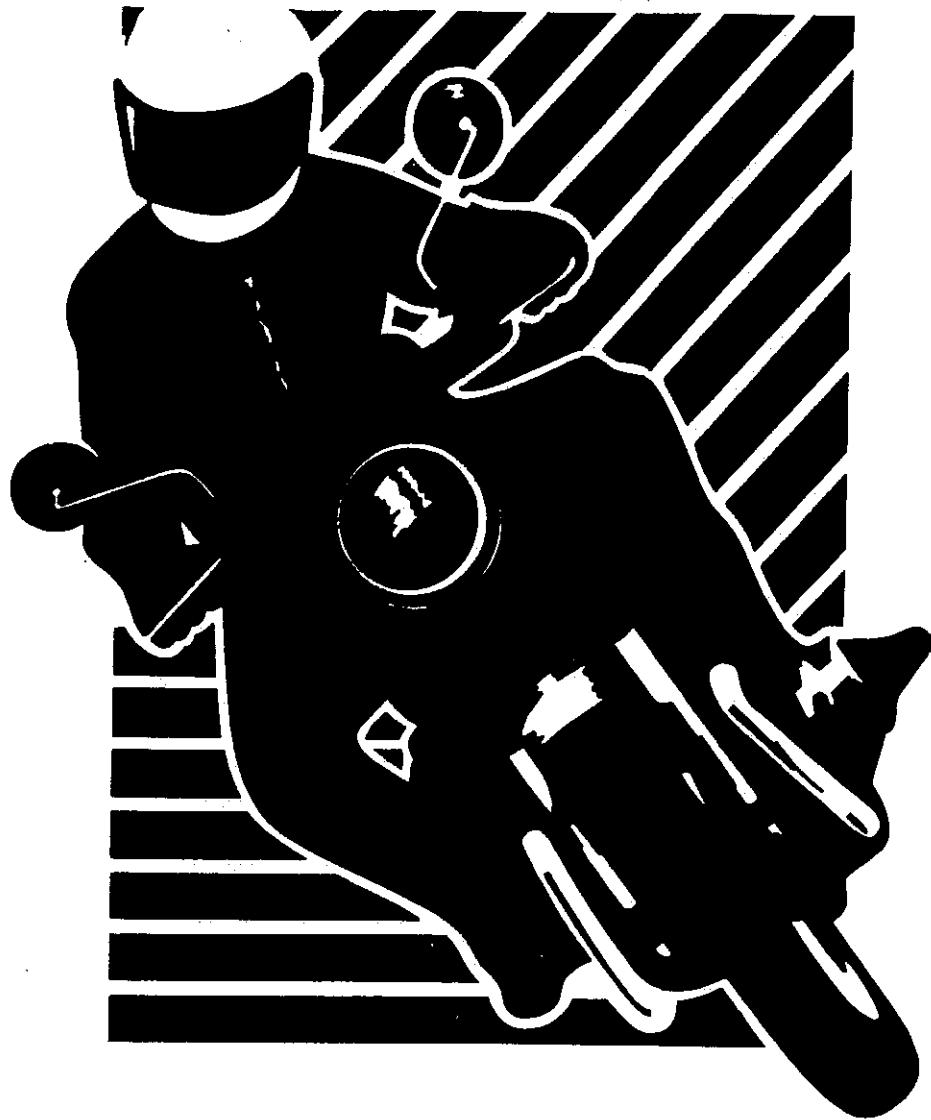


July 9

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY JULY 1997

THURSDAY 3RD

General Meeting

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

SUNDAY 6TH

Economy Run

Jack Youdan Leading

9:00 KBCP 10:15 Hallam

The actual "Run" will extend between Hallam and Worthaggi via Korumburra, an estimated 160kms. A ride home through Central Gippsland will bring the tally to roughly 330kms all up for the day.

SUNDAY 13TH

Arduous ##

Lavers Hill Via G.O.R.

Ben Warden Leading

9:30am KBCP 10:00 Laverton Servo

Angelsea via Lara, Apollo Bay, Lavers Hill -Lunch, Deans Marsh, Break up at Geelong.

THURSDAY 17TH

Social Slip

Swan Hotel Cnr Swan & Church Sts., Richmond.

7ish till late.

SUNDAY 20TH

Bendigo

Phil Curran Leading

9:30am KBCP 10:30 Whittlesea Mobil Servo

Redesdale, Bendigo, Daylesford, Woodend, Gisborne. 375kms

SUNDAY 27TH

Lake Mountain Snow Ride

Steve Leyland Leading

9:30 am KBCP 10:30 Yarra Glen

Weather permitting..Reefton, Blacks Spur, Marysville, Lake Mountain

AUGUST 1997

SUNDAY 3RD

Maldon

Geoff Jones Leading

Details in next magazine

THURSDAY 7TH

General Meeting

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

SUNDAY 10TH

Go-carts & Mini bikes

DI Welsford Leading

9:30am KBCP 10:15 Sth Morang

Check in this mag for details. Bookings are essential

SUNDAY 17TH

Powelltown

John Willis Leading

Details in next months mag

July 97 Editorial

Well, the Eden Weekend was a real blast, with only 3 of the 10 starters returning home unscathed. John Willis did some wonderful acrobatics across the grass and landed in the middle of the main road. He was amazingly unhurt and the bike even more amazingly undamaged. Lyn Duncan buckled her rear rim on a pothole...so much for Day 1. Day 2 was very exciting with Ben Warden performing some metal origami on the exhaust of his ZXR to keep it and the bike together. Di Welsford's radiator saw the light of day in a big way and Glen Forsyth, not to be outdone, also got in the way of a missile and holed his radiator as well. 5 down 5 to go. Day 3 started out well but finished in horror story fashion with both Dave Ward and Yours Truly dropping our steeds mid corner on the way to Buchan. Daves' hire bike suffered minimal damage as did mine however, the left, or is it the right, collarbone is broken AGAIN. Why is everyone throwing cheese and yogurt at me...you don't think I have a calcium deficiency do you?? None the less, I think everyone, even me, enjoyed the fantastic weather and grouse roads. Thanks to everyone who attended it was well worth it.

With so many incidents on the weekend it would have been easy to just give the whole thing away as a bad joke. But with the attitude of our riders and the spirit with which repairs are made and delays endured, everything takes on a good humoured air. Nobody got disgruntled or made any comment on the incidents that weren't of a positive nature. Leading a ride is not easy and should not be undertaken lightly, however, with the experience and support of Club Members it can be a rewarding experience.

Many thanks to Paul Tallents who is fixing the two damaged panels of my YZF. I hope they're ready for Ben's 13th July trip down the G.O.R. I'm sure I could break the right, or is it the left, collarbone on that road!!! (Touch Wood)

Jenny Burns and Danny Vits had a small contretemps on Les Leahy's Whroo Caves ride, 22nd June and as a result of this Danny was unable to lead the Walkerville Ride on 29th June. Ben Warden (The Leader) stood in again..Thanks Ben.

Rob Langer is unable to lead the July 27th ride to Lake Mountain so Steve Leyland has kindly offered to stand in...Thanks Steve.

It is disturbing to hear of the enormous number of bikes going down and injuries being sustained on Club rides and private rides. Get well soon to Danny Koslinski, Derek Atkinson, Jenny Burns, Danny Vits, Craig Morley, Lyn Duncan (pulled shoulder muscle on Dirt Ride) and (ex-member) Ken Pilkington. (not to mention the bloody Editor!!)

Thanks Jack, for your article, which I have included in this magazine. It raises some interesting points and is worthy of comment. As you will see I have called for input on improving our procedures.

Any letters to The Editor can now be sent to 63 Willis Street, Kew. Phone 9853 4964

Gerry

WHO'S NEWS WHO'S NEWS WHO'S NEWS WHO'S NEWS WHO'S NEWS WHO'S

June 1997

The Eden weekend proved most eventful with only three out of ten starters returning unscathed. First up, **John Willis** crashed his FZR1000 just past Tyers heading for Heyfield. He failed to see the 'T' junction sign as he entered what appeared to be a fast sweeping bend. He chose an alternative, cross country route, rather than hitting the two bikes corner marking (Ben & Gerry), finally crashing at a relatively low speed. The bike suffered very minor cosmetic damage and John's leathers accrued a few more scuffs. Later his bike was discovered to be leaking fuel (rapidly) from a missing carburettor float bowl drain screw. The screw hole was plugged at Heyfield with some radiator/fuel tank putty. See article for more details.

Later the same day **Lyn Duncan's** GSXR750T suffered a badly dented rear rim when she hit a pothole or two near Bruthen. June, following behind, remarked that "*she's doing like they do on TV*" as Lyn was thrown out of the seat and nearly off the bike. It was only late on day three that anyone noticed the dent! The wheel was rolled at Bob Martin Engineering and is now as good as new.

