on Sat the 22nd Feb is going to Angelsea with Steve Leyland leading. The pick up is at Laverton Servo at 10:00am. He promises that the dirt is easy enough for the inexperienced dirty rider, yet challenging enough for the diehards.

Set Monday the 7th April aside for an RDO. The club has secured the Philip Island Race track again. As it is Monday there is a massive 95 decibel noise level limit. \$80 for Members and \$100 for Non-members. Preference will go to members and is available for a limited time only. Ask at the next General Meeting. More details in next months mag.

18 members & 4 non at the Social Sip on Thursday 16th Jan....Di Welsford, John Willis, Mark Dennis, Michelle Anthony, Davorin Zivkovic, Ian Payne, Kerrie Gooding, Les Leahy, Steve Leyland, Sue Wells, Tracy Whimpey, Pat Tahey, Tom Saville, Andi Sirninger, Jon Riddett, Suzi, Alex Oberhoffer, Helen, Ron Johnston, Danny Kosinski, Jenny Burns, Derek.

Tony Schrader is settling in nicely in Munich and sends his regards to all. He is relieved to find that the German word for beer is not so different from the English one, especially after he's had a few. Weather is quite cold but doesn't seem to be bothering him too much, well he is from Victoria after all.

John Willis has had some conflicting reports on insurance claims and the benefits of not doing it. Ask him! It could save you the hassle of being denied insurance altogether. RACV treat you like a jerk not a number.

Speaking of the RACV, included in this mag is a new membership deal for Roadside Care for motorcyclists that break down...doesn't mention motorcyclists that break legs and arms!!

Several members have given excellent reports of the Buxton Hotel. Apparently meals are good, reasonably priced and the place attracts quite a number of bikes. According to the ad it says "Fang the Black Spur, glide gently past the Marysville turnoff, and there we are." Perhaps for all those "new" leaders it could be the location for lunch on your next ride??

FEBRUARY CALENDAR OF EVENTS

Feb 1: Buskers Festival, Mortlake;	Melbourne;	Feb 14-15: Agricultural	Foothills, Croydon;	February 18-23:	Championships, Mt Waverley; Drive
Feb 2: Kidz Day Out, Ascot Vale;	Show, Portland;	Feb 14-16: Wunta	Australian International Airshow	Back in Time, Beechworth;	Feb 23:
Feb 8-9: Agricultural Show,	Fiesta, Warrnambool;	Riverboats	Downunder '97*, Geelong;	Feb 21-	Harvest Picnic*, Hanging Rock;
Korumburra; Country Music	Jazz, Food & Wine Festival, Echuca;	Feb 22:	Agricultural Show, Rochester;	Feb 25-26:	Agricultural Show, Berwick;
Festival, Maryborough; Southern 80	Feb 14-23: Ficifolia Festival, Drouin;	Feb 22:	Fruit Salad Day,	Feb 28-Mar 2:	Agricultural Show,
Ski Race, Echuca; Feb 13-16: Off	Feb 15: Agricultural Show,	Mooroopna;	Feb 22-23: Westernport	Warragul.	
Road 4WD Recreation Show, South	Leongatha;	Feb 15-16: Festival in the	Festival, Hastings; State	Dahlia	*Tickets from RACV.

February 1997

Corrections to last month's Who's News, and apologies to those involved:

Andi Sirninger's new ATK605 is air cooled, not water cooled, and Rotax motors are made in Austria, not Canada as previously reported.

Club Racers:

Racing effectively ceases over the Christmas break, giving the riders a chance to rebuild machinery, change classes, etc. In the last who's News **Marty Thompson** had blown up his ZX-6 at a Broadford Interclub meeting after some impressive results at Phillip Island in the *Stars of Tomorrow* meeting. The head was knackered and he eventually sourced a second hand one from England, though it also appears slightly damaged. He is currently rebuilding the motor with some minor assistance from Team Kawasaki Australia (TKA).

Tony Schrader has put his racing career on hold for 6 months while he pursues a 6 month contract in Germany working for Audi as a modeller. He left for Germany (Bavaria) on Sunday the 12th of January. From the Internet we saw that the temperature is hovering around 5 deg C at this time of the year. A farewell party was held the night before, some Club members attending.

Dave Ward is ready to race his YZF600 and in the interim is riding Bronwyn's YZF600 on the road.

News:

Wayne Pope crashed and wrote off his near new Honda CBR1100XX Blackbird on the 20th of December, 1996 while riding home from work. He has little or no recollection of the accident other than having the front brake on approaching a corner, then waking up in an ambulance. He was taken to Dandenong Hospital where his spleen was removed and 30 steel staples were inserted in his chest/abdomen. His collar bone was chipped, and he suffered ligament damage to the shoulder, and a couple of broken knuckles. A number of people reported seeing Wayne on the ABC Evening News. The bike suffered extensive damage when it hit the gutter: snapped fork, smashed front fairing and engine cases, and a bent crank. Suffice to say that Wayne discharged himself for Christmas and has a new bike on order and is in good spirits, if somewhat sore.

Danny Vits has sold his BMW Funduro 650 and bought a new red Yamaha TRX850 twin. He seems to be enjoying it, first appearing on the *Noojee - Trestle Bridge* ride lead by **Rob Langer**. The ride was effectively abandoned after lunch due to the severely hot weather - 37 deg C. Over lunch Rob's VFR750 fell over when the side stand sank in the hot bitumen, causing a surprising amount of cosmetic damage: fairing, head light mounting bracket, broken clutch lever, damaged gear change lever etc.

The Christmas Season proved a bonanza for the revenue starved local constabulary with MTCV members finding a number of ingenious ways to contribute to the Commissioner's superannuation fund. **Tony Fabris** (ZX7) made 4 separate contributions within a month (2 on one day!), **Dave Ward** was booked for illegal (push) bike racks mounted to a car - illegal because they did not contain bikes! **Gerry East** (riding Tony Fabris' ZX7 near Hall's Gap) made a substantial contribution, and **Diane Welsford** a lesser gift on another occasion. Further, **Vicki Warden** has road tested the new mobile laser radar and can unhappily testify that "it works". I am sure there are more silent contributors out there!

The Halls Gap Christmas Camp was attended by approximately 26 members and friends bringing with them 18 bikes, 9 cars, 2 car trailers, 1 bike trailer, and 4 push bikes. After a few drinks **Diane Welsford** really livened up the camp site initially with her high pitched laughter, then later with her low groaning of "I'm gonna be sick".

Danny Kosinski brought his road registered Honda 50 up to the camp in the back seat of his car. It is the only bike he can currently ride with his broken leg.

Davorin Zivkovic really "fell" for **Kerrie Gooding** at one stage - off a push bike that is - flattening the chair she was sitting on and leaving her bruised and bewildered.

Don't blame me for the Christmas Camp gossip - I wasn't there!

Congratulations to **Les Leahy** and **Tom Saville** who both recently celebrated their 50th birthdays. Les had a private party and Tom was given a genuine surprise party by Andi on Saturday the 11th of January. She had organised a ride months before, ending up at John Willis's house for a BBQ, and the ride was attended by 25 Club members. It was certainly interesting to note Tom's reaction when he realised he was leading not the expected 4 bikes, but 25 bikes and 29 people!

Ex members **Tony Gustus** and **Colin Waddell** are both getting married in early 1997. Wonders will never cease! We wish them all the best!

Jenny Burns, who was bridesmaid at her sister's recent marriage, will be seen on TV shortly when the wedding will feature on the show "Weddings". Keep an eye out for it!

John Clowes and **Eric Makin** have acquired an RGV250 to facilitate their Reefton and Black Spur endeavours. Rumour has it that John has been doing the Black Spur for more than 30 years!

Recently three private rides amalgamated into one and headed for the Buxton Pub from Marysville. Tom, sensing potential danger slowed, but Eric and many others flashed by at warp speed. Later, when Eric was queried about the marked, double-bubble coming towards them, he said "what police car? !!". The police car subsequently blocked the road and reminded the following riders of their civil duties (no bookings) and proffered the information that a police woman from Mansfield was patrolling the highway with the latest mobile radar and she was not as tolerant! Thankyou Mr Policeman.

Tom Saville crashed Andi's ATK on the Australia Day Weekend whilst out pre-riding/planning the upcoming High Plains Dirt Ride, at speed He was tuning the suspension and using a steep hill to make comparisons when he came to grief. Though the bike cart wheeled down the hill, it suffered only minor cosmetic damage including a smashed head-light, eventually sourced by Nova Honda parts man at a very respectable \$25. This compares extremely favourable with the original item and Tom is most appreciative of Nova's efforts. Thanks Vince.

The bike landed on Tom's left foot and he has been limping around for a week now (3.2.97), his right foot now "complaining" of over use, since it has only just recovered from the "offal" get-off.

Tom strongly suggests that the Club charges a \$50 compulsory donation for non-members to attend the High Plains Dirt Ride since such a ride offered commercially would cost hundreds of dollars. The \$50 would include Club Membership if the rider met the usual conditions for joining and wished to become a member, within a year.

The ride to Tallangatta on the Australia Day Weekend (24th-27th January) proved to be very successful, both in attendance, the quality of roads, and the cheap accommodation (\$15 bed &

breakfast). These factors and the general convivial atmosphere made for a great weekend further enhancing the Club spirit.

Alas, over the 2300 km or so there were a couple of mishaps: On Saturday 25th January Club member **Rhys Williams** parted company with his ZX10 fifteen kilometres from Jindabyne heading for Thredbo. Rhys hit a large (rotten) fence post breaking his hip in a couple of places and was taken to Cooma Hospital before being transferred to Canberra Hospital. He has spent a very uncomfortable week in traction in a room without TV or telephone, arriving back in Melbourne on Monday 2nd February via air ambulance. He is currently convalescing in the TAC Private rehabilitation hospital, near the corner of Springvale Road and the Princes Highway. Visiting hours are between 2 pm and 8 pm. He may be there for some time and would welcome visitors.

Rhys' bike hit a 44 gallon drum cum post box, concreted into the ground, possible illegally sited. **Murray Browne**, former Club member now residing in Canberra, is organising to relocate the bike from Jindabyne to his flat. Murray has visited Rhys a few times in hospital.

