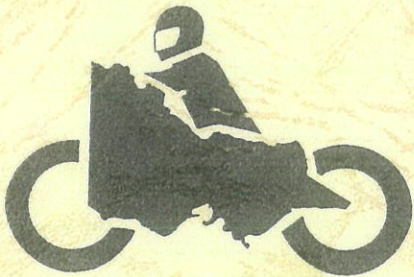
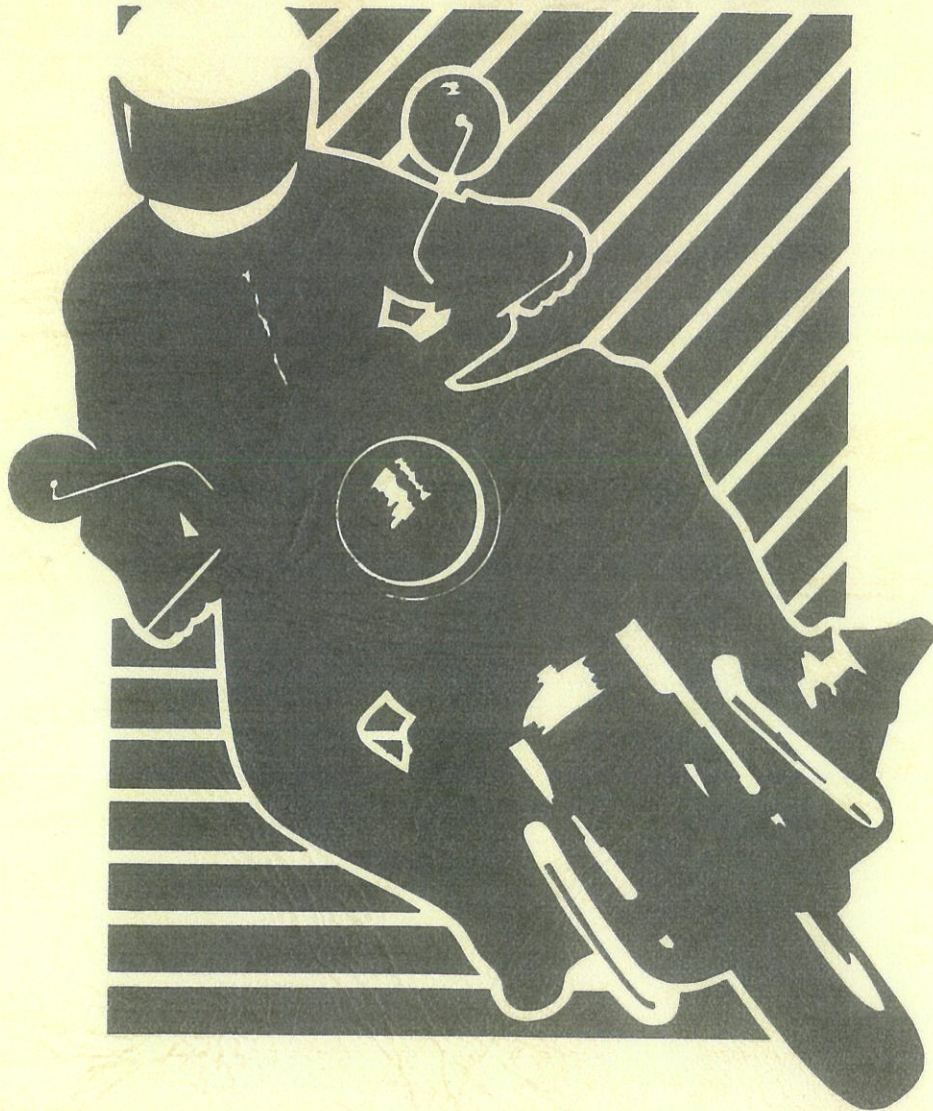