Day 2 was marginally less eventful with *only* two holed radiators from flying stone chips. **Diane Welsford's** CBR600 was first to leak, around lunchtime, and **Glen's** TL1000 was discovered leaking late in the day. (*Neither bike comes standard with a radiator grill to protect the radiator from flying stones. Ben has made a grill for Diane's bike and expects to make quite a few more. Anyone out there have, or knows where to get mesh? Alcan no-longer sells it.*) Both bikes were repaired with varying degrees of success and made it back to base.

Sometime during the same day **Ben Warden's** ZXR750 exhaust muffler mounting bracket broke and was temporarily repaired using fencing wire. See article for more details.

Day 3 was even more dramatic with **Dave Ward** crashing a hired ZX9 near Buchan, losing the front end due to gravel on a downhill, left hand bend. The bike was rideable and Dave was shaken, but not stirred. He was more mad at himself and the consequences, than sore.

On the same corner, seconds later, **Geraldine East** suffered the same fate, crashing and breaking her 'good' left collar bone, making three broken collar bones in 18 months. The 2,000 km old YZF600 suffered the usual cosmetic damage including holing the left hand engine cover. Gerry was pillioned home after a visit to Bairnsdale District hospital for x-rays, and her bike retrieved later in the week on a trailer. See article for more details. We wish her a speedy recovery and a change in fortune.

Danny Kosinski crashed his much 'loved' Honda VFR750 while leaving Dandenong TAFE heading for the Social Sip, on Thursday 19th June. He was attending a Motorcycle Instructors' course. He suffered two broken toes in his left foot and will be on crutches at least until the swelling goes down. **Andrew Kennedy** retrieved the bike. Thanks Andrew. Danny describes the bike as "rideable". Get well soon.

The following Saturday at 4.30 pm **Derek Atkinson** crashed his Yamaha FZR1000 whilst riding with 6 or so mates. After spending an hour at the Buxton Pub they headed back to Marysville. Derek tipped into the right hand corner over the bridge, about 5 km out of Buxton. He lost both the front and rear ends, low siding. The tyres let go, possibly not having reached sufficient operating temperature. The bike is a write-off. Derek slid down the road for a long way. He suffered a bruised right leg, holed leathers in the bum and right calf area, skinning his calf. He has a badly swollen right foot, and a chipped left knee cap. He visited hospital on Sunday and was given an

extensive set of x-rays to his left foot, knee and wrist. **Andrew Kennedy** and **Vince Genova** retrieved the bike using Vince's trailer. Thanks Vince and Andrew. We trust Derek will make a speedy recovery, and wonder what his next bike will be.

A day later on the Whroo Caves Sunday ride there were three crashes. **Jenny Burns** locked up the rear wheel of her NTV650 and crashed, possibly due to a combination of engine braking, the centre white line, and the wet conditions. The crash occurred approaching the Wallan 'T' intersection at the end of the Whittlesea Road. Jenny suffered minor bruising to the hip, elbow and knee. She skinned the palm of her hand when trying to stop sliding, face first, and similarly put her toes through her boots. The bike suffered minor cosmetic damage: twisted forks, bent handlebar, and broken fairing, mudguard, and indicator. Jenny was able to ride the bike home.

Immediately behind Jenny was **Danny Vits** riding his Yamaha TRX850. In taking evasive action he found himself being shepherded off the road by Jenny's fallen, sliding beast. He crashed in gravel and clay at the side of the road to avoid hitting a large bush, the bike suffering a broken fairing and mudguard, and other minor scratch damage. Danny rode the bike home. Bad luck Danny.

Later in the day **Craig Morley** crashed his new Suzuki DR650 whilst playing around on a dirt track parallel to the highway just before Nagambie. Rob Langer, rear rider, recalls seeing a "15 foot high tidal wave" where Craig disappeared. He emerged some time later without his bike, covered from head to toe in mud, completely soaked. The bike was totally submerged. It took two hours to restart the bike as the cylinder filled with water and the electrics were saturated. They flattened the battery in the process. The ride was abandoned with so much time lost. Commiserations to the crashers and **Les Leahy**, the leader for the day, whose well planned ride disintegrated about him, through no fault of his own.

Later Craig went bush bashing again, by himself and closer to home, losing a side cover. He did an extra 60 km searching for the side cover, finding it (!) run over. He bent it back into shape, eventually arriving 'home' at 10 pm! Not one for doing things by halves is our Craig.

It turned out to be quite a weekend for crashes for friends of MTCV members: Marty Thompson, of Cosway Motorcycles and former member, lead a group down the Great Ocean Road on Sunday, the weather fine, roads occasionally damp. Two of his 'customers' crashed a ZX6 and a ZX7, both suffering extensive damage. Similarly, former member Ken Pilkington, an instructor with Australian Superbike School, crashed his GSXR750T at the Hay Shed, Phillip Island. And a guy called Ian, riding a ZXR750, leading a private ride on Sunday including **Tom Saville** and **Andi Sirninger**, crashed on a wet shiny patch on the Thornton - Taggerty Road. He slid for an estimated 300 metres. Finally, **Glen Forsyth** crashed his TL1000 on a ride day at Sandown, totalling his bike (unconfirmed).

On a happier note, **Ian Payne** is now at home recuperating. He left the TAC Rehabilitation Facility on Sunday 21st and is now termed an 'outpatient'. He is required to visit the TAC Rehab. three or four times a week for physiotherapy, aqua-therapy, and wood work. He expects to return to work part time in 3 weeks. Ian can be contacted on the usual numbers and would welcome visitors, but ring to check he is home!

Paul Tallent's YZF750 is currently with Yamaha undergoing a second major engine rebuild in 23,000 km. The barrels, pistons, rings and small end bearings are being replaced under warranty (hopefully). There was excessive scoring of the bores indicating that dirt may be getting past the air filter. Yamaha are investigating. While Paul's bike is being repaired he is enjoying his new Suzuki DR350, having lightened it by about 9 kg already.

Similarly, **Dave Moore's** YZF750 is consuming oil at an alarming rate. The local bike shop is just waiting for the parts to arrive before it is rebuilt, also for a second time.

John Willis solved his deteriorating engine problems with his Yamaha FZR1000 by writing it off. He is now the proud owner of a black Yamaha TRX850. He is pleased with it, although he has already taken to the mufflers with a sharp instrument, hopefully freeing up some neddies and improving the note. John and I swapped bikes on Sunday (wet roads) and the TRX compares favourably with my ZXR: good bottom end power, ultra stable, light controls, plush suspension.

The long awaited Cape York expedition leaves for Cairns on the 12th July. **Tom Saville** will be riding his Yamaha Super Tenere, **Andi Sirninger** her ATK, **Dee Thomas** a DR350, **Rob Langer** an XR400, and **Steve Schultz** an XR600. The trip is expected to last one month and will include a beach run. Rob says his bike is the thirstiest and he will have to carry extra fuel at times. We wish them plenty of luck and no punctures. And watch out for those crocodiles!

Debbie Eckert has bought a new Honda Degree (250 cc) dirt bike. And Lyn's bike suffered a mechanical failure on Saturday's (28th) dirt ride, the bike having to be trailered home. Lyn also wrenched her shoulder badly catching the bike after starting it in gear.

CAPTAINS REPORT JUNE 1997

<u>June Weekend</u> <u>7th-9th</u>	Eden Weekend Gerry East leading 10 people 10 bikes Weather: Perfect Incidents: Dave W John W & Gerry E crashed 2 radiators holed 1600kms - short day on last day	<u>15th June 97</u> BBQ - Ocean Grove Steve Leyland Leading 10 bikes 13 people Weather: Overcast Incidents: None
<u>19th June 97</u>	Social Sip 10 people	<u>22nd June 97</u> Whroo Caves - Rushworth Les Leahy Leading 11 bikes 11 people Weather: Rain Incidents: Jenny B, Danny V crashed Craig M crashed on dirt Ride abandoned
<u>28th June 97</u>	Marysville Dirt Ride Rob Langer Leading 9 bikes 9 people Weather: Cloudy and drizzly Incidents: Lyn D broke down, Debbie E. puncture	<u>29th June 97</u> Walkerville Ben Warden Leading 14 bikes 14 people Weather: Drizzly rain Incidents: None



PRESIDENT'S REPORT

July 91

Economy Ride

Its that time of year again where we try and stretch the most out of our fuel tanks. With the effort Jack Youdan has put into organising the day, it promises to be something special. A couple of guidelines will be in place and to make the event interesting to those of us with petrol guzzlers a second category will be contested as well as outright economy.