Ben Warden and **Dave Keenan** endured a random breathe test procedure at Tumut on Sunday at about 2.15 pm. Dave (a friend of Rhys') blew 0.050 and was allowed to ride after 45 minutes delay, once his blood alcohol reading subsided. He headed back to Tallangatta via the Hume rejoining the group for tea and the rest of the weekend. It is unclear at this stage whether the charge will be upheld considering he was not over 0.05. Dave had stopped consuming alcohol at midnight the previous day.

John Willis crashed his FZR1000 on Monday 27th on the Omeo to Bruthen Rd on a corner covered in thick, fine gravel. John had washed off sufficient speed such that the bike only suffered cosmetic panel damage, a broken mirror and broken blinker, and muffler damage. After pulling it up the embankment he was able to ride away. It was a big weekend for John, having suffered a puncture on the first day, and then a broken chain link early Monday morning, only 50 km from Tallangatta.

On the Lake Arrakoon ride **Steve Leyland** was seen leaving KBCP minus his normal pillion **Sue Wells**. Apparently Steve had forgotten her! Luckily Sue could out-run Steve and intercepted him at the gate. Later Steve's GPx750 suffered a significant oil leak, dumping oil on his rear tyre and on the road for the following riders. Estimates of the delay at Broadford varied between 30 minutes and 80 minutes, the leak eventually sorted out.

Dave Moore attended a Brighton Kawasaki sponsored Phillip Island ride day on Monday 2nd February along with **Tony (Fabio) Fabris**. He had a great time by all accounts, using slicks. He managed to identify a banging at the front end: lower brake calliper mounting bolts missing! Kawasaki, Yamaha and Ducati World Superbike team mechanics were preparing their bikes for the forthcoming World Supers (riders practising Tuesday and Wednesday) and Dave managed to score a couple of "very expensive" light weight bolts from an Italian gentleman. Good one Dave.

Over the Christmas break Ben Warden towed a trailer with the ZXR750 to Toronto (near Newcastle, NSW) and sampled some of the better known roads including *Bells Line of Road* (too many cops), *The Pacific Highway* between Gosford and Sydney (horn), the *Putty Road* (grouse; twice, including running out of petrol on New Year's Eve, everything shut!), *Wiseman's Ferry* (very twisty, many blind corners), *Buckets Way* (too bumpy), and the road through Buckety (ok). Some roads though the Hunter Valley are well worth the effort. In general Sydney roads are poorly maintained and bumpy. It takes some work to find the good roads.

Ben Warden

JUSTICE..JUSTICE..JUSTICE..JUSTICE..JUSTICE..

Some of you might remember at the December 1995 General Meeting, I told you about my good mate Sergeant Durra of the Doncaster Police. In brief, I was pulled over on the Doncaster Freeway by Durra who booked me for failure to notify of change of address..last time I'm going to be honest to a copper!.. Number plate not clearly distinguishable, my rego label was to the left of the number plate at a 90 degree angle. I had a bit of a conversation with him, more or less saying this is legal. He then threatened to book me with riding an unroadworthy vehicle, dangerous driving and he was going to put a Canary on my bike. I told him this was harassment and I'd see him in court.

The next morning he paid me a visit, firstly to my bike which was locked away in my carport. As I heard the lock and chain rattling I got out of bed and was in a hurry to get some clothes on, when there was a knock at the door. He said that there were a few things on the infringement notice that he wanted to check and tried to talk me out of going to court. I wasn't too pleased with the whole procedure as you can imagine, so I took it to court.

Well, I didn't know you could get so many pork pies out of one pig! I asked him a few questions, read my version of what happened and quoted from the Road Safety Act. The Magistrate let me off on a technicality and the court advisory commended me on the way I handled the court procedure. Court costs \$75 plus a day off work were probably more than the fine, but it was good to let off a bit of steam.

Mark Dennis 12.12.1996

Please Note: Mark haas a new phone number..-: 0412 284 532

TOBOGGAN PARK 1.12.1996

Stewart	ZXR600	49	38	#	*	
Robert M	GSXR750T	49	38	#	*	Leader
Phil	XJ900	51	37	#	*	
Pat	CBR900	50	37	#	*	
Steve	GTR1000	54	34	#	*	Rear
Unknown	Shadow	54	34	#	*	
Mark	GSXR750T	56	33	#	*	
Dianne	Pillion	57	33	#	*	
Jenny	NTV650	57	32	#	/	
John	FZR1000	71	26	#	*	
Cathy	CB250	-	23	#	*	
Ian	RF900				*	
Lyn	GSXR750T				*	
John & Suzi	R1100					
Denise	CBR600					

Tobogganers # Who went on the ride afterwards *

Yes its summer at last and a good turnout for the first day of Summer, it's a pity it rained for most of the day and the top temperature was only 15 degrees.

Six of us left the city in dry conditions, normal time and normal way, to arrive at the Toboggan Park at Whittlesea. After a couple of runs down the slope I conned Lyn into recording our times off the electronic timer set up at the bottom of the slide. Lyn then palmed the job off to Ian, thanks for doing that.

The toboggans seemed a little slow for me but I had four or five runs just to make sure and to get my moneys worth.

We went to Whittlesea for lunch, some went home from there as it had started to drizzle, only nine of us continued with the ride. By Flowerdale it was raining hard enough to put the wet weather gear on. Lyn proved the smartest of the lot of us and went home from here. We rode through Strath Creek and to Yea, Dianne swapped seats with Ian for a while and seemed rapt with the RF. My ten year old Alpinestars boots aren't as water resistant as they used to be, but they seem to hold water on the inside pretty well. I asked Stewart if he was getting wet, he said his leathers were deflecting the rain.

From Yea we went back through Flowerdale to King Lake. Steve left from here as his wet jeans didn't seem warm enough. I stopped for fuel, only to realise the group of bikes in the servo weren't ours. Phil took over as Rear rider for the rest of the ride along Melba Highway to Yarra Glen. Stewart lost his footing and tipped the ZX600 on to its side.

A hot cup of coffee was offered at Dianne's and everybody accepted, the chocky biscuits went down pretty well too, Thanks Di. The rain eased for the ride home at about 5:00pm. Thanks Rob for putting up with us through the day.

*Mark Dennis.
GSXR 750T*

XMAS SUPPER / CLUB MEETING - DEC 5TH

For those of you who didn't attend, this report comes from someone who rarely does either!! I was pleasantly surprised to see a few members actually make the effort and turn up in 60's "costume", Steve and Sue really put a lot of thought into it and Sue was rewarded with first prize. Rob L. was having a really bad "Bad hair day" and I reckon he should have won a prize for effort. I saw a lot of people I hadn't seen in a long time and it was good to catch up and find out what plans they had for the holidays. Debbie E. was off to Queensland, Ben, Vicky and Fiona were heading off to Newcastle with Bens new trailer in tow..don't ask him about his new trailer unless you have some spare time up your sleeve. Quite a few people were heading up to the Club Camp at Halls Gap. All in all it was a most enjoyable evening. Danny K. must have suffered a shock in his recent accident because his hair has turned quite black. It is good to see that he has made such a quick recovery. Try to get along to the next meeting if you can..you may be pleasantly surprised. I was.

FIGJAM

PYALONG 15 12 96 All male revue

23 pages plus a two sided cover, December's magazine was indeed a must read. Gossip, news, in depth travel info (thanks Andi), ads, crash reports, introductions (hello Gerry), more ads, funny pictures (hello Mark), and of course ride reports, oh and also something or other about AFK.

One of those ride reports was about the Dumbalk ride on 24th November by Ben who closed his report with a little sweetener for his upcoming Pyalong ride, who could resist, well all the club except the following 'blokey mob'.

Ben ZXR750, leader, Tim K100RS, Ron VFR750, Mark VFR750, Dave W YZF600, Dave M YZF750, Craig YZF750, Danny BMW650, Mark GSXR750, AFK NX650, Derrick FZR1000, Mark Across 250, Paul YZF750, Ian RF900 and Geoff RZ350. 15 bikes 15 blokes, where were you ladies?

Pyalong is north west of Melbourne and so I thought a ride would stay in this area and I would have a short ride home at the end or a short recovery trip if the 2 stroke tendency to have a short life if stressed and to keep up with the bikes in the club these days it surely gets stressed. As usual with Ben's rides things are never that simple and the ride ended at Healesville, good grief.

So between the start (for me at Whittlesea) and the finish the route went as follows, although before I start I should fess up to the fact that as I one finger type this into an out of date old Amstrad 1512DD that it is the afternoon of Jan 18 and too much time has passed and I have probably forgotten much.

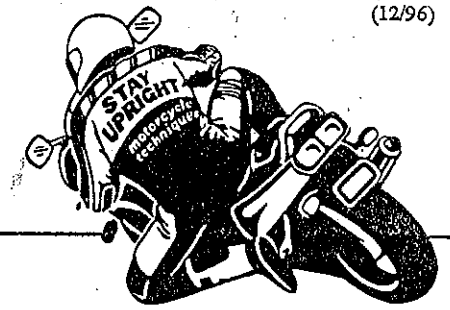
Anyhow here we go, at Ben (warp) speed as usual, from Whittlesea across to Wallan and on to Romsey passing through Darraweit Guim on the way, if you blinked you missed it. On to Lancefield and then across to Pyalong for morning tea and for some fuel. Weather perrrfect and on the move again to Tallarook via Glenaroua the country here fairly open and the road flowing to Trawool past that impressive pub and on to Kerrisdale where we turned onto the King Parrot Creek road to Strath Creek, phew.

Onward to Flowerdale and the turn to Kinglake West and lunch all on great roads we know well and no sign of Mr Plod the blokes by now well into go mode, lunch taken here and some drop out blokes, two Daves and Craig, those left follow the green flash which loops through Kinglake, Castella, Mt Slide, Glenburn, Break O'Day and over Junction Hill to pass through Yea and head for Molesworth. Alexandra is next and we take a break under some trees before going on to Eildon via the Fraser National Park road with its grippy surface and spectacular views.

Thornton to Taggerty next before the drone down the highway to Buxton and then Marysville and St Fillans, Narbethong, the Black Spur and finally Healesville. About 450k all up, no spills plenty of thrills and no need to hold stomachs in to impress the ladies. Thanks Ben, and whoever did rear riding duty I have forgotten but then this is 1997 and my 50th year. Geoff RZ350

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STAY UPRIGHT SUSPENSION SCHOOL

WEDNESDAY 19th. MARCH 1997

6.30pm START

STAY UPRIGHT will be conducting a SUSPENSION SCHOOL at LAVERTON on Wednesday March 19th. Gain a full understanding of motorcycle suspension from one of Australia's most experienced "A" Grade Road Racers - Wayne Clarke.