November 86

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

NOVEMBER 1986

- | | | |
|--------------|--|--|
| SUNDAY 9th. | KEITH's POST BIRTHDAY RIDE.
9.00 KBCP.
10.30 Yarra Glen. | Due to the demise of Keith's Z1300, Ben will lead this ride and take us into the Strathbogie area. |
| SUNDAY 16th. | WALHALLA CRICKET MATCH.
9.00 KBCP.
10.15 Hallam. | Come along and either play or support your Club at this Historic town as we do battle against the Four Owners. |
| SUNDAY 23rd. | GUMBUYA PARK.
9.00 KBCP.
10.15 Hallam. | Join with Club members and their families at this FUN park situated on the Princess Hwy, Tynong. Enjoy horse riding, tobogganing and other such activities. BYO picnic lunch or onsite catering. |
| SUNDAY 30th. | NAVIGATION TRAIL
9.00 KBCP.
10.15 Hallam. | Ross Bradshaw will lead us down to Drouin where he will distribute maps and devious questions designed to direct us from "Point A to Point B". |

DECEMBER.

- | | | |
|----------------------|--|---|
| <u>THURSDAY 4th.</u> | GENERAL MEETING & CHRISTMAS BARBECUE.
<u>NEW.</u> Club Hall 6.30 Sharp.
Jika Jika Community Centre,
cnr Plant & Union st.
Northcote. | All members, family and friends are invited to this annual event. BYO drinks, the Club will supply the food. FREE to members but visitors must pay \$5.00 a head. |
|----------------------|--|---|

DECEMBER MEETING: Club members are reminded that a CHRISTMAS HAMPER will be raffled at this meeting and therefore are requested to bring a suitable item for inclusion to the hamper.

WHO'S NEWS

Hopefully all members are now aware the November Meeting was the LAST to be held at the Fairfield Dispensary Hall, and the LAST to be held on a FRIDAY night. All future meetings will be held on a THURSDAY night at the Jika Jika Community Centre. Hope to see you all there.

All you observant members may have noticed on the NEW Itinerary an ASTERISK (*) against some of the rides. These Rides are classed as "LEISURELY" and are intended to designate a socially orientated ride encompassing a scenic route with an interesting destination.

We have had a few enquiries seeking Electric Gloves or Electric Handlebars, any members with information on these please contact the Editor.

After 10 years!!!! its WEDDING BELLS for ROBYN HEATH and MICK BARNES, Congratulations from all your friends in the Club.

Also CONGRATULATIONS to Geoff Webb and Wife on the safe arrival of the new addition to the family. NO not a new bike " a SON".

While checking a future route for a Club ride, Ben had the 900 stuck on the old Skipton railway line! Who said we weren't adventurous.

At last meeting President Wurster welcomed back a tanned Brenda Pollet, after her European holiday, and commented, "had she lost some weight",....Hans if looks could KILL.

Heard ex-President Vince Green is buying a ROADHOUSE in TAREE N.S.W. when all details are known these will be published to enable members to visit Vince.

On SWAN HILL weekend:- What member felt like a Midnight snack of 7 bowls of SOUP.

Why didn't John "Travolta" Arrowsmith feel like Sunday breakfast.

Amazing how much PORT can be consumed when playing CARDS, eh Tony.

This weekend was HARD on bikes, with a Moto Guzzi seized and a Z900 receiving multiple punctures.

Heard Tony G. rode to Banana Land while on annual leave, and was suitably MOTHERED by Social Sec. Sue's mother when he dropped in for a visit.

Any members with outstanding 3rd Party Claims, December 2nd 1986 is the cut off date for any outstanding claims for bulk payment scheme.

Gurgle

MORE WHO'S NEWS

Ben's bike is doing it BY ITSELF, falling over. Twice in the same day, the first, resulting in an epic struggle of Man over Machine to slow its decent to the ground (thanks to the intervention of Gary Osborn) and then the indignity of it falling of the stand while lubricating the chain.

Crash

Heard Kenny W. had an enjoyable time on his Ocean Cruise. One of the souvenir's he returned with was a PRESCRIPTION and a WEEK of Work!!!

Thanks to Ben and Janet for showing slides of their recent Eurocycle tour and holiday at the last meeting.

GREAT

While sightseeing at the Grampians with Ben and Murray, the Editors GT found some fine gravel strategically placed on a sharp Righthander. Fortunately only bruises and abrasions resulted to yours truly and Kerrie, with the bike suffering only cosmetic damage (Whew). The ONLY problem was RETRIEVING it!!! It was only 15 feet from the roadway BUT down a 45° slope, Thanks to a Land Rover & cable it was soon back on the bitumen.