The best outright economy winner will get their name on the club's perpetual trophy. They get to have the trophy grace their mantelpiece until the next economy ride when the club will supply a smaller trophy that the winner can keep.

A second category for nominated economy will allow members to nominate the fuel consumption they think they will get on the run. The person whose actual fuel consumption is closest to their nominated figure will win the category. Prize is yet to be decided but may be a small trophy or reward.

To win either category you should be a current financial member (an incentive to renew on time!!) and be riding your own bike (I can't borrow mum's scooter). Memberships can be renewed on the day. Jack would like the ride to actually finish on the same day so he requests that people don't do silly slow speeds in top gear. The economy section of the ride is about 160 km and Jack intends to finish this before lunch. Jack hopes that members will maintain at least 80 kmh in the 100kmh zone and not be dangerous to other road users.. It could be a late lunch.

Crashes

I can't remember a worse spate of crashes and injuries to members as we have seen in the last month. You can look for the details elsewhere in these pages. I'm told some of the mishaps may have been caused or made worse by people travelling too close to the bike in front. Vic Roads sent the club some booklets titled "The Right Line". The booklet is a brief guide to better riding and safety awareness for motorcyclists. Out of the ten main topics covered "Keep your distance" rated second. Every one should be familiar with the Two Second Rule and apply it in every day riding.

A couple of members suggested I explain this rule so just in case some of you haven't heard of it here it is. In summary watch the bike in front travel past a fixed point (a tree or post etc) and start saying to yourself - One thousand, two thousand, three thousand, etc. If you pass the same point before you get to finish saying 'Two thousand' then you are following too close. A minimum gap of two seconds gives you enough time to react to unexpected situations such as the bike in front stopping or falling etc. This means no slipstreaming on the economy ride.

Thankyou

Some of the recent victims of these mishaps wanted to thank Andrew Kennedy for his post crash assistance. He helped recover several bikes, take people to hospital and ferry supplies to the wounded. I am told he offered his services to Derek, Jenny and Danny before the dust from their respective offs had even settled. Good one. Thanks also to Vince Genova of NOVA Honda for his help and advice in recovering Derek's bike with Andrew.

The early bird gets Has anyone noticed that more and more leaders are asking for early starts on the itinerary? Since the club started using Yarra Glen as a 10:30 pickup progress has seen many suburbs and speed limits appear between there and the city. It now takes over an hour from the car park to Yarra Glen sitting on the speed limits. The leader needs to really motor to get there, give a pre ride speech and make the 10:30 departure time. In practice we average 10:45 or later. On the other hand some expensive freeways have made Hallam much easier to get to and Whittlesea seems about the same.

To leave on time, make more use out of the available daylight, beat the Sunday traffic and get home earlier the committee is considering making the standard times 9:00 KBCP, Yarra Glen 10:15, Hallam 9:30 & Whittlesea 10:00. We need member feedback to formulate the best possible approach. What do you think?

John Kidder

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF JUNE 1997 GENERAL MEETING

Held at:	Camberwell Theatre		
Date:	Thursday 5 June 1997		
Opened:	8.20pm		
Present:	32 Members and 4 Visitors		
Introduced Committee:	President : Jon Riddett Vice President: Stewart Foster Captain: John Willis Vice Captain: Lyn Duncan	Secretary: Luke Richardson Assistant Secretary: Dianne Welsford Treasurer: Bronwyn Manifold Editor: Gerry East	
Apologies:	Ian has expressed his thanks to all who visited. He is doing nicely and will be in the TAC Rehab. approx. 2 more weeks. Paul Tallents - still at work.		
New Members:	None.		
New Visitors:	2 - Danny and Clint, both riders.		
Previous Minutes:	The minutes of the previous general meeting are included in the Club Mag. Any matters arising from these minutes? - None.		
	ACCEPTED by Peter P (Big Daddy!), SECONDED by Ben Warden.		
Secretary's Report:	<i>Correspondence:</i> Brief list in Club Magazine. Information on Black Shadow Trailer ACCEPTED by Gerry, SECONDED by Jack Youdan.		
Captain's Report:	Read from magazine. ACCEPTED by Tom Saville, SECONDED by Vince Genova.		
Treasurer's Report:	Read by Treasurer. Expenses included hall rental, magazine binders, Rutherglen and door prizes. ACCEPTED by Lyn Duncan, SECONDED by John Willis.		
1.	Future Reports: Future reports will be read, accepted, seconded and minuted in magazine as we are an incorporated company. This provides auditability and shows to members there are no errors in the reports.		
2.	Name Tags: The Committee members are wearing name tags this meeting to provide a more professional image.		
3.	Editorial Guidelines: New editorial guidelines are touched on in the magazine to address feedback. This committee wants to create a professional, responsible and harmonious image. Jon Riddett has a copy of the editorial guidelines if any members want to read them.		
4.	Club Committee: All committee members are full financial members for the 96/97 year and will continue to be so and will renew at the end of the month.		
5.	Membership Renewal: A reminder that membership is due at the end of the month.		
6.	Social Secretary: We have no social secretary yet.		

7. **Ride Day:**
 - * We want feedback.
 - * According to RPM Winton has been resurfaced, may be worth considering.
 - * In August there is a Winton Ride day by First Class in Lilydale.
 - * Club will look into Winton and Broadford.
 - * There will be a survey in a future magazine to get club feedback.
8. **Itineraries:**

New itinerary is being put together, we need leaders and destinations.
- General Business:**
9. **Upcoming Rides:**

See club magazine.
10. **Speeding Fines:**
 - * Andrew K - suggested club pay half speeding fines if a member is booked while leading a ride.
 - * Committee have addressed this,
 - * Constitution says club is to obey road rules and this would condone speeding. As a committee we don't want to condone speeding so won't do this.
11. **Image of Club:**
 - * John Morley mentioned motorcycle mags, police and prospective members seem to be getting a bad image of the club as being "racing type".
 - * Committee will look at this and welcomes any suggestions.
 - * Factors - a lot of the members ride most weekends and are more experienced than visitors to the club, also the type of bikes can make a difference.
12. **Mt. Hotham:**

Mark Dennis went to Mt Hotham - only approx. 10km left unsealed, should all be sealed by next year.
13. **Membership List:**

Please notify committee of any changes or omissions.
14. **Maps:**

Rob M. donated some maps for the club members.
15. **Magazine Covers:**
 - * Supplies are running low.
 - * Discussion regarding change of cover.
 - * (Les Leahy designed cover in 1971, won competition for cover with "Good Vibrations")
 - * No ideas for a new cover, so club will run with photocopies of cover while we follow up our options - majority voted - CARRIED.
16. **T-Shirts:**
 - * Example of t-shirt shown (approx. \$25-\$30)
Front - "How do you spend your Sundays?"
Back - "I spend mine riding with the..." and the Club Logo
 - * Lack of interest.
17. **Awards:**

President's awards for contributions to the Club:

 - * Tom Saville for helping fill the Phillip Island ride day.
 - * Sue Weils for her efforts as social sec. over last couple of years.
18. **Door Prize:**

Won by Rob Langer, Ben Warden and Peter P.

Meeting Closed: 9.10pm.

EAST OF EDEN WEEKEND (7-9 JUNE 1997)

SATURDAY 7 JUNE 1997

The Babes

Gerry East (YZF 600) [leader]
Bronwyn Manifold (YZF 600)
Lyn Duncan (GSXR 750)
June (FZR 600)
Dianne Welsford (CBR600) [1st rear]

The Boys

Dave Ward (ZX9)
Ben Warden (ZXR 750)
Mark Blashke (GSXR 600) [2nd rear]
John Willis (FZR 1000)
Glen (TL 1100)

ROUTE: Hallam (meet, coffee, chat etc!)
Moe (morning tea, more petrol, coffee, chat etc)
Heyfield (unscheduled stop!)
Maffra (more petrol etc)
Dargo (lunch)
Bairnsdale (badly needed petrol)
Orbost (drink...this time without the caffeine!)

It was only due to the fantastic generosity of 3 of our members that I was able to join the weekend away so I'll start with saying thanks Lyn for going to Sunshine then Richmond, thanks Dave for going to Richmond then Burwood and thanks Rob for coming all the way out to Mooroolbark to fit the wheel! Most mileage my back wheel has ever done while not attached to the bike! (And when the wheel was finally put in Rob noticed my chain was missing the spring clip from the joining link...began to wonder whether it was all worth it...decided I'd just better make sure I have a damned good time to make up for all the effort!)