Wayne has years of practicable experience in bike set-up. His expertise has been utilised by many of Australia's top riders and race teams. Wayne will cover all aspects of setting up your bikes suspension, normally one of the least understood areas of bike preparation, making your bike easier to ride, safer, and most importantly - *set up right for you!* You are welcome to bring your bike along on the night in order to "feel" the difference that can be made from correctly adjusting your suspension.

**THE SUSPENSION SCHOOL COSTS ONLY \$75.00 PER PERSON
WITH STRICTLY LIMITED NUMBERS.**

To secure a position on the suspension school please post or fax. the form below with payment in full to:

STAY UPRIGHT MOTORCYCLE TECHNIQUES

P.O. Box 2230 WERRIBEE 3030 Fax. (03) 93609615

or telephone our office on (03) 93696968 or Toll Free on 1800 676462 for further details.

✕

STAY UPRIGHT SUSPENSION SCHOOL - LAVERTON 19th. March 1997

NAME: _____ FEE INCLUDED: _____

ADDRESS: _____ PHONE: BH: _____ AH: _____

POSTCODE: _____ MOTORCYCLE: _____

SIGNATURE: _____ REGISTRATION No: _____

Make your cheque payable to **STAY UPRIGHT MOTORCYCLE TECHNIQUES** or please charge this booking to my credit card: BANKCARD MASTERCARD VISA EXPIRY DATE: ____/____/____

AMOUNT: \$ _____ CARD NUMBER: _____

NAME ON CARD: _____ SIGNATURE: _____



PROUDLY SPONSORED BY SUZUKI AUSTRALIA

NRMA, AGV, Dunlop, Champion Spark Plugs, Dainese, Just Bikes, Alpinestars, Corporate Computer Sales.

What do Arnold Schwarzenegger, Sylvester Stallone and Neil Diamond have in common? DAMIEN CODOGNOTTO* in a new, monthly feature for *Royalauto* has the surprise answer.

VICTORIA: motorbike 'super-power'

Motorcycling is far more than a motorsport. Commuter cycles and scooters are being used as an economical and a convenient second, or even third vehicle, in many households.

Police, paramedics and fire-fighters are using two wheels to deliver lifesaving equipment and expertise in emergencies where there are gridlocks. As we see every day, couriers move packages efficiently and at less cost on motorbikes around our cities and suburbs.

World superstars, Arnold Schwarzenegger, Sylvester Stallone and Neil Diamond, to name three, all ride and collect motorbikes.

Premier Jeff Kennett should be pleased to recognise Victoria as the heart and home of motorcycling. So, that's why the Premier has taken to the roads with us on a couple of occasions.



Above: Motorbike HQ in Elizabeth Street, Melbourne

VICTORIANS have more road bikes per square kilometre than any other State. Despite population differences, we are only a few hundred behind NSW in registered machines. We have a year-round riding season, great geography and a wonderful road network.

Coming up during the next two years Victoria will host five international events - two 500cc Grands Prix, two World Superbike rounds and the International Six-Day Enduro to be held in Gippsland. The GPs and Supers will be at Phillip Island, the envy of race promoters around the world. Each will focus a world spotlight upon Victoria.

* * * * *

Motorcycles have been with Victorians for more than 100 years. The first bike shop opened in Elizabeth Street in 1903. That year riders were involved in founding the RACV.

Today there are 200,000 motorcycle licence-holders in our State. We have world-class rider training and hire bikes are available.

How do I know all this?

...Well, in 1967 I was waiting to get my driving licence. You had to be 18 to get a car licence but could get a bike licence earlier.

I did and set out on a Royal Enfield 125cc instead of a Holden with twin overhead fox tails. The Enfield started my lifelong romance with road riding.

I have ridden virtually every day since I joined the wonderful fraternity that is the motorbike community.

Each month we'll look at fantasy and fact, legend and myth about bikes.

Next month: How to get started... rider training...and we'll meet Jo, a girl dedicated to motorbikes.

*Damien Codognotto, who will write regularly for *Royalauto* in *All About Motorbikes*, is president of the Motorcycle Riders' Association.

Calling bikers

Do you ride a motorbike?

- Or have family or friends who are commuters or, who ride for pleasure?

The RACV has introduced Motorcycle Care. It ensures motorcyclists will not be stranded by a breakdown, by providing safe, secure transport for motorcycle and rider.

The RACV has created a motorcycle-towing network, equipped with trailers or, enhanced flat-top tow trus ensuring that an immobilised motorcycle will be safely delivered to a repairer or the owner's home. Motorcycle Care features include:

- four FREE service calls a year
- FREE towing. Up to 8km in the metro area or to the nearest service-providing depot in country areas, and,
- FREE use of a car telephone - where available - to phone ahead.

Basic RACV Motorcycle Care is \$47 a year.

For an extra \$36 there are added benefits:

- Such as eight FREE service calls a year; unlimited towing FREE in the metro area, potentially saving huge bills; rental vehicle accommodation for up to three days if stranded; \$250 automatic cover for damaged or stolen personal effects; free petrol if fuel has run out; an approved locksmith (up to \$150) in the case of lost keys.

An RACV Motorcycle Touring Options package, for an extra \$40, ensures motorcyclists won't be stranded if the breakdown occurs more than 100km from home. This Touring Option recovers a motorbike and provide alternative land transport to continue a journey or return home.

This is available for three-month periods to cover a long distance journey.

Enquiries: telephone 13 27 56.

I left Blackburn at 9.45 under grey and windy skies and headed towards the second pick up at Yarra Glen, meeting up with the City group as they passed me while I was waiting at the bottom of Blackburn rd about to turn onto Warrantye rd.

Once all helmets were removed at Yarra Glen we had:

Mark D (Leader)	GSXR 750	Davorin Z	K 100 RS
Pat T (Rear Rider)	XL 250	Denise F	CBR 600
Andrew K	Dominator	Jenny B	NTV 650
Steve L	GPX 750	Jon R	R 1100 RS
Rhys W	ZX 10	David K	CBR 900 (1st ride)
Danny V	F 650	Robert M	GSX 750 F
Rob L	Dominator		

After the usual pre ride spiel, Rob bid us fair well as he headed towards Ben Cairn via the dirt roads while the rest of us headed towards Warburton. From Yarra Glen we followed the Melba hwy, turned onto Old Healesville rd and then onto Healesville-Yarra Glen rd. Right at Maroondah hwy, followed by a left onto Healesville-Koo Wee Rup rd, then onto the Warburton hwy where we travelled, taking a few deviations along the way, into Warburton for a combined morning tea/lunch.

It was here that we reminded Rhys to take it easy on the dirt sections on the Donna Buang rd as on a previous club ride along the same stretch of road that he nearly wrote his bike and himself off. David on his barely 1000km old CBR, came along with Rhys and was definitely going to keep an eye out for "gravel road" signs.

After filling our stomachs, it was time to head off. Davorin, not having a good day, decided to head home from this point, while Denise, not feeling one hundred percent and not looking forward to the dirt, decided to leave her bike at the service station and jump on the back of Andrew's Dominator. While waiting for a break in the traffic, who do we see but some other club members heading for a fang through the Reefton. Along the Highway, and onto the Donna Buang rd, a truly great, short piece of road, past the gravel sign and onto a short stretch of good dirt, we quickly arrived at our destination, Ben Cairn.

After what seemed like a hundred mile near vertical hike, but wouldn't have been more than a slight gradient of hundred metres, we arrived at a clearing atop some huge boulders, an area obviously frequented for abseiling/rock climbing. We left the expert, Mark, to prepare all the ropes and shackles that were needed while everyone else caught their breath and had a bit of a gasbag about the weather, Christmas, and whatever else. At this point Andrew, Denise and Danny decided to call it a day and made their way home, while the rest of us prepared to walk down a fifty metre drop with only a large elastic band to save us. Jon, Steve, Pat, Mark and myself gave it a go two or three times, while Rhys, Jenny and David watched from the safety of flat solid ground. After about an hour or so, we'd all had enough and started to pack everything for the journey back to the bikes. It was at this point that Rob arrived, one side covered in mud, claiming he had taken a wrong turn and stumbled across the mother of all bog holes, and had had a bit of a roll in it as well by the looks of it.

From here we headed back the way we came to Warburton for the break up, encountering some very light rain, but not enough to worry about. Mark, Pat, Rhys and David headed home along the Highway towards Melbourne, while Rob, Steve, Jenny, Jon and myself headed home in the opposite direction via the Reefton/Blacks Spur.

Other than a light shower and a slight breeze, it was an excellent day along some great roads. Thanks to Mark for a great day and for the use of the equipment, it was a lot of fun, to Pat for rear riding, and everyone that attended.

AN EXPENSIVE CHRISTMAS 28.12.96

We were lucky enough to have Dave and Bronwyn and Tony Fabris spend some time with us at Lake Fyans over Christmas this year. We were only about ten minutes away from the Club camp and enjoyed some perfect weather and some great riding. This particular tale is about my brush with the long arm of the law just so that everyone gets the "right" story.

Our destination was the McKenzie Falls, a spectacular waterfall up in the Grampians. I have driven this particular stretch of road many times and often thought how much I would like to try the road on a bike. Tony Fabris was good enough to lend me his ZX7 for the day and so with the sun shining and road conditions perfect, Bronwyn, on her YZF600 and myself on the ZX7 headed off, with Dave, Tony S. and Tony F. following in the car..suffer boys! I was surprised at just how comfortable the Kawasaki was, the seating position is perfect for fanging around bends and so I did! It certainly has got plenty of go in it. After an amazing ride up to the Falls we all did the touristy thing and walked to the bottom and then slowly made our way up to the top..its a hell of a climb. There are only two ways to go when you leave the Falls carpark, one is to return to Halls Gap and the other just leads to another car parking area. I went the wrong way! Don't ever follow me, I get lost going home. But I had a great time trying to catch Bronwyn.