We all met at Hallam for a 9.15 start, (Gerry having come via Kings Bridge Car Park on her own). Ben kindly attached a spring clip onto my chain just to ensure I didn't end up peddling to Orbost and back (is there ANYTHING you don't have in that garage Ben?!). With a quick introduction to our visitors, a once-over of the GSXR600, me volunteering to go rear rider until lunchtime as my tyre needed scrubbing in anyway, then getting thanked by being delegated to do the write-up, it was finally off toward Orbost.

Hallam-Pakenham-Tynong-Bunyip-Longwarry-Drouin-Ellinbank-Yarragon-Moe

Approximately 11am we all invaded Moe, refuelled our bikes, topped up the caffeine levels and with a local "band" (in the loose sense of the word) in the background, (and a "bride" floating around!), we discussed how gorgeous the weather had turned out, noticed how the number of female riders equalled the number of male riders for a change....and Dave contemplated how I managed to get the kitchen sink in my gearsack!

Moe-Tyers-Glengarry-Heyfield

Half an hour later we all hit the road, with John Willis doing this literally...at Glengarry as I rounded a corner I found John had just picked up his bike. Approaching a tempting right-hand turn he accelerated into it, only to miss the sign warning of the T-junction leading onto the Traralgon-Toongabbie Road...resulting in him and the bike each making their own way around the bend, across the grass, along the road etc etc... After a quick check that bike and rider weren't too worse for wear, we continued to Heyfield where we stopped at a servo and waited while John gave his bike the once over. Noticing petrol pouring out of the bike he discovered a float bowl screw was missing, this was fixed by plugging it with petrol tank/radiator repair putty bought at the servo.

As it was now 12.30 I took up Mark's offer to go rear rider as my tyres were now scrubbed in.

Heyfield-Maffra-Stratford-Stockdale-Dargo Road-Bairnsdale

After refuelling at Maffra we went off in search of the Dargo road. After one unsuccessful attempt (and a few bikes doing a very tentative u-turn on gravel) we found the race track...oops, road and flew...sorry, we tootled up to Dargo (seems a couple of the rebellious ones couldn't control themselves and overtook the leader..Hmm, that will be a 10 minute penalty coming back...sorry, 10 minutes extra you must stay and enjoy the scenery!)

It was about 2.00pm by now so we really appreciated our lunch at the "corner store"...even though we were being "given the eye" the whole time we were eating. Seems a little one-eyed cat wanted to share our lunch, stuff that, he hadn't been riding all morning. Seems one of our rebels has a soft spot for one eyed cats though (Have you had a medical check yet Ben?!)

With the leader's permission we all left Dargo in whatever order we got on our bikes, figured lead and rear riders and corner marking wouldn't be necessary as it was one road all the way to Bairnsdale.

Hitting reserve and wondering where the hell I was, I eased off just enough to get annoyed that I couldn't enjoy the road back quite as much as I had going up it. Pulling up just out of Bairnsdale it turned out I wasn't the only one to hit Reserve ridiculously early. One of the best spent tank of fuel I've ever done though!

Bairnsdale-Bruthen-Nowa Nowa-Orbost

At our fuel stop in Bairnsdale it was decided we were running out of daylight and may have to sacrifice the Buchan Road for today.

We did however take the magnificent stretch of road up through Bruthen...with a few of the more observant ones noticing Craig Morley up there and stopping to say hello, my god is there no escaping these touring clubbers?

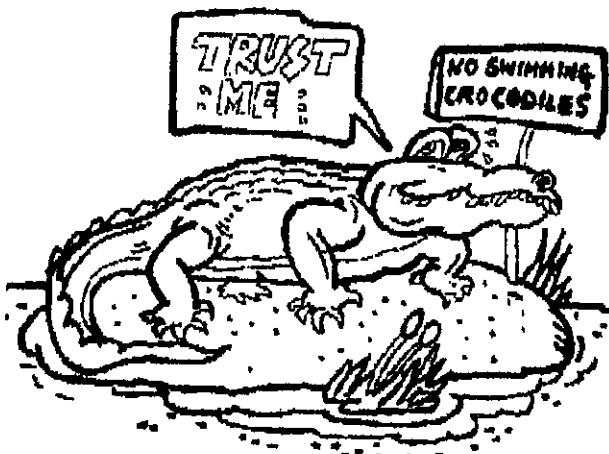
Back onto Pacific Highway at Nowa Nowa for the last 48km to Orbost (arriving after dark)....white line, white line, white line...

Gerry was right...the Pub wasn't 5 star, in fact I thought my room looked a little like a prison cell...looks like I'll have to drink a bit again to sleep here! What a shame! It did have an incredible balcony though, which is what really counts when you spend most of the night sitting up talking anyway!

After tea, as people started disappearing to their rooms, they discovered the bedrooms actually had one unmentioned feature...vibrating beds...and floors...and walls etc! With a band and a disco downstairs everyone seemed to be re-appearing. Dave and Bron succeeded in finding the insides of their eyelids second time round but Glen and June gave up after two attempts. It seems they preferred my conversation to the vibrating bed...silly suckers!

Finally at 2.45am, with the pub finally quiet, our eyelids barely open and having exhausted every topic of conversation known to man, the 3 of us finally went to bed...(in separate rooms I'd better clarify)..until I woke up again at 5.30am!But time for the write-up for the next day!

Dianne Welsford



BEWARE CAPE YORK

travellers this month. We wish you every success for the duration of your trip guys, and look forward to many weird and wonderful stories upon your safe return. Tom, Andi, Dee, Steve Schultz and Rob Langer..See you soon.

CLUB RIDER OF THE YEAR 1997

1st	Steve Leyland
2nd	Mark Dennis
3rd	Lyn Duncan
4th	Ben Warden
5th	Danny Kosinski
6th	Sue Wells
7th	Robert Matricciani
8th	Ian Payne
9th	Rob Langer
10th	Jon Riddett

WELCOME BACK

Tony Schrader is due to touch down in Melbourne on the 12th July and he is looking forward very much to coming home. His six months overseas has been enlightening for him, to say the least. I know all members join me in welcoming Tony back home.

THANK YOU

Ian Payne has asked me to thank all of his friends for visiting him in hospital and keeping in touch. To those of you who attended his birthday bash in May, thanks for making the day special. Please feel free to call him at home as he is now "out" and although still undergoing intensive physiotherapy for his leg, is recuperating at home and would love to hear from you. Ph: 9558 4740

Bike	Name	Bike	Name
YZF600R	Gerry East (Leader)	GSXR600T	Mark Blashki (Rear Rider)
CBR600	Diane Welsford	ZXR750	Ben Warden
FZR1000	John Willis	FZR600	June
GSXR750T	Lyn Duncan	TL1000	Glen Forsyth
YZF600	Bronwyn	ZX900	David Ward

10 bikes, 10 people

Breakfast was a leisurely affair on the balcony - eating cereal and toast, and reading the excellent RACV district map. Glen was in his element, keeping the toaster running flat out, hands a blur, knife flashing. It looked like another good day - dry roads, and warm weather for this time of the year. The sun streamed down, thawing us nicely, after a chilly night. A second doona was the go if you could find one.

At 9.15 am or so we gathered at the bikes for the start of what would turn out to be a fantastic day with the occasional incident thrown in to add to the excitement. Gerry lead us out of town to the Princes Highway for the trip to Cann River, our first fuel stop, some 75 km away. I corner marked at Orbost as everyone filed by. Though a highway, the road is very twisty and not overly wide in places. It is nothing like the Hume with split lanes and large median strips. Most of it is bi-directional and wasn't as bumpy as I remembered. At this time of day, and in the middle of a long weekend, there was barely a car on the road. We had the highway to ourselves, and made the most of it! Grouse.

Fuel was a moderate 81.9 cents per litre at Cann River. We had time for coffee, thanks leader. It wasn't long before the cameras were out and group photos were taken, in the sun and in the shade, depending on which theory you preferred. John's bike was holding up well after the adventures of the day before - crash, and lost float bowl screw replaced with tank putty.

After a while we clambered back onto our steeds and mosied on out of town picking up the Cann Valley Highway heading for New South Wales. What a sensational road! It is relatively flat as it meanders its way up the valley, following the Cann River closely, turning and twisting as it goes. Fifteen kilometres out of town you enter the Coopracambra National Park where the surface of the road is very well maintained and perfect. Everyone was hooting! In the last series of esses before the border sign I can remember following Tom Saville (years ago) on my ZX10 and running out of bike, not being able to change direction quickly enough, and having to back off. At similar speeds today on the ZXR, it certainly wasn't a problem. I couldn't remember the surface being as good. Sometimes it has been pot holed by the logging trucks of which we saw none. Today the road was smooth as silk, the only problem being the occasional low sun in our eyes. Horn!