As you leave Halls Gap the road straightens out so I decided to see how fast I could get the ZX7 to go.... it was really comfortable at (I'm not allowed to actually put the speed in here, so you'll have to ask me!) kms and Bronwyns 600 was right behind me. Then I ran out of petrol and had to pull over so that Tony F. could show me where the reserve switch was. All this done we took off again at a slightly more leisurely pace, around the 145 kms..(I can mention the speed here 'cause I've already been booked) and lo and behold I glimpsed in the distance a suspicious looking vehicle, but it was coming up so quickly I didn't have much time to respond, and he put his lights on before we even passed each other. I slowed the thing down but the man in blue still got me slowing to 139kms. Bronwyn wisely carried on after the cop did a grouse U turn and the boys, needless to say, sailed past me waving. When officer Davey showed me the radar reading I said" Gee I didn't know this bucket of shit could go that fast" He laughed and reduced the speed to 129kms. Unfortunately, I had also come out without my licence, so he fined me for that too. All up \$215.00 and 3 demerits. I guess I got off lightly, if he had come along just a few minutes earlier I don't think any amount of sweet talking could have got me out of it.

I spent the rest of my holiday on the banana lounge at the beach, keeping out of Mr.Davey's way.

Gerry E.

GUIDELINES FOR TRAFFIC ENGINEERING PRACTITIONERS ON ROAD SAFETY NEEDS OF MOTORCYCLISTS.

Over the Christmas holidays Lyn (GSXR750T) gave me a copy of the aforementioned report, which I read with great interest. Comments are to be made by the 14th Feb 1997, which, unfortunately doesn't give us much time. If any member would like a copy of the draft, (there are a couple available at the meeting,) please contact me a.s.a.p. I'm certain that with the combined experiences of club members we could make a worthwhile contribution to a report such as this. I have included a couple of pages of the report to give an idea of the information required. If you can't be fagged typing or writing your comments just ring me and I will collate our ideas and forward them to the person responsible. It only takes half an hour to read the entire report and is interesting reading.

GETTING IT IN PRINT!

Over the Australia Day weekend some of the members decided to go to Tallangatta for a ride led by Ben W. which was written up in last months Good Vibrations. The M.T.C.V. had an official ride at Licola led by Jon Riddett which did not get a mention in same mag. It has been suggested by someone that Jon Riddett had given me, the Editor, some written information re the Confusion Rally at Licola for inclusion in the Dec mag, which I had purposefully omitted. **I will state now categorically that I received no such information from Jon or anybody regarding the official club ride.** Had this information reached me it would have been included in the magazine. Any relevant info that any member sends me **will be** included in the mag. I sincerely hope I have clarified the situation for anyone who may have been confused. If not, please talk to **me** about it, not everyone else!!

FIGJAM.

5.8 Roadside Furniture

(a) Service Poles & Devices

- Pits and culverts should be designed so that a vehicle can be driven over them, without collision or overturning/loss of control. For motorcyclists it is preferable that designs permit this, rather than installing a crash barrier close to the travel lane.
- The risk of hitting poles is known to be greater at locations like the outside of curves or in the space between two diverging traffic streams. Poles in these areas should be avoided.
- Risk assessment techniques are available to establish the relative risk of obstructions at various locations and at various clearances from the road (e.g. Good, Fox and Joubert (1987) and Roads and Traffic Authority, NSW (1996)).

ISSUE	MOTORCYCLES' SPECIAL NEEDS	GOOD DESIGN FOR ALL USERS
Pole removal vs. protection	As a barrier still presents a hazard to a motorcyclist, it may be preferable to remove the obstruction	
Pits and culverts		Within the clear zone, make pits and culverts drivable
Poles close to the carriageway	Keep poles clear on the inside of curves, as motorcyclists lean into the curve	
Maintenance of services		Ensure location of services is where maintenance can take place without hazard to road users

UNRESOLVED SAFETY ISSUES
* (Nil)
*
*

(b) Traffic Signs, Posts and Signals

- In the event of a motorcyclist coming off his/her motorcycle and skidding along the ground, any type of post, including one of small diameter creates excessive impact loadings in the body. It is only with large surface areas (e.g. concrete crash barriers) and at small impact angles that forces are not localised and severe.
- Removal of unnecessary, duplicated or redundant posts can reduce the likelihood of impacts. It also reduces the incidence of visibility to and from motorcyclists being obstructed.
- Posts and signs close to the roadway are a particular hazard on the inside of curves, as motorcyclists must lean into curves
- Remember the rider eye height is X m, rather than 1.15 m for car drivers

ISSUE	MOTORCYCLES' SPECIAL NEEDS	GOOD DESIGN FOR ALL USERS
The number of roadside posts	Reduce to a minimum. Remove unnecessary posts: fixed object hazards and obstructions to visibility	
Signs	Ensure signs don't obstruct visibility at rider eye height. Keep signs clear of the traffic lanes, especially on inside of curves	
Posts close to the roadway	Can be struck, especially when leaning into curves	
Guideposts	Should be frangible. Material must not be brittle, as this can spear a motorcyclist. Use most forgiving posts in highest risk locations	Do not use steel ('Ingal') posts. These partially bend when struck and point into oncoming traffic, posing a severe hazard if hit again

UNRESOLVED SAFETY ISSUES

- * There is no existing type of sign post which is frangible when hit by a motorcyclist, yet is strong enough to support a sign under normal conditions.

(c) Crash Barriers

- Crash barriers should only be used where the likely damage or injury from hitting the barrier is less than that of hitting the hazard it shields. The choice of barrier type should take account of the likely vehicle types and location characteristics.
- The incidence of motorcyclists hitting crash barriers is a very small part of the total motorcycle accident problem (see Section 2)
- When motorcyclists hit crash barriers, they are usually separated from their motorcycle. It is usually the posts on a crash barrier which cause injury, as the motorcyclist is sliding along the ground. With the current range of crash barriers, continuous concrete barriers offer the potential for least injury, but cost (money which could be put to better safety effect elsewhere and/or for other road users) precludes their widespread use. End terminals also present a problem
- Concerns about wire rope barriers acting like a 'cheese cutter' on a motorcyclist have not been realised. Given the mass of a motorcyclist and the flexing of the wire rope, the likelihood of this type of injury is extremely low. As with other barriers, the posts present a greater potential for injury.

ISSUE	MOTORCYCLES' SPECIAL NEEDS	GOOD DESIGN FOR ALL USERS
Reflectors on W-beam barriers	Reflectors need to be frangible, not sharp, in case motorcyclist slides along the top. Don't put reflectors within the W.	
Concrete barrier systems	Ensure the surface is smooth and free of obstructions and indentations	
Wire rope barriers		Use only approved system, as per specification. Install well away from the traffic lanes. Do not have kerbing in front of it.
Repairs after impact	Any hazardous, protruding fittings or posts need to be replaced promptly	Repair of the whole treatment needs to be carried out promptly
Kerbing near barriers	Do not use barrier kerbing, as it is abrupt	Locate kerbing (if used) where it doesn't lead to vehicle going under or over the barrier

UNRESOLVED SAFETY ISSUES

- * Posts on barriers (whether wire rope or steel rail) are the main safety hazard for motorcyclists. With W-beam barriers an additional under-rail or top cover rail may reduce motorcyclist injuries. Imminent Australian Standard for road safety barriers proposes an under-mounted barrier. It is important to know the effect any 'add on' fittings will have on the dynamics of the barrier when struck by cars and trucks
- * Wire rope barrier posts bend during impact, but remain embedded, presented a potential subsequent hazard
- * The benefits of shrub planting in front of barriers to 'cushion' motorcyclist impacts is unknown

5.9 Roadworks and Road Maintenance

- It is important to appreciate that surface changes can be critical to motorcycle stability and many changes cannot be seen until it is too late. Roadworks or maintenance activities should not result in surprises which require rapid or unexpected evasive action.
- Potholes are a significant causal factor in motorcycle accidents. Their prompt identification and repair has significant benefits for motorcyclists.
- Any change in surface friction, due to a different surface texture from maintenance or roadworks, is a potential hazard to motorcyclists. Gravel and road making aggregate is very difficult to differentiate from the sealed surface. Warning should be provided in all cases
- Heavy patching results in an uneven surface which could destabilise a motorcycle

ISSUE	MOTORCYCLES' SPECIAL NEEDS	GOOD DESIGN FOR ALL USERS
Potholes	Organise a system for prompt identification and repair	
Gravel from resealing or patching	Sweep it away promptly. Until swept, warn of any gravel areas	
Road surface through roadworks		Ensure there are no surprises. Warn of changes in road surface and temporary changes in alignment or traffic control.
'Rotomilling' of surface before re-asphalting	Warn of uneven surface, as it is very difficult to detect visually	
Unsealed patches	Very slippery when wet: always provide warning	
Star pickets	Should not be used in any potential runoff area, due to severe injury potential	
Temporary steel plates over trenches	Plates must have skid resistance as good as the road. Warn of any bump.	
Services access covers	Avoid locating on carriageways. If so, ensure lid is at road level immediately after road maintenance or resealing	
Temporary kerbing		Don't use it in high speed areas. Ensure it is properly secured, no protruding edges

UNRESOLVED SAFETY ISSUES

- * At minor patches and resealed areas warning signs are not usually provided.
- * There is widespread use of large smooth steel trench covers, which are extremely slippery for motorcycles.

GRAMPIANS OR BUST

Christmas Eve, the Boss kit for the XT600 kick starter arrived, with new oil, pipe line muffler and rego paid just two days before, all that needed to be done is pack. I arrived at the Laverton servo at about 9:30 am Boxing Day to have a coffee and to go over my track notes. There were two directions I had organised, some dirt or all road, depending on who turned up and what they were riding. By 10:00 am nobody else had arrived so bugger them I'm going.

I took the Point Cook road to Werribee, dirt roads to Little River along the railway and then around the back of the You Yangs to Granite Road. Going up the hill to the granite outcrops everything stopped, no not a time warp, a seized motor, locking the rear wheel at 100 kph. I pulled the clutch and stopped on the side of the road. I checked the oil, yes, its there and not over hot. I waited for a while and tried the kick starter once more..it wouldn't budge.

A farm house was found and Michelle came to my rescue, she suggested going back to Richmond to pick up the Suzuki, "No, its too far, well OK then." We left home for the second time at about 5:00 pm, arriving at the Grampians just on dusk. Thanks Michelle, for all you have done for me, I still owe you dinner somewhere. And thanks, Lyn for the use of your trailer, you can come as well.

XT600 FOR SALE..ALL PARTS AVAILABLE
MOTOR A BIT TIGHT.

The rest of the week was spent riding, swimming, walking, canoeing, patting kangaroo, swerving to avoid kangaroo and eating kangaroo. Places visited:- The Pinnacle, Chatauqua Peak, Boroka Lookout, The Balconies, Mt.William, Cave of Hands, Hollow Mountain and so on.