Just before we reached the NSW border I latched onto Dave and Gerry. Gerry was riding fast, stone chips spitting everywhere. Now there is still 4.6 km of good dirt just over the border and as Gerry hesitated I squirted past planning to wait at the other end. Dave followed suit. The dirt road was wide and smooth and I sat between 80 and 100 km/h for most of it.

Well, we (mainly me) suffered GBH of the ear-hole when Gerry took her helmet off. And rightly so. We should not have passed the leader. Dave suggested he confused Geraldine's bike (red YZF) with Bronwyn's bike (red YZF), adding insult to injury. We were suitably chastised and promised to be good, our tails between our legs. I didn't pass the leader again.

On reflection, Gerry was really doing an excellent job leading, particularly considering she was still recovering from the painful broken right collar bone, was technically still running in the bike, and was not really bike fit after months recuperating and not riding. Only the week before she had retired from John's Carmen Tunnel ride with numb fingers (ie no brakes) and extreme shoulder pain. Today she was fast and smooth, showing no signs of discomfort.

Onwards to Rockton Junction, 20 km into NSW, where we turned right picking up the 56 km of twisties back to the coast and Narrabarba (halfway between Genoa and Eden). Immediately after the turnoff the road turned into dirt and I met the group doing a U-turn en-mass. I volunteered to check out the road ahead while the group waited. As luck would have it, the dirt was only 300 metres long and soon we were on our way again. The road soon opened out and we maintained quite high speeds.

It was Di's sort of road and she latched on to my tail and followed closely, Gerry just ahead. Fifty kms later I happened to glance in my mirror and thought Di's bike was on fire! There was smoke everywhere. We pulled up. Her CBR's radiator was holed with the good green stuff was spurting out (and blowing back onto the pipes and turning to steam). John and Lyn arrived. Later Mark went back to tell June that we were just up the road - she had stopped for a rest, Glen accompanying her. Meanwhile I set about using John's tank putty to plug the radiator hole, and then top up the radiator with water from Lyn and Bronwyn's water bottles. Thanks ladies and John. It was a bit of a struggle as the filler cap is not that accessible. It was unclear how much radiator fluid had been lost, and my weak orange cordial was deemed unsuitable, so Di agreed to watch the water temperature gauge and stop after 5 km or so to see how the repair was holding up.

Three km up the road Gerry sat waiting patiently. Onwards only to stop again 13 km up the Highway for Di. The repair had failed, the pressurised coolant punching a hole through the putty. Hmm. What to do. We were in the middle of nowhere. At first we decided to leave the bike hidden in bushes. Di was in the RACV and had Aussie Assist and a mobile phone. Alas they were of no use. And her father suggested she take a Bex and have a good lie down.

Then Dave and I decided to tow it somewhere more appropriate. After searching through the Club Emergency Kit we didn't find the tow rope. (Apparently it was there.) So we used Di's sister's scarf around my ZXR's 'wing' with Dave holding onto the other end. Check how long his arms are now! Three km's up the road (with a couple of hills in between (ouch) we rolled in to Kiah, 15 km south of Eden, a one petrol-station town. Lunch.

Di bought some radiator specific repair putty and I set about patching the hole. The group sat around enjoying the fabulous sun and hand delivered hamburgers, chips etc. Reading the fine print on the radiator 'best results obtained after a minimum of 2 hours' resulted in us leaving the bike and returning some hours later. Unfortunately Kiah was not really on our planned return route, so the leader asked Dave to pillion Di, and later in the afternoon return and get her bike. He agreed. Thanks Dave.

On the road again at last we made our way north through Eden (breathalyser in the main street) and up to Pambula. I came upon the group stopped at the side of the road, Gerry off her bike and laying on the ground, clearly in a lot of pain. She had hit a large bump, banging the handlebars, and consequently wrenching her tender collar bone, extreme pain and numbness resulting. After a while she suggested I push her shoulder blade as she had seen her physiotherapist do with some success, and immediately there was a marked improvement. We were able to continue, Gerry on the back with Dave, Di riding Gerry's bike, and Ben leading.

The second un-signposted T-junction in Pambula tricked me. I went right, I should have gone left. Oh the joys of leading; I never lived it down the rest of the weekend. The original plan was to travel around the coast to Merimbula and Tathra but as time was marching on, Gerry suggested we head straight for Cadelo, saving about 50 km. Cadelo is mentioned in Australian Motorcycle News in their annual Tour of Duty escapades as worthwhile. It reminded me of roads in Gippsland, particularly the Loch to Wonthaggi ridge road. The country was open with undulating hills, maybe dairy cattle being farmed. Very scenic, just a bit narrow to commit your life savings on. And there were a number of un-signposted crests that went either left or right. Quite tricky.

We regrouped at Wyndham for afternoon tea. Gerry had recovered and was in good humour. And she had just had the ride of her life with Dave on the ZX9. Even Dave admitted he went into one corner a bit too hot! Meanwhile my muffler bracket, held together with a coat hanger, had completely broken on both sides. I found an old wire fence and cannibalised it, using the wire to support the muffler, as per Marty a few weeks ago. It looked like a real bird's nest when I had finished but it worked well, the fence wire not stretching nearly as fast as the coat hanger.

At this stage Dave and Di left the group to return to Eden and Kiah to collect Di's bike, some 43 km away including 7 or 8 km of dirt according to the map. All being well Di would be able to ride it back home to Orbost. They didn't get to Eden till 4 pm which seems a little late. And they didn't do any dirt according to Di. Possibly took an alternative route ...

Gerry lead us on to Cathcart via a great road, of mainly constant radius 90/100 km/h corners. It was amazing. Every corner was just like the previous one. I noticed a couple of black rock wallabies, one bouncing around, one just watching at the side of the road. Gerry didn't appear to be too bothered. I was wary, considering my top fairing is already kangaroo damaged. We were in the high country now and it was getting cooler. At Bombala we refuelled for the 89 km back to Cann River. The road was eagerly anticipated.

I corner marked and everyone took off like cut cats - very cut! I sat on 14* km/h, just cruising, the others disappearing over the horizon. The bike was suffering altitude sickness (too rich) and was down on power and gulping fuel. After a while I caught a whiff of something ... coolant. I checked my temperature gauge and looked for steam. Nothing, but ominous I thought. Just before the dirt I passed Mark, Glen and June.

With the sun behind us now as we headed south I rode for many km alone, really enjoying the road, the same Cann River Highway we travelled in the morning. This time I knew the corners were predictable, with no gravel to speak of. But all those grey kangaroos just sitting like tree stumps do tend to impinge on your general feeling of well being. Ah, wimpy worry. They looked peaceful enough.

Eventually I caught Bronwyn, and later John, and then leant on Lyn mid corner, wouldn't you know it, one with gravel! Lyn was cool, leaving me plenty of room. I finally caught Gerry who had been 'waiting for me'. She was flying again. It was horn! I corner marked at Cann River, and with darkness approaching, Gerry headed for Orbost. The others arrived, refuelled, cleaned visors, and lubed chains etc. Everyone was bubbling. Lyn and I decided that that was THE best road. After a while I noticed Glen's TL with a green puddle under it. Holed radiator. He was off, quicker than you could say "See you there June".

Lyn quickly followed suit as did John. I didn't really want to leave June (and Mark) to fend for themselves, but I didn't want to stay either! Torn, I followed (chased) John, feeling quite guilty. Lyn, who proclaims not to like riding at night, was giving it the berries. I tucked in behind her, pleased for her to lead in the difficult conditions, John just behind me. We passed Glen riding at a steady pace.

Everyone made it back to Orbost intact, including Dave and Di, who arrived after we did. Her CBR's radiator was still weeping, but only slightly. Gerry had been there for 'hours', wondering what was going on. We all regrouped in the bar for a few ales, and John and I had a few exciting games of pool. Thanks John.

We enjoyed a leisurely meal in the pub restaurant, reliving the day's most enjoyable moments. The bar closed at 8.30 pm, being Sunday night, so we took some refreshments up to the balcony. It was a bit chilly so Dri-riders were acceptable dress. Later a pizza was ordered, and soon after, another. We all turned in rather late, and I slept like a log. It had been a fantastic day apart from a few delays. Thanks Gerry and all the riders for making it so enjoyable.

Ben Warden (ZXR750)

ASAP! ASAP! ASAP! ASAP! ASAP! ASAP!

SOUTH MORANG MINI BIKES

10TH AUGUST 1997

Di Welsford has organised a morning at the South Morang Go Cart & Mini bike centre for the Club. The cost of the event, using the Go-karts, will be \$22 per person and depending upon the number of definite takers for the event, laps will number around 25. It will be a race type situation with heats and rounds etc. Please let Di know as soon as possible if you intend on going so that she can get a rough idea of numbers. Mini bikes are also available at an extra cost of \$20 per 10 mins with a discount of \$4 for more than 10 people. Discuss this with Di if you're interested. She is also leading a ride after we have lunch at the track, up through Wallan, Lancefield, Broadford, Strath Creek and Flowerdale with a break up at Kinglake West. Approx. 160kms.