There were mixed comments about the camp, the criticism was about even with the praise. Thankyou for all comments I can learn from, it builds character.

CRITICISM

- *Camp site too far from shops
- *This is not where we normally camp
- *I got food poisoning from the Cultural Centre
- *The Grampians is a dead end and not enough good roads for sports bikes

PRAISE

- *Good position for a camp. The other camp site is a dust bowl and too close to the shops
- *The food at the Cultural Centre is nice
- *Good roads and so much to see

This last criticism came from someone who didn't even go on the camp.

The \$7.00 per night charged by the Club covered the deposit and camp site fee, we also reimbursed people who paid for firewood and gas used from their BBQ.

Thank you all for going to the Camp and I hope you enjoyed yourselves as much as I did.

Campers:

Danny Kosinski, Ian Payne, Kerrie Gooding, Davorin Zivkovic, Jon Riddett, Rob Langer, Les Leahy, Dianne Welsford, Lyn Duncan, Steve Leyland, Sue Wells, Rob Matricciani, Mandy, Jenny Burns, John Willis, Geoff Jones, Val Jones, Ross King, Michelle Anthony, Mark Dennis.

Those at Lake Fyans:

Gerry East, Stephanie East, Tony Schrader, Tony Fabris & Jo, David Ward, Bronwyn Manifold.

Mark Dennis.



STEVE & SUE IN HOLIDAY MODE



Try Youth and Community Services (Inc.)



NEWS FLASH TO ALL MOTORCYCLE RIDERS

Please find detailed below information outlining our charity Fundraising outback bike and car trek. Proceeds from the event will go to Try Youth & Community Services Inc and the Australian Kidney Foundation.

THE RACV GREAT ESCAPE 4,500 KM BIKE/CAR TREK

HAVE BIKE!! WILL TRAVEL!!

MAY 30 -JUNE 7 1997

**BENDIGO TO MELBOURNE VIA
RANKIN SPRINGS/ COBAR/ BROKEN HILL/
WILPENA POUND/ MURRAY BRIDGE/
MILDURA/ HALLS GAP**

THE RACV GREAT ESCAPE IS AN EIGHT DAY ADVENTURE FOR PEOPLE TO RIDE A ROAD REGISTERED MOTOR BIKE OF ANY TYPE IN OUTBACK AUSTRALIA. RAISING MUCH NEEDED MONEY FOR THE YOUTH OF OUR COUNTRY AND RESEARCH IN TO KIDNEY DISEASE. AT THE SAME TIME ENJOYING THE SOCIAL MAYHEM AT NIGHT THAT THESE EVENTS ARE RENOWNED FOR.

THE EVENT WILL CATER FOR ALL TASTES, FROM THE CRUISING BIKE RIDER, USING BITUMEN ROADS TO THE MORE DEMANDING, FOR THOSE THAT REALLY WANT TO HAVE A GO AT SOME ROUGH AND READY TRACKS AND ROADS.

SO IF YOU CAN SEE A SECTION OF "THE RACV GREAT ESCAPE " THAT SUITS YOU OR YOUR CLUB MEMBERS THEN CONTACT OUR OFFICE FOR MORE DETAILS OR WE COULD ORGANISE A TALK AND VIDEO NIGHT AT YOUR NEXT CLUB MEETING

CONTACT: DAVID MC DONALD 03 9347 2655.

AN INFORMATION NIGHT FOR MELBOURNE IS AT THE TOWER HOTEL,
HAWTHORN 25TH FEBRUARY 1997, AT 7.00 PM

SOME VERY ODD LOOKING NIGHT CREATURES AT HALLS GAP XMAS '96
FROM BOTTOM LEFT: JOHN W, SUE W, GEOFF & VAL J, ROB M, MANDY, JENNY B, IAN P.



MARK D, MICHELLE A, & IAN P, AT CHATAUQUA PEAK



SUNDAY RIDE CHRISTMAS CAMP

Sue and I arrived at camp Saturday arvo, lateish, to find a fair sized group gathered, all in high spirits. This mood continued through the evening into the night and the same old jokes were being told over and over again. They just seemed to get better with the more alcohol consumed. This hilarity resulted in a polite request from one of our neighbours at around 1:30 am to "SHUT UP", now that's the spirit.

Anyway, this scribble is about Sunday, and what does this club do on Sunday? After a quick look on the map we picked the best bitumen on offer. The plan was Zumsteins, Glenisla, Cavendish, Serra Ranges and back to camp, a route that shouldn't take more than a couple of hours, I suggested.

The group consisted of myself and Sue GPX750, (Leading), Ian Payne RF900, Mark Dennis and Michelle Anthony GSXR750, Davorin Zivkovic R100RT, Jon Riddett R100LT, Jenny Burns Revere. And when Lyns' breather stopped flashing red we were off.

Winding our way up the Zumsteins road I found myself pretty much in the groove (I do like that bit of road), with my boots touching down and the back stepping out a little on a number of corners, but it didn't take long for Ian to become bored with how slow I was and he assumed the lead, (there's probably something in the Constitution about "Lifers" being allowed to do that...but I couldn't find it.)

Anyway, we regrouped where the roos gather, only one single, solitary roo this time around, who was clearly a male. The girls pointed out how proud we would be if we were also endowed with such masculinity.

A closer study of the map showed that close to Glenisla, just off the main drag, were some Aboriginal cave painting sites. I asked how the others felt about having a look, Ian having already seen them and with other plans for the afternoon, opted out.

The road in off the highway wasn't very well sign posted but we found it okay, and after negotiating some of the "not too bad" gravel road, Dav decided his fuel was too low and also pulled out. Then Jenny, not yet confident enough, travelled part of the way, pillioned by Jon.

We visited two rock art sites, with short walks to each, which didn't wear too well with Sue, who had worn only her bike gear. There was, to my surprise, no tuck shop there either, which put me in the bad books with Jenny too. Despite all this I think everyone would agree that viewing these sites was a very worthwhile experience.

At the first site there were stick figures that represented people and a whole series of dashes. Jon reckons he's read up on this stuff and those dashes represent some sort of calendar. At the second site, about a kilometre away, there were also stick figures and in some of the paintings, hands had been used as stencils, hence the caves name, "Cave of Hands". Both sites were in a cave-like setting providing them with natural protection from the elements and therefore surviving many thousands of years. Now they have cages around them to keep the graffiti artists and vandals out, what a shame.

All up, about 6kms of gravel road, of which 2kms was very average. Fuel, food and coffee were had at Cavendish

From here, it was a simple matter of following the signs that said "scenic-alt route," which is just that, very pleasing to the eye travelling up the guts and watching out for those fluffy, furry things which kept our speeds down a little. We were back at camp with daylight to spare, just. Thanks to everyone who came along and made our adventure all that more interesting.

This is the third time I've camped at Halls Gap with the Club, I think this part of Victoria is fascinating with a huge variety of activities on offer. The bush walking is particularly delightful for me, as well as the roads, and is all worth an occasional visit. Even though the group over the weekend was of a very respectable size, there could have been more. So the next time the Club heads out that way, why not give it a go. You won't regret it, trust me.

Steve L
GPX750

HIGH PLAINS PRE-RIDE

Recently, I was fortunate enough to accompany Tom and Andi on a pre-ride for the High Plains Dirt ride, and I am pleased to report that the legend of the High Plains Drifters is alive and well and set to ride again, only bigger and better than before.

Having never been in the high plains before, I had no idea what to expect, but I was soon to learn what an exciting and naturally beautiful region this is. We will be visiting such places as Moroka hut, The Pinnacle, Crooked River, Wonongatta Valley, Lovericks and The Bluff.

Tom and Andi have carefully selected the route to cover the most interesting areas of this remote and wondrous part of Victoria. The ride has been thoughtfully put together to be both challenging, but at the same time, not too difficult for the average dirt rider, or for a rider on a larger dual purpose bike, such as a Dominator or Tengai.

However, in order to make it an enjoyable and pleasant experience, proper preparation is a necessity. The weather out there is changeable and unpredictable, so I suggest you pack your ewt weather gear no matter what the forecast says. Also the ride will be hard on your brakes, wheels and tyres. Make sure your brake pads have plenty of meat on them and if in any doubt, play it safe and replace them. Having fresh brake fluid will help prevent the fluid boiling on the long, steep, downhill descents. In the rocky sections your wheels will cop a pounding so check them and tighten any loose spokes. Heavy duty tubes are also good insurance against flat tyres but it is important to carry a spare tube just in case. In an emergency a front tube can be used in the rear but not the other way around. Tighten and check all nuts and bolts and carry some spare wire or tape, because if something can work its way loose, you can be sure it will.

A little bit of basic maintenance before the ride will go a long way to ensure hassle free time because if you break down, it not only spoils it for you but for everyone else too. Retrieving A broken down bike from these parts can be time consuming and expensive.

This ride is sure to be a classic and will become one of the memorable club events people will be talking about for years. So if you want to be part of history, rent, buy steal or borrow a dirt bike, but make sure you get there even if it means putting nobbies on your GSXR

Rob Langer

(Gosh..I'd be there guys, but there's nowhere to get my nails done!!! FIGJAM)

HIGH PLAINS DRIFTER'S II

DIRT RIDE

LONG WEEKEND MARCH 8th 9th & 10th

Not suitable for inexperienced riders, steep hills, rocky country and plenty of river crossings.

Leave Friday night, 7th to stay at Maffra Hotel, \$15.00 per head, no bookings accepted after 22/2/97.

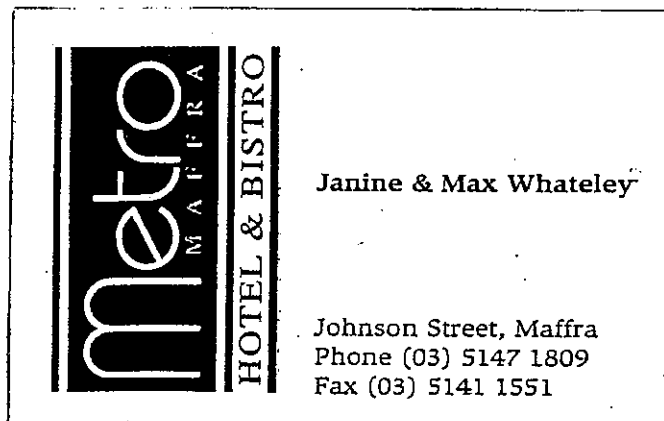
Leave Maffra 9am sharp Saturday morning.