EAST OF EDEN WEEKEND 7TH -9TH JUNE 1997

MONDAY 9TH JUNE

Gerry East (Leader) YZF600	Lyn Duncan GSXR750T	John Willis FZR1000
Bronwyn Manifold YZF600	Ben Warden ZXR750	Dave Ward ZX9
Mark Blashki GSXR600	Di Welsford CBR600	Glen Forsyth TL1000
June Forsyth FZR600		

After a wonderfully relaxing sleep on a lumpy mattress and squeaky bed I breakfasted on the terrace...how posh.. and started to pack. I was already feeling that post ride depression that you get after a weekend away. It had been an event packed weekend but most memorable were the roads of Sunday. Long sweepers, no gravel (hmmmm.....speaking of gravel) So suffice to say the ride home was going to be good but a bit sad because it was the last day. The road to Buchan had been touted by someone, who shall remain nameless, as a "grouse" road, thanks Lyn, and the road to Omeo has been well travelled by the Club and I was looking forward to it. But first Buchan to Bruthen. By 9:00am, all that were leaving were ready and revving. We left Glen, June and Di to make their way home via the highway due to radiator troubles and June's exhaustion. Apparently, all went well with the radiator putty and some good back roads were enjoyed after all by this trio. Down to the Orbost servo for petrol.

By some amazing stroke of luck I managed to find my way out of Orbost and onto the Buchan road with only one wrong turn. I missed the minuscule sign to Buchan but Ben (The Leader) managed to stop the rest of the group from following me on my small diversion. We struck out on this narrow, sandy in places, road and I must admit to a feeling of unease. So much so that I indicated for Lyn to pass allowing me to tuck in behind her and let her lead us along. Ben followed me, probably not game to pass for fear of a second "Soap Box" episode, however, Dave Ward flashed by and I made a mental note to spank him (Can I Bronwyn..Please) All was going well, no four wheel drives to contend with, although the spectre of them does tend to make me "lean out" in a corner, just in case. I was following Lyn fairly closely, obviously in retrospect, too closely, when she braked in a corner covered with gravel. I touched the front brake and Lyn moved out of my line of vision. I immediately spotted Dave getting up from the ground and trying to drag his bike off the road out of our way. I guess I grabbed a bit too much then and lost the front end. Here we go again I thought. Ben was skillful enough to miss me and still make it round the corner, I guess experience counts for so much in motorcycling. I lay quietly for a moment hoping that I would wake up and still be in my little bed at Orbost, but, unfortunately, it was not to be. I sat up not feeling that familiar tingle in my fingers and thought to myself I had actually gotten away without breaking anything. It wasn't too long before I realised that I had, in fact, done something and then I did what everyone expected me to do...CRY. Well, I am only a girl.

The bike was rideable and Ben rode that in to Buchan then came back and collected me. There was no way I was going to be left anywhere this time. Simply too much explaining to do. (Hi Mum!) A quick trip to the Bush Nurse at Buchan confirmed my fears..Broken Left collarbone. We lunched at a little cafe in Buchan, had some splendid food and Ben, Lyn and John worked on my bike. Fairing damage mostly but that cover thingy was cracked which allows dirt to get in the whatsis so it was decided to leave it at the local garage until it could be collected at a later date. There really was no alternative though as even though my shoulder didn't feel too bad it was certainly not up to the 400km trip home. We agreed to head for Bairnsdale Hospital for an X-Ray anyway.

I do believe I have had more photos taken of the inside of me than the outside in the last 18 months. I climbed painfully on the back of the ZXR whilst John and Lyn distributed our luggage between them. Thanks guys. Lyn, John and Mark left for Omeo and Dave and Bronwyn headed for home. We headed off to Bairnsdale with Ben trying to avoid the potholes and making the trip as bearable as he could for me. The X-Ray showed a break very similar to last one but the bones are in a good position and will heal quickly, I hope. One has to remain positive about these things. John, Lyn and Mark caught up to us in the hospital having made the trip to John's disastrous corner on the Omeo road to take more photos. As it was getting late and we were not finished at the hospital, I suggested that they head off to try to beat the dark and holiday traffic.

Ben and I left late...it was getting dark and the traffic was quite thick. It never ceases to amaze me how Ben gets that bike through some of the spaces he does. I found the best way to forget the pain was to close my eyes. This worked exceedingly well and I actually felt quite safe and warm, the time seeming to pass quite quickly. We must have got home around 8:00pm and Mum and Dad were on their way over with Stephanie. I endured their visit without telling them of the days disaster..they don't need the aggravation. This gives you an indication of how little pain the break was giving me at the time. However, in my own inimitable style I have since aggravated the break so that it is now giving me A LOT OF PAIN. C'est La Vie.

I hope that the participants of the weekend will remember it for the good things that happened rather than all the shitty stuff that went on. I know I will. Thanks to all for your help and support.

Gerry (Stay Upright..NOT!!!)
YZF600

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TIPS FOR A GOOD RIDE

LISTEN TO THE PRE-RIDE TALK

This is where you will hear the following:

- (1) who is doing the ride report i.e. who to impress with cunning stunts to get your name in print.
- (11) who is rear rider and carrying the first aid kit
- (111) who the new riders are
- (IV) expected route and approximate distances between stops.
- (V) any adverse riding/road conditions
- (V1) corner marking system spiel

This means you will know who the new riders are and be expecting them to stuff up the corner marking procedure so you can be ready to take their place. You will enjoy the ride more if it is organised and new riders will get a better impression of the Club and perhaps join. This means\$\$\$\$. If any members have any suggestions for inclusion in this section of the magazine please let me know. You're the ones doing the riding, only you can know how to improve the Clubs procedures.

SEXIST JOKE OF THE MONTH

A businessman was faced with the dilemma of firing two of his three secretaries. All were good at their jobs, and he didn't know how he was going to choose between them. Finally he decided to put an extra \$100 in each of their pay envelopes and judge their reactions. The first secretary surreptitiously pocketed the extra money and didn't say a word. The second came to him and said "Look, I've been overpaid \$100, so I went out and invested in bonds at 12.5%". And the third secretary came to him and said, "Look, I was overpaid \$100. Its not mine. I haven't earned it. I want to give it back."

Which one kept her job?

The good looking one with the big tits.

Unknown Source.

Steve Leyland & Sue Wells
Jack Youdan
Danny Kocinski & Jenny B
Ian (first ride)
Andrew Kennedy

R1100GS
R1100GS
VFR750
VFR750
NX650

Stav Zembekis
Ben Warden & Gerry East
Mark Dennis
Rob Matricciani
Luke Richardson

VF400
ZXR750
GSXR750T
GSX750F
XJ600S Seca

Stav and I rolled up to the Laverton servo a few minutes before 10:00 am and quickly set about getting petrol. The rest of the gang were already there with Steve leading for the day and Jack rear riding. The first thing that struck me about the assembled group was the fact that there were only four inline fours. Has the inline four had its day? Anyway, the weather was looking pretty threatening so most, if not all, of us had donned wet weathers just in case. Steve gave the usual pre-ride spiel before leaving, also telling us about points of interest that would be seen along the way. The ride was to be a shortish one to John and Dot's in Ocean Grove and maybe a blast down the GO Road after lunch, weather permitting.

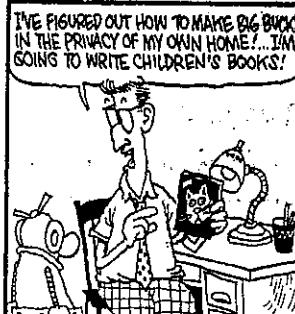
Steve had said he was going to take the back roads to Ocean Grove and I expected the usual run down the freeway to the Little River turn off. Not so. First surprise was a left turn just out of the servo and off we headed down south. There was a rumour that Derek had gone by but that wasn't confirmed (until some of the group met him in Lorne at the end of the day). The route was an interesting run down through Point Cook and back up through South Werribee to Werribee. The area is home to many market gardeners and I must admit I hadn't been down that way before. Unfortunately the roads were in shocking condition as the dirt that the market gardeners drag out on to the road had turned to slippery mud with the rains of the night before. A pity really as there were a few good windy bits.

Through Werribee we went to Little River and via Old Melbourne Road to Lara where we followed the coast around Geelong. Our trip along the coast took us through (not around) part of Geelong Grammar and along the Esplanade in Geelong. It was an excellent ride, given the destination, and very enjoyable on the day. The threat of bad weather probably kept a few people away which was a pity as it was a really good social day and would have been a good ride for those riders who wanted to take things fairly easy.

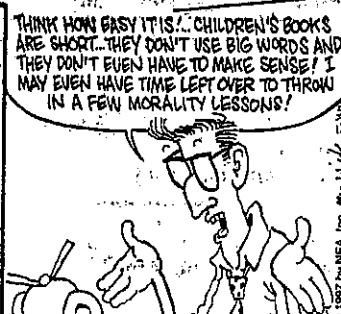
The trip was about 110 kms long and we rocked up to find John at the BBQ with the meat nearly ready. Dot had put on a great spread (as usual) with rice, pasta, fruit, sweets, cake, etc all waiting to be consumed. Good conversation was had during lunch with a surprising absence of the usual post ride bullshit session (I guess it just hadn't been that sort of ride). For the most part the rain held off but towards the end of lunch things were looking pretty ominous. Most people were going to leave the ride from John & Dot's but an eleventh hour decision saw a goodly portion of the ride going to Lorne and then up through Deans Marsh.

Robotman

I'VE FIGURED OUT HOW TO MAKE BIG BLOCKS IN THE PRIVACY OF MY OWN HOME... I'M GOING TO WRITE CHILDREN'S BOOKS!

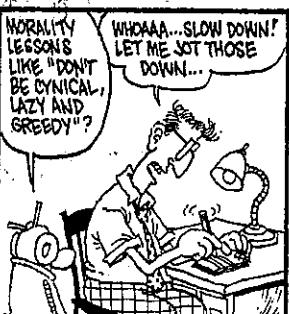


THINK HOW EASY IT IS... CHILDREN'S BOOKS ARE SHORT... THEY DON'T USE BIG WORDS AND THEY DON'T EVEN HAVE TO MAKE SENSE! I MAY EVEN HAVE TIME LEFT OVER TO THROW IN A FEW MORALITY LESSONS!



Herald Sun, Friday June 27, 1997

MORALITY LESSONS LIKE "DON'T BE CYNICAL, LAZY AND GREEDY"?



WHAAA... SLOW DOWN!
LET ME SIT THOSE DOWN...

© 1997 by NEA Inc. Mead

However, it was at Ocean Grove that Stav and I took our leave. Stav's chain had run out of adjustment and we'd pushed it as far as we could. Later reports indicated Steve again used his local knowledge to get to the GO Road proper via a roundabout route. The run to Lorne was apparently bone dry and it goes without saying that fun was had. I believe the ride officially broke up in Lorne.

Thanks to John, Dot & Steve for putting on a great day. The ride down to Ocean Grove was extremely interesting and new to most of us I'd guess. The food and the hospitality was also great. Thanks also to Jack for rear riding on an incident free day.

Luke (XJ600S)

PS John and Dot would like to remind club members that their door is always open to anyone going down that way. Give them a call first as they may be moving shortly but new details will be provided as soon as they roll in.
Their phone number is 02 5255 5000

ARE WE ANARCHISTS OR WHAT?

I do hope the committee and membership will forgive me if the following is a figment of imagination, but please hear me out.

Coupling some experiences when leading ~~rides~~ last year, or was it the previous?, with reading between the lines of reports in our mag. indicates that we are losing some of the discipline entailed in our leader-corner marking- rear rider system.

Do some ride participants hive off on their own route to meet up (hopefully) with the "official" group later? Do leaders sometimes forsake their responsibility and encourage others to pass and lead for a time? Are there really instances of rear riders abandoning self-restraint and passing some or all of the ride participants? In Danger.

If so, our club is in danger of becoming just another ride-club that typically lacks organization and discipline..... you know, the ones we have all ridden with, starting any old time; arriving at the destination with only half those starting, no check system to find anyone off the road/down a ravine; who cares mate! The main strength of MTCV is having a disciplined approach through both the itinerary and ride system, junk that and (1) we will have no "edge" over other clubs and (2) members will cease volunteering to organize and lead rides. (who can blame them? it is hard enough to run a successful ride without also coping with a breakdown of the ride system--- as the song says " I'm outa here ")

Some Positives.

Yeah, I know, all the above is pretty negative, so what should we do on a positive note? Well the committee could restate and restate the ride rules through these pages(not all at once, but highlight some in each issue) and emphasise that a non-conforming member can be suspended or expelled (hey, a Constitution we have).

Of course it's hard for the committee to censure an individual, but the membership can help by, say, bringing the ride to a halt if someone violates our ride system, and/or the leader of the day telling 'em to ...ss off and ride with the Anarchy Motorcycle Tourers or other club.

Les L	XTZ 660	(leader)	Lyn D	GSXR 750
Rob L	Dominator	(rear rider)	Mark D	GSXR 750
Nick C	CBR 600	(first ride)	Craig M	DR 650
John W	TRX 850	(new bike)	Ben W	ZXR 750
Robert M	GSX 750		Danny V	TRX 850
Jennifer B	NTV 650			

Nick C and I arrived at Whittlesea with about 15 minutes to spare, Nick on his first ride with the club. The city group, led by Les, arrived soon after and with the usual catching up out of the way it was down to business. The leader did his spiel and it sounded like it was going to be an interesting day.

Just as we were leaving the skies opened up with a light drizzle, which stayed with us for most of the day. A left at Whittlesea and we made our way towards Wallan East, and our first incident for the day. Arriving at the T intersection Jennifer locked the front wheel of her NTV and went down before she even knew what was happening, bike going one way and rider going the other. Unfortunately Danny was unable to take evasive action and collided with Jenny's bike and he too came to grief. Both riders okay, suffering only light bruising and scratching, and the bikes only suffering cosmetic damage. They both decided to go home at this point with Lyn and John deciding it was to much to soon and they also left at this point. We all regrouped at Wandong.

From here we head through Sunday Creek, Broadford, along the narrow section through Glenaroua coming out south of Puckapunyal. Somewhere along this section the weather got to be to much for Ben and he decided to go home. Under the freeway, take a left towards Northwood, following the windy section besides the Goulburn River, right at Mitchelltown Wineries coming out at the Goulburn Valley Highway, sight of our second incident for the day.

We all exit onto the highway except for Craig Dack, I mean Craig Morley. Running parallel to the highway for about 1km is a dirt track wide enough for a car, Craig takes off hell for leather along this section with Rob on his Dominator failing in an attempt to keep up. I was doing 90-100 kms along the bitumen and Craig was slowly pulling away, bike and rider using the entire width of the track, cresting a small hill to find a water hole the size of a small dam in place of where the track used to be. Going to fast to wash off any speed he grits his teeth and hopes for the best, but half a metre of water at 100 kliks is to much for hope alone, with bike and rider going for a major swim. My view of the get-off was partly obscured by bushes on the road but the sight I was greeted with was a tidal wave receding with Craig coming to his feet drenched from head to toe and looking a little shocked. I pull over to lend some help and find Rob and Craig in fits of laughter, bike caked in mud and neither Rob nor myself willing to walk into ice cold water to help him push his bike out. I left them there and went onto Nagambie, our morning tea stop, to tell the others the news.

With the delays we had experienced and the weather the way it was we all agreed to extend our morning tea and make our way back from here. Heading back the way we came we pick up Rob and bid farewell to Craig, who was going to Shepparton to see his better half, and follow the same route back to as far as Seymour. Some off road riding as we cross a disused bridge, over the highway and head south towards the Tallarook/Trawool rd and into Trawool, then south onto the Goulburn Valley Highway towards Yea. Right to Strath Creek, left to Flowerdale, then right to Kinglake West, our break up, were we are greeted with drying roads and blue sky.

It turned out to be a very interesting day with a good selection of roads, and even though they were wet they were quite clean and a spirited pace was maintained by all, dramas aside Nick enjoying his first ride with the club. Thank you Les for leading, Rob for rear riding and every one that attended.

PS I'm sorry if I left anyone out of the credits but I was a last minute ring in for the article after Jenny's unfortunate retirement.

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STATE OF THE ECONOMY 20 YEARS AGO.....