Make sure your bike is in good mechanical condition, have heavy duty tubes and good gripping tyres fitted to your bike.

You need to carry your own camping gear, food, some water and enough petrol to do 200+ks of hard riding.

So get those crusty gloves on and see you there.

For more information ring Tom or Andi on 9848 9988.



To book a room at Maffra, ring the above number, reservation under Saville. Make your own way there Friday.

NOOJEE COUNTERLUNCH & TRESTLE BRIDGE 5/1/97

With the prediction of mid 30's temperature sure to deter a few riders, I thought it best to go and support this ride, but with 28 bikes & 34 people assembled at Yarra Glen the hot weather theory just went out the door.

Rob, our leader explained that due to the expected hot weather a fairly direct run would be taken to Noojee. So with Pam & Andrew Dunn taking up the rear (it was Pam's first Club run as a pillion since 1990, Ah the joys of children!) we proceeded to Chum Creek, Toolangi, Healesville, Launching Place, Yarra Junction & Noojee.

Along the way Darren on the Speed Triple had a sensational slide (feet of the peg's type) when he encountered a gravelly corner on the Toolangi road and then Rob had the VFR "fall over" while it was parked when the side stand pushed through the heat softened road bitumen. This MINOR fall broke the clutch lever, foot peg and fairing. As Rob said "I've done less damage in a 100km/hr crash!"

We regrouped just outside of Noojee and bid farewell to John Willis and a first timer, Con on a Suzuki GSXR711 (750 bike with 1100 motor. He also ran SLICKS as they were cheaper than road tyres!) All too soon we were at the pub and proceeded to take over the lounge area, the booking had been for 15 to 20 people so the cook and staff were put under a bit of pressure coping with the lunch and drink orders from our large group. During lunch a few repairs took place with Jon Riddett having produced a spare clutch lever that was fitted to Rob's bike, and Steve Leyland took to the GPX with some wire to fix a broken LHS exhaust pipe.

After our leisurely lunch quite a few people decided they'd head home and not visit the Trestle Bridge, this was a pity as the bridge has seen some much needed restoration work since our last visit. With new decking and hand rails installed public use is now allowed so our small enthusiastic group descended (or should that be ascended?) onto the bridge while Jon caught all the action on Video.

With the lack of a foot peg, Rob appointed Mark Dennis to lead the group through the twisties to Powelltown then straight back to Yarra Junction for the end of the ride. Although only a shortish ride (about 145km from Yarra Glen) it was quite sufficient considering the weather conditions, the leisurely lunch and the time factor, thanks to Rob for leading and Andrew Dunn & Jack Youdan for rear riding.

PARTICIPANTS:

Rob Langer - VFR750	Derek - FZR1000	Jon Riddett - 250 Across
Ian Payne - RF900	Andrew Kennedy - Dominator	Andrew Douglas - Z1000
Jack Youdan - Daytona	Steve Leyland - GPX750	Mark Dennis - GSXR750
Paul ? - VFR400 (1st)	Pam & Andrew - K100RS (R/R)	Craig Morley - YZF750
John Morley - XJ900	Troy & Tish - ZX9	Denise - CBR600
Darren - Speed Triple	Nick & Adrian - R1100GS	Con - GSXR711
Pat Tayeh - CBR900	John & Virginia - R100GS	Danny Vitts - TRX850
David ? - CBR900	Rhys - ZX10	Wesley - VFR750 (1st)
Michael - ZZR600	Mark - 250 Across	Steve & Gail - Goldwing
John Willis & Danny Kosinski - FZR1000.		

Ian Payne - Suzuki RF900

TARRA BULGA NATIONAL PARK. 12.1.97

Strange about this club, one ride has many new (strange?) faces appearing and the next ride is "stacked" with people who have a long association with MTCV.

As last year's single says 'How Bizarre'.

At the January 12 ride, it was the latter scene (welcome back Gary).

Although not identified as such in the itinerary, this was one serious ride—serious in it's 450 Km. distance, serious in road types (smooth, rough, some gravel), serious in the numbers participating. They were.....

KBCP

Scott /Nikki ZX9R
Mark GSXR 750
Lyn GSXR750
Gary C. ST1100
Geoff RZ350
Luke Seca600

Danny V. TRX 850
Clifford Bandit600
Steve /Sue GPX (rear riders)
Patrick CBR900RR
Jack R1100GS (leader)

Hallam.

Derek FZR 1000
Denise CBR 600
Mark GSX Across
David /Kerry CBR RR
Ron CB400

Andrew/Sharon Shadow
Rhys ZX10
Rob VFR 750
Ben ZX 750
Mark VFR 750
Paul XZF 750

Miss anyone ? Bikes correct ?

Good to report there were no happenings like punctures, fuel run-out, incidents (means crash and burn) but no help to me in finding something to waffle about.

WHAT DID HAPPEN?

On a sunny, cool-breeze day we travelled from Hallam to Drouin coffee stop, where Denise left for other commitments, then to Trafalgar via the Lardner-Yarragon back way.

The leader was supposed to lead on to Moe but ended up on the Trafalgar-Willow Grove road. An excellent riding road, but really an cops.

LEADER WAS SPRUNG.

Half way along said road, the leader stopped for a "regroup" but some cynics said it was just an excuse to check out a map- OK, I admit it ! (but the deviation made us only 5 mins. late at the lunch stop).

LUNCH DELAYS /DELAYS.

With a route through Willow Grove-Yallourn North - Tyers - Traralgon, we lunched at Traralgon South.

The sole attendant (owner ?) at the servo /food joint had given her family staff the day off to go swimming, as Sunday is "always quiet".

Not so this day, when over 20 bikes (and people) demanded petrol and food all within 45 minutes.

Said attendant did a sterling job in serving us all in the time and yes, the leader should have phoned ahead and forewarned the establishment. Committee—deduct two Club Person of the Year points from this member (probably hasn't any !)

ONWARD EVER ONWARD.

Luke left us at lunch time and we intrepids did the 30 Km. to the Tarra Bulga park and some even did the Suspension Bridge Walk—worth seeing if you have not.

The home run was back over the 30 Km., Churchill, Boolara, Mirboo North (stop), Arawata, Nyora, Lang Lang and NarreWarren (finish 5.20 and 10 seconds).

WHAT ELSE ?

- * Patrick accidently passed the leader—two points off please.
- * Rob accused (behind his back) of motocrossing heavily in the gravel.
- * Plenty of road warning signs with four letter words, like slow down.
- * Thanks to rear riders Steve and Sue—they did it all day, (rear riding that is)
- * Thanks to all members and visitors for making it a great day.

Jack Youdan.



Doohan record

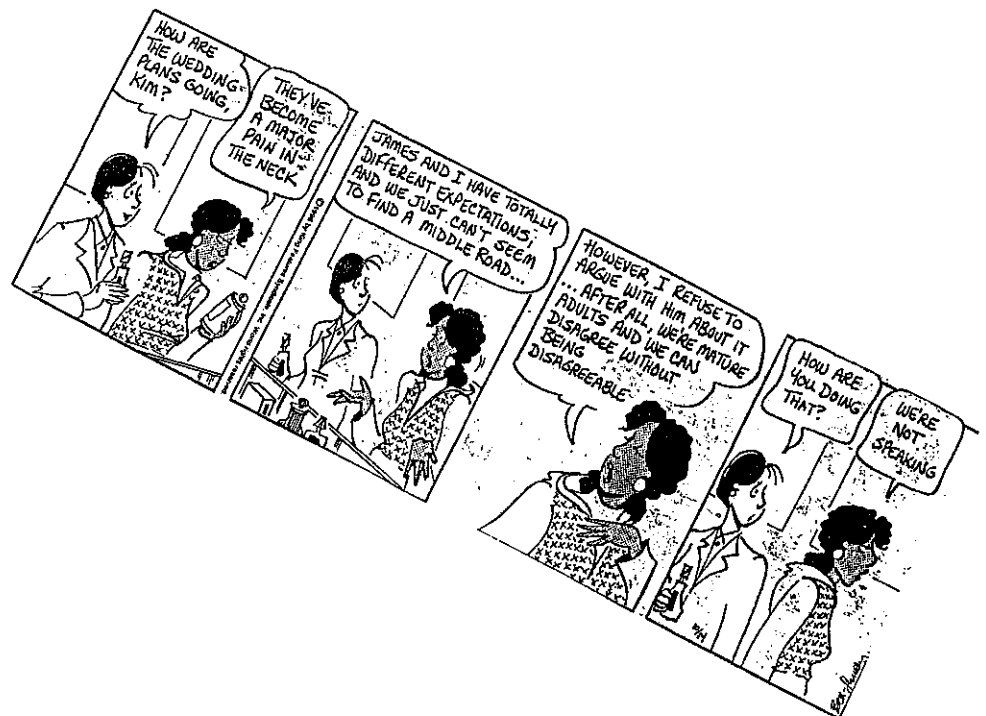
MICHAEL Doohan announced his intentions for the 1997 500cc championship when he smashed the seven-year-old Phillip Island lap record on the third day of grand prix motorcycle testing yesterday.

The Aussie triple world champion carved nearly a second from his quickest lap on Wednesday.

His best time yesterday was 1min 33.6sec, more than half a second quicker than his Repsol Honda teammate Alex Criville and close to a second under Wayne Gardner's 1990 500cc lap record. Troy Corser, building up to his first 500cc season, was only eighth quickest on his Promoter Yamaha.

Factory Honda rider Tadayuki Okada, who dropped his bike on Wednesday, retired hurt after falling heavily going into Lukey Heights yesterday.

- PAUL GOVER



DAY ONE TALLANGATTA WEEKEND 25.1.97

Woke early, well, early for me anyway...Lyn and Dapny had already walked around the town..(not an overly huge task but still too obscene for me at that time of the morning) Had brekky and started off, on what was initially a lovely day, weather wise. The players were:

Ben Warden	ZXR750	
Lyn Duncan	GSXR750T	
Rhys Williams	ZX10	
Danny Vits	TRX850	
John Willis	FZR1000	
Gerry East	YZF600	
Murray Browne	XJ900	Rear Rider
Dave Keenan	CBR900	
Ron Palmer	VFR750	

Dave Ward YZF600 and Tony Fabris ZX7 left for Melbourne due to work and other commitments. John Willis went into Wodonga to repair a puncture but rejoined us at Jindabyne. With the formalities over we begin.....

The roads in this part of Victoria/New South Wales are perfect for motorcycling. I enjoyed it last year and it only seemed better this time. The long sweepers that carried us into Corryong were in perfect condition and we hooted along at a comfortable speed on through to Cabramurra to the turn off to Kiandra. Bearing in mind that I had just spent 7 days with Dave and Fabris, this gave me a perfect opportunity to remember what a speed limit was, or fairly close to it, anyway.

The road to Kiandra was not so good, with a spasmodic sprinkle of gravel here and there. I had gingerly ridden down this road the day before and I would hasten to say that I definitely had my girls blouse on! It was little different going up the mountain so we went at a reduced rate, coming onto the gravel when it was least expected. We regrouped as normal at the Tooma Dam and spent a few minutes catching our collective breaths' and taking in the lovely scenery. It gradually cleared up but was dangerous enough for many of us to have slides and moments..Lyn can tell you all about hers, suffice it to say she was a lovely shade of grey when we stopped at the next intersection.

At Kiandra Danny Vits and I swapped bikes and flew down that wonderful Snowy Mountain H'way with its sweeping curves and wonderful views. I neglected to tell Danny that the speedo on my bike was not working but he sat with me the whole way anyway. I won't tell you how fast I went on your lovely bike Danny but it was good fun! You can see the road for miles so it gives you plenty of notice as to which way the roads are turning. Ben scooted off and I followed enjoying myself tremendously. A petrol and food stop at Adaminiby saw many stock up on scarves and jumpers for the trip up to Charlotte Pass.

We continued along to Berridale where we veered off toward Jindabyne, where we were greeted with glorious sunshine and a patient John Willis. I elected to stay here in the warmth whilst the other intrepid explorers ventured up to see Mt. Kosciusko. I saw it last year; I doubt that its moved since then. They rode an extra 110 kms to Guthega and Blue Cow (I wonder if there was one?) and then back down to Diggers Creek and on up to Charlotte Pass through Smiggin Hole and Perisher Village, from where they can view Mt.Kosciusko . So John & I whimpered out and enjoyed a coffee and an ice cream and waited for their return.

Jindabyne to the toll gate at the bottom of Thredbo, around 35 kms of wide sweeping up hill curves, saw one of our members Rhys on the ZX10, miss a corner and leave the road. His hip is broken and his bike is a write off. As we waited for the ambulance to arrive he clearly could not recall anything about his accident, I guess it was just a momentary lapse of concentration. I'm sure all members join with me in wishing you a speedy recovery Rhys. The policeman who attended the scene offered to stay with the bike until a tow truck arrived leaving the rest of us to continue on our way. His gesture was much appreciated.

The Alpine Way now takes on a tighter type of corner and Ben, Danny and I certainly did them justice. It was fun to be able to keep Ben in my sights knowing that Danny was quite close to my rear tyre the whole time. However, it was here that the weather turned fickle and we got a light downpour, which coincidentally occurred at the same time as the 12kms of dirt to Khancoban. None the less, with the dirt safely traversed by one and all and the weather cleared, we threw caution to the wind and flew down these beautiful roads. It has to be my favourite stretch of road anywhere (with the exception of the Oxley Road to Walcha near Port Macquarie) and this year with the added attraction of a few rocks scattered here and there on the road..most entertaining. I thought I was keeping up with Ben which made me think he had his skirt on too tight but just a few kms out of town he left me for dead..thats better Ben, I was getting worried.

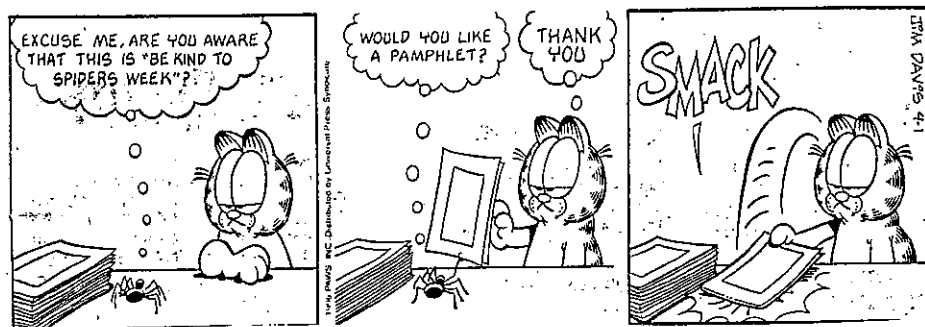
With a fuel stop and food at Khancoban we headed off to Corryong and home. Ben gave us the all clear to pass him as his rear tyre was a little worse for wear. So, I naturally did as I was told (don't I always) and passed him. No one followed me which was a little disappointing, I was hoping for a bit of a race but the roads were a bit wet. The soft compound Sportmax I had on my bike were handling the roads beautifully. As I came into town I passed the local constabulary and hoped that the others were not too far from the turnoff. Luckily, they had all finished the turn into town and it was only Murray that had a bit of a close call.

Back at the pub, Di Welsford CBR600 and Ian Payne RF900 had arrived and a pleasant evening was spent enjoying the fine food and excellent company. The publican, Noddy, is a good bloke and really looks after the club, providing us with cheap yet clean accommodation and plenty of food. Dave Moore YZF750 and his mate Jonathon ZX9 turned up at about 12:30 am and woke Di to find out where to park the bikes. The footpath would be ok Dave, the YZF's not showroom condition yet.

All up for the day 650 kms, almost a quarter of the total weekend tally. Interestingly, of the 17 riders that made it at various stages of the weekend, only 3, Ben, Lyn and Danny actually completed the full weekends journey. Well done, guys...now off you go to the local tyre shop.

I had a fantastic time, thanks to Ben for leading and for everyone for making the day fabulous. I'll be there next year, for sure.

Gerry E.
YZF600



Tallangatta Weekend - An Alternative

Day Two - Sunday 26th Jan.

The Group: Ben Warden - ZXR750 Lyn Duncan - GSXR750 Ron Palmer - VFR750
Di Welsford - CBR600 John Willis - FZR1000 Ian Payne - RF900
Dave Moore - YZF750 Danny Vitts - TRX850 Jon Dunn - ZX9
Murray Brown - XJ900 Dave Keenen - CBR900 Greg Rimm - GSXR750

The Route:

Geraldine, having been on a riding holiday in NSW for over a week decided to head home, so 12 of us left Tallangatta in overcast & damp conditions heading to Granya and Walwa for fuel. Quite a few other bikes were on the road having been to the Clubman Rally at Jingellic. While getting fuel at Walwa, Greg arrived from Melbourne on his new Suzuki. On to Tintaldra and Tooma where the road seemed to be constantly under repair, Elliot Way was better but the damp conditions kept everyone on their toes.

We regrouped at Kiandra where Murray left heading back home to Canberra. Greg also left to visit friends. With heavy rain now falling we continued up to Tumut with Ron taking up the rear after Murray's departure, but fortunately the further we travelled along the Snowy Mountains Highway the drier it became, so by the time we reached Tumut it was quite hot.

After a leisurely lunch it was out to Adelong, where along the way a Police Random Breath Test stopped Ben and Dave Keenen, Ben was OK but Dave, who had had a "big" Saturday night registered a reading that needed a second check back at the Police station. While this drama was unfolding most of the group were cooling their heels cornermarking as the ride had continued once Ben had been tested.

Back at Tumut, Dave's reading was confirmed at 0.05 BAC (more than 12 hours after his last drink!) and as he could not ride for at least another 45 minutes, Dianne went back with a map so he could make his own way back to Tallangatta.

We just got going when Dave's YZF ground to a halt with the gear selector & linkage hanging loosely under the bike, the retainer nut had fallen off! No suitable replacement could be found so an oversize nut held on with duct tape and cable ties had to suffice.

Consequently after being stopped for more than an hour we finally caught up to Ben, napping under a tree 70 kilometres away at Rosewood.

After a regroup we continued on to Tumbarumba for fuel and a drink with Greg now rejoining the ride after finding his friends not at home.

As the roads were now dry it gave the group a chance to experience these great roads, hence a fairly brisk pace was enjoyed. Fuel at Walwa proved interesting as the servo was shut and the next closest was at Corryong 50 kilometres away. Luckily a search of the area found the proprietor who was persuaded to unlock the bowser.

Just as we left the resident Cop tagged along and it looked like a slow run home, fortunately he only stayed for a short distance and it wasn't long before the pace quickened as the bikes snaked their way around the lake and Granya Gap. This proved extremely enjoyable, even at one point when Danny, running a bit wide on one corner braked heavily causing the closely following bike (me!) to take emergency evasive action.

On to Tallangatta where Jennifer Burns (NTV650) and a friend Dave on a Triumph Sprint had arrived, Dave Keenen had also found his way back from the Tumut police station.

With just on 590 kilometres covered for the day we had certainly seen the sights and even though early on the weather had not been the best it had turned out to be a sensational day. With Lyn describing it as HORN and John Willis wanting to do it all again!

Ian Payne
Suzuki RF900R

MONDAY 27.1.97 - TALLANGATTA TO HOME

ROUTE: Tallangatta - Tawonga - Harrierville - Mt Hotham
Dinner Plain - Omeo - Bruthen - Bairnsdale -
Tyers - Moe - Bunyip - Tynong - Pakenham

STILL LEFT: Ben Warden ("the bunny up the front"),
Jennifer Burns ("the bunny up the back")
Lyn Duncan, Dianne Welsford ("the chicks in the middle")
Dave (Fireblade), John Willis, Jonathan (ZX9),
Dave Moore, Ian Payne, Ron (VFR750) (for first minute!)
and Danny Vits ("the studs all around!")

On paying our bills at the hotel this morning we left it in the same condition we found it in...unlike the Tallangatta Hotel around the corner which the week before had a certain club (from near a race track!) leave a few impressive donuts around the place, including on the floor inside (or was it really you on Friday night Ben...and you told me it was your fanging that was wearing your tyre!)

Our first one to leave for the day was Ron whose rear tyre wouldn't have stood up to another day with the club (must have been HIM in the Tallangatta Hotel!). He set off early in search of a shop to get it replaced...never to be seen again...presume he made it home and isn't still circling the Snowies.

With Jennifer who had turned up the night before going rear rider, we filled our bikes and headed off turning off the highway onto the Gundowring Road, was sure glad I completed the road this time, must admit it was a boost to my confidence to finish the corner I never made it past last time I was up there.