1977 ECONOMY RUN

1st	Les Leahy	Yamaha 500	122.1	M/G	.63c Super
2nd	Jo Rowe	Kawa 200	101.2	M/G	.76c Super
3rd	Lloyd Wissman	Yamaha 500	96.2	M/G	.80c Super
4th	Don Spencer	B.M.W 75/7	89.5	"	.83c "
5th	Graeme Benn	Honda 400	82.7	"	.93c "
6th	Chris	Honda 750	71.8	"	\$1.07c "
7th	Ian Taylor	Honda 400	71.2	"	\$1.08c "
8th	John Smith	Kawa 1000	68.8	"	\$1.00 Standard
9th	Gayle Mitchell	Honda 350	68.7	"	\$1.12 Super
10th	Paul McKenna	Yamaha 650	67.4	"	\$1.02 Standard
11th	Frank Bloxham	B.M.W. 75/6	65.2	"	\$1.18 Super
12th	L.Hartwick	Honda 1000	63.7	"	\$1.08 Standard
13th	R.Evans	B.M.W 75/7	61.5	"	\$1.25 Super
14th	Barry Barber	Honda 750	60.6	"	\$1.27 Super
15th	P.Philferan	Honda 750	58.3	"	\$1.32 Super
16th	Dick Bloxham	B.M.W 75/6	57.8	"	\$1.33 "
17th	Ken Markham	Suzuki 750	52.9	"	\$1.30 Standard
18th	M.Sirianni	Triumph 750	44	"	\$1.75 Super

Cost of the petrol per litre.
Super - 0.17.9c Standard - 0.16c

"Good Vibrations" June 1977 issue

DIRT RIDE 28TH JUNE TO MARYSVILLE VIA TOOLANGI STATE FOREST

It was a bit embarrassing really. There I was with the TT350 flat on the deck when who should come around the corner but Rob M. tooting the horn. What's so unusual about that? Well, at this stage I hadn't even arrived at the departure point of Yarra Glen. A few of us have a habit of going down off Skyline via Breakneck road to "The Glen" and I got sprung warming up for the day's mudfest.

Wow! What a line up. Nine dirt bikes and everyone early

Rob Langer was the day's leader on his Honda Dominator

Rob Matricciani	Suzuki DR350	Lyn Duncan	Yamaha 225 Serow
Paul Tallents	Suzuki DR350	John Willis	Yamaha 225 Serow
Jed Cardy	Honda XR400	Debbie Eckert	Yamaha DT175
Les Leahy	Yamaha TT350	Alex Oberhoffer	Yamaha TT600

We started out with a few narrow, gravel roads just to get the adrenalin flowing. Up along the old Toolangi track, on past the Chum Creek turn off, and then waited at the turn off into the state forest area. Minutes ticked by, obviously something amiss. Yes, Lyn's Serow was making expensive noises of a mechanical nature, but with John's place not far away, help was at hand.

And then we were seven.

The formed track took us up over the ridges through some low visibility mist to the Southern boundary of the Narbethong forest area. On a single track across a sloping grassed hill, Debbie suddenly threw the DT 175 into a rev screaming 180 degree spin out. After picking up the cycle, we found the reason to be a very flat front tyre. I was very proud of the troops. Within minutes we had access to 4 tyre pumps, a dozen or so tyre levers, 2 front tubes and more advice than you could shake a stick at. And we were on our way in no time at all.

The whole Narbethong riding area in winter is (to quote an old Enduro riding friend of mine) "as slippery as a bull's bum". Don't accelerate suddenly, don't break suddenly, and don't lose concentration for a second. Debbie was concentrating too hard and ran over a football size rock (the only one for 20 metres around) and did the rev screaming 180 degree spin out again. By this stage Alex was becoming a little concerned that the little Yam, which was being traded in that very afternoon on a new Honda Degree 250, might sustain some cosmetic damage. But "no worries".

After this, all I seem to remember is red mud tracks that became even slipperier. I was looking for anything to give traction, mulched leaves, twigs, wallaby droppings, other peoples fallen bikes.

Eventually the torture was over and we all arrived safely at the Blacks Spur Servo. Here we were met by Lyn and John W on sports road bikes and Debbie and Alex departed for the Trade-in ceremony.

And now we were five.

The next trails were typified by slipperiness plus wallowing mud and water-filled bogs. Just the thing for a pleasant afternoons ride. Finally we made it to the Marysville Road and Rob took us across and up to the precincts of the infamous Mount Gordon. Thank Goodness. A little shale and grit in the damp track to give us some much appreciated traction. At Woods Lookout we stopped and Rob L. took photographs of the bikes, then the riders with the bikes, then each individual rider with his own bike and then.....well, you get the picture. Not long after, we descended into Marysville and once again met Lyn and John at the new Bakery and Eatery. It was unanimously agreed that after retracing certain parts of our rather muddy steps, we would descend upon the Willis household in Healsville just on dark. Not long after setting off on the return journey, Rob M. disappeared, a thrown chain being the culprit. A quick re-fuel at the Blacks Spur servo once again and slippery, slippery, back over Toolangi. If we thought the fog and mist was bad on the way in, you should have seen it on the way back. Visibility of 3 metres, honest.

Jed, who lives at Airport West, had left us at the Highway. So now 4 rather damp and mud be-spattered souls motored down the Chum Creek Road out of the mist to arrive at Chez Willis for hot tea and coffee.

Well done Rob L. and best wishes for your Cape York trip in a very different climate

Les
TT 350

News from Up North

*an intense reading into it. Too many times as...
G Day from Crocodile Country*
Bikes were ok. Tires of and 50 miles. John B. unable to leave
crashes many times. Tires sand - gives up on the go. 100 miles
11. Fast Tires in worse condition than us! Ben
Heisen, is raised Bemaga (by Bemaga) brought low on petrol
and their water. No water all yesterday and 1 litre per day. Beach
run ~68 km took 2 days! Beach about 30 km and when got
bogged in mangrove mud up to axles. Then over sandhill 6' into Acting! Tide coming
in others stopped way back with electrical (coil) problems Tom & Sam's bikes.
JB unable to ride due to ~~injury to~~ torn cartilage, medial ligament, lateral
by Tom riding both bikes. Just got out
& hospital (3 hrs). I crashed 3 days ago
broken right 3rd toe, probably cracked big
toe, swelling, bruise, nerve damage.
Andi covered in bites. Sam paranoid
of crocs. Tent full of ants. Roads good/bad/terrible

IAN PAYNE

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POSTCODE

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Darwin. Ph: (089) 84 4112. *Ben*.
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TRANSLATION:

We arrived Bemaga 17th June at 6pm. Low on fuel, food & fresh water.
No water all yesterday and 1 litre between six of us the day before.
The beach run of 68Kms took 2 DAYS.

I got bogged in Mangrove mud up to the axles, others arrived just in
time to tow bike out as tide came in.

Coil on Tom's BMW has blown and rotor on John.B's BMW has broken.
John Barta has suffered damage to medial ligament, lateral ligament
and torn cartilage in ? knee. Is unable to ride hard stuff so Tom rides, leap-
frogging both bikes. I crashed and broke right 3rd toe and probably cracked large
toe as well as swelling, bruises and nerve damage.

Bikes losing bolts etc regularly with Sam's DR subframe and headlight
breaking off.

Tents are full of ants and Andi is covered in bites.
Sam is paranoid about crocodiles.

Roads Good/Bad/Terrible.

Plenty of food c/o Vicki and Aust. Post.

Signed, "Surviving just, Ben".

ANNUAL SUBSCRIPTION
(An excerpt from the M.T.C.V.Inc. Constitution and Road Rules)

4. (1) The annual subscription is as determined by the Committee and payable in advance before the 1st July each year. Membership automatically terminates after that date where fees remain unpaid. The Committee may determine that the annual subscription be changed.
(2) Pro-rata quarterly subscriptions[apply for the first year where a New member joins after the 30th June in any year.

REGISTER OF MEMBERS

5. The Secretary shall keep and maintain a register of members in which shall be entered the full name, address and date of entry of the name of each member and the register shall be available for inspection by members.

ANNUAL GENERAL MEETING

8. (1) The Association shall in each calendar year convene an Annual General Meeting of its members (**)
(2) The Annual General Meeting shall be held on such a day as the committee determines.
(3) The Annual General Meeting shall be specified as such in a notice convening it.
(4) The ordinary business of the Annual General Meeting shall be :-
 - (a) To confirm the minutes of the last preceding Annual General Meeting and of any general meeting held since that meeting.
 - (b) To receive from the committee reports upon the transactions of the Association during the last preceding financial year.
 - (c) to elect officers of the Association and the ordinary members of the committee; and
 - (d) to receive and consider the statement submitted by the Association in accordance with Section 30 (3) of the Act.
(5) The Annual General Meeting may transact special business of which notice is given in accordance with these rules.
(6) The Annual General Meeting shall be in addition to any other general meetings that may be held in the same year.--

- (*) The Regulations provide that the committee of an incorporated Association may impose a fine not exceeding \$20 on a member who commits a breach of the rules of the incorporated Association.
- (**) Section 30 of the Act provides that an incorporated Association shall, at least once in each calendar year, convene a general meeting, to be called an Annual General Meeting.