Once on the Kiewa Valley Highway I wasn't surprised to see Dave Moore go flying past, but was surprised to see him pull Ben over...after thinking the Gundowring Road had claimed another bike we found out that John Willis' chain had decided to bail out, luckily it happened when he was just taking off from corner marking. A farmer who happened to be near retrieved it and gave it to John who along with Ian, Ben and the farmer, John's spark plug spanner (ex spark plug spanner!) and the farmer's multigrips, a lot of muscle, probably a lot of swearing, etc etc put on a split link he had with him. The rest of us who were ahead made use of the time by enjoying a drink and the scenery at a shop in Tawonga...along with a million flies. A while later we were southbound again.

We hit our first twisties for the day across the Tawonga Gap, this road really gave the guys their thrills...with John mentioning to Ben he wanted to do it again. The excited group then headed down the Alpine Road to Harrierville for a long fuel stop. (Seems a couple of the guys had trouble finding their bike keys when it came time to leave...anyway, after watching in amusement I finally "pitched in" and help find them!!)

The next 30 k's to Mount Hotham were, to use the terms heard on the day...sensational...grouse...fantastic etc. What started as a tight twisty road led up to Mt Hotham which had the wind belting the clouds across it creating a tunnel-like effect through which to ride (except for the occasional spot where you had to put a white cane in front of the bike to find your way!). It was an incredible view and along with the others, Lyn and I were absolutely "buzzing" by the time we got to the top.

We stopped for a while to enjoy the view, have a yak and contemplate the dirt road coming up. The next few k's to Dinner Plain were pretty good gravel, however my bike seemed to want to conk out whenever I slowed down too much, putting it down to altitude I didn't think too much about it but tried to keep the speed up to get to Dinner Plain...only to discover that my choke had "mysteriously" put itself on full...(and that's the thanks you give me Jonathan for "finding" your key!) Hoped I wouldn't hit reserve in the middle of nowhere...if I had a certain ZX9 would have had to take a pillion!

On to lunch (and a sunbake!) at a very hot Omeo, then down the Omeo Highway through Swifts Creek. The roads became quite tight again and Ben, Dave, John and Jonathan were having an absolute ball being "the freight train at the front" until they came into a corner with heaps of fine light grey stones all over it, seemingly from road works not cleared up. Ben and Dave managed to make it through sliding around in a wheel rut but John's bike slid on the gravel, off the road and hit a tree, he had managed to wipe off a lot of the speed first saving himself from following it over. His bike was rideable but sustained quite a bit of fairing and petrol tank damage... (and chimney if you count the pipe!) Lyn and I were lucky enough to have Jonathan pulled over to warn us first. While waiting on the corner an 18-wheeler almost suffered the same fate, along with a car. It seems the police car earlier seen coming our way with flashing lights must have been warning of the gravel on the corner after seeing the front bikes go by.

Lyn has since chased up the council who have said they had not had anyone report it. It is these kinds of things we need to write to the councils or government about, Gerry has received some copies of a report being done by the Queensland government on problems on the roads for bikes, she'd love to hear from any of you who have any input.

Anyway, back to the accident, some passers-by helped the guys pull it back up onto the road using a rope and John rode on with us to Bruthen. Ben commented that while helping get the bike up he noticed other wrecks down there... shame the government doesn't spend more money on clearing these accident-waiting-to happen corners instead of booking people doing a few k's over or not having a bike on their bike rack, could be a more effective way of preventing accidents!

We stopped at Bruthen to refuel and had a long break in the park while John made some temporary repairs to his pipe. Then it was on to Bairnsdale, back off the highway through Bengworden (appropriate for Ben Warden to lead us through!) and some backroads which would have been fantastic except for the fact it was at about this point the weather turned quite nasty and we were riding through basically a gale force wind. I've been told since there was a mini-cyclone in Omeo that day, sure don't find that hard to believe, it seems we rode straight through the front that became the cyclone. We came back onto the highway around Stratford and then headed north off it through Maffra, Heyfield and onto Tyers.

It was a very wet and tired group filling up in Tyers with Jennifer in tears suffering from severe cramp in the shoulders from riding against the wind. We used this break for petrol, wet weather gear, clear visors, a whinge etc. By the time we left the cloud was breaking up but the roads were still wet... yet miraculously Ben's tyre was still hanging on... I had expected to see how a kwaka rode on a wheel rim by now.

At Pakenham we said our goodbyes, Lyn and I were given a heart attack by being told we had about 2 days to do the write-up and get it to Gerry, thank God Ian worked out we had an extra week! The lucky ones heading back into Melbourne rode around the next storm while those of us who went north headed right into it... bloody Melbourne weather! Having packed no wet weather gear due to forecasts of 34 degrees I was a drowned rat in no time.

In total we travelled approximately 620kms, some in cloud, some in gale force winds, some in blazing sunshine... but the whole day was a fantastic experience and I'd like to thank Ben for leading it, Jennifer for going rear rider and all those who helped make it a blast.

DI WELSFORD

RESIGNATION AND EXPULSION OF MEMBER
(An excerpt from the M.T.C.V. Inc. Constitution and Road Rules)

- 6.(1) A member of the Association who has paid all monies due and payable by him to the Association may resign from the Association by first giving one months notice in writing to the Secretary of his intention to resign upon the expiration of that period of notice, the member shall cease to be a member.
- (2) Upon the expiration of a notice given under sub-clause (1), the Secretary shall make in the register of members an entry recording the date on which the member by whom the notice was given, ceased to be a member.
- 7.(1) Subject to these rules, the Committee may by resolution -:
- (a) Expel a member from the Association,
 - (b) Suspend a member from membership of the Association for a specified period: or
 - (c) Fine a member in accordance with the Regulations (*), if the Committee is of the opinion that the member -
 - (i) has refused or neglected to comply with these rules: or
 - (ii) has been guilty of conduct unbecoming a member or prejudicial to the interests of the Association.
- (2) A resolution of the Committee under sub-clause (1) :-
- (a) does not take effect unless the Committee, at a meeting held not earlier than 14 and not later than 28 days after the service on the member of a notice under the sub clause (3) confirms the resolution in accordance with this clause, and
 - (b) where the member exercises the right of appeal to the Association under this clause does not take effect unless the Association confirms the resolution in accordance with this clause.
- (3) Where the Committee passes a resolution under sub clause (1), the Secretary shall, as soon as practicable, cause to be served upon the member a notice in writing :-
- (a) setting out the resolution of the Committee and the grounds on which it is based:
 - (b) stating that the member may address the Committee at a meeting to be held not earlier than 14 and not later than 28 days after service of the notice:
 - (c) stating the date, place and time of that meeting,
 - (d) informing the member that he may do one or more of the following:-
 - (i) Attend that meeting:
 - (ii) Give to the Committee before that date of the meeting a written statement seeking revocation of the resolution:
 - (iii) Not later than 24 hours before the date of the meeting, lodge with the Secretary a notice to the effect that he wishes to appeal to the Association in general meeting against the resolution.

- (4) At a meeting of the Committee held in accordance with sub-clause (2), the Committee -:
 - (a) shall give to the member an opportunity to be heard;
 - (b) shall give due consideration to any written statement submitted by the member; and
 - (c) shall by resolution determine whether to confirm or revoke the resolution.

- (5) Where the Secretary receives a notice under sub clause (3), he shall notify the the Committee and the Committee shall convene a General meeting of the Association to be held within 21 days after the date on which the Secretary received the notice.

- (6) At a General meeting of the Association convened under sub-clause (5)-:
 - (a) no business other than the question of the appeal shall be transacted.
 - (b) the Committee may place before the meeting details of the grounds for the resolution and the reasons for the passing of the resolution.
 - (c) the member shall be given the opportunity to be heard, and
 - (d) the members present shall vote by secret ballot on the question whether the resolution should be confirmed or revoked.

- (7) If at the General meeting -:
 - (a) two thirds of the members vote in person or by proxy in favour of the confirmation of the resolution, the resolution is confirmed: and
 - (b) in any other case, the resolution is revoked.

No ulterior motive for the reprinting of this specific part of the club's constitution....but if anyone should know of a member who brings the Club into disrepute or perhaps rides in a fashion that may detract from the Club's image then here are the steps one should take to toss him out on his ear!! Stay tuned for the next edge of the seat instalment.

FIGJAM

February 2nd Lake Arrakoon

City pickup....

Dianne CBR600, Ron Palmer VFR750, Rob M GSX750F, Gary ST1100,
Steve + Sue GPZ750, Mark D. GSXR750T, Lyn GSXR750T.

I'm sure every one had a bit of a giggle when Steve nearly
left something behind at KBCP.

Anyway 8 of us (nearly 7) set off for Whittlesea to meet.....

Ben ZXR750, Craig YZF750, Paul YZF750, Andrew S. FZ750, Geoff
RZ350, Simmon CB250, Jenny Revere 650, Kathy CB250, Stuart VFR750,
Ron J. CB 400, Mark across, Andrew + Sharon Shadow and

SPECIAL THANKS TO DEREK FZR1000, for rear riding ALL DAY.

Blasted through Flowerdale, my favorite road through
Strath Creek, Broadford for how did Paul get oil on his
visor? Steve has oil over is rear wheel, this isnt looking good
we had plenty of time to catch up on what every one had been
up to with the long weekend.

Back on the road at 12.30 to Pyalong where I couldnt go slow
enough to stop the stones flicking up onto fairing, on tottally
unnecessarry stone covered road, thanks a lot. whinge, whinge.
Sue is testing out the luxury of Garys pillion seat to Axedale,
via Emu Flat, Barfold, Redesdale and Eppaloch..

We had lunch here on a big shady verandah, with the conversation
deteriorating to the subject of the march in the city it must
be time to check out the Lake Danny has picked for our destination

Pretty unanamous it was a great idea. Just ask Jenny, who
must have clocked up the most splashes and got everyones money
worth. Theres paddle boats and boards, but the slides are where
the real fun is, the steel one great for spectators, flat board
with hadles, very steep slide into water then rider and board
skim across top of water abot 50 feet, if your good enough
standing. Those that didnt partake were under big shady tree
bird watching I presume.

Steve brought us back through Knowsely, over Eppaloch weir,
good sight, to Redesdale, Mia Mia, North to Mckivor Hwy, Too-
borac, Lancefeild breakup at 530.

Thanks Steve and to every for their good company

Lyn GSXR