Ouch

In an effort to alleviate stranded bikes on Club rides the Committee have initiated a BREAKDOWN KIT, consisting of a Towrope, Puncture repair outfit and a First Aid kit. Therefore would ALL ride leaders please NOTE and take steps to ensure its addition to their ride.

FOR SALE. FOR SALE. HONDA,

VF1000F2. Latest model, still under Factory Warrenty.

March 87 Reg, R.W. Certificate, and Identimark.

Nonfango pannier system,

Full service history with only 14,000 kms.

Never dropped and in perfect condition.

\$6300 ONO.

Contact Rod Miskin. Ph.874 5569 (home).

FOR SALE. FOR SALE.

HONDA CBX750F. 1985 Model. Showroom condition.

Gearsack and fitted rack, Identimark and Alarm.

Michelin tyres, 11 months Reg. and only 4,400kms.

Very reluctant sale at \$4,700.

Contact Murray Browne. Ph306 5430 (home).

SWAN HILL RIDE. 4th and 5th OCTOBER.

Arrived at KBCP at 8.10. to find Darryl (visiter) and Murray waiting. Tony, Peter and Sue, Peter P, John Arrowsmith, Joe and Les with pillion Bob (all visiteres) thundered into the carpark.

We were getting ready to leave when two Moto Guzzi's arrived. Not having seen either of the people before and not sure if they had booked in for the weekend I was a bit bewildered.

It seems that Barbara and Terry (for that being their NAMES) had made arrangements with Garry to come. They had to have a Smoke as they had not had time for Breakfast, so at 8.45 we prepared to leave.

After the SPIEL about corner markers etc, John led us off on our Trek, with Peter P as rear rider.

Out along Elizabeth st, Tulla Fwy to the Calder. The weather was overcast, windy and a little bit chilly. A steady pace along the Calder to Gisborne where Garry and Debbie, as pillion, joined the entourage. ELEVEN Bikes and TWO pillions on the road to Swan Hill.

As we approached Woodend, the FLASHING HEAD LIGHTS of cars coming the other way, alerted us "That the tapes were on the road". A slight adjustment of the throttle hand ensured we passed at the Regulation speed.

An unscheduled stop at Malmesbury was caused by GREMLINS in John's fuel lines. Terry took the opportunity to fiddle with the Guzzi, which he said had not been running well for a while. The Gremlins left Johns bike, so we hit the road again, a quick burst through the Black Forest and Bendigo was reached. We stopped for refuelling the Bikes and the Inner Person, Terry again had a fiddle with the Guzzi. Barbara found a piece of METAL in her Pastie but ate the pastie anyway! After about half an hour we started again.

The road from Bendigo to Kerang is flat and the roads are good, so the throttles were well and truly TWISTED, with most bikes topping the old "TON". Sixteen K's from Kerang a huddle of bikes on the side of the road revealed that Terry's Guzzi had finally given up the ghost. All the tool kits and lots of advice (which ranged from BURNING to BURYING) failed to fix the problem. A quick burst down the road to alert the leaders, who fortunatley were waiting at Kerang, to tell them the news.

So we waited and waited for the others to arrive. Over TWO HOURS were WASTED because a MECHANICALLY UNSOUND BIKE WAS TAKEN OUT ON A LONG RIDE AND SUBJECTED TO SUSTAINED HIGH SPEEDS.

Those people participating on Club runs should make sure their BIKES are in good shape before arrival, not HOPING to FIX any PROBLEMS on the run.

A LOT of time was WASTED and TEMPERS frayed because a CROOK bike was taken on the run.

SWAN HILL CONT.

With Terry now as pillion and the bike at a garage, we RACED to Swan Hill. With the HIGH SPEEDS and a head wind, fuel consumption was very poor. Five bikes had to fill up at Lake Boga.

We arrived at the PIONEER SETTLEMENT at 3 o'clock. After a mad scramble for the pick of the bunks, a quick change of clothes, some of the intrepid group headed for the PUB, others a quick tour of the distric.

At the Pub, Terry & Barbara were playing Joe & Darryl at Kelly Pool, whilst Bob & John were playing Les & Mick (who had arrived the night before).

Bob & John had cleared the table of their pool balls before Les & Mick had potted any, well the rules of Kelly pool state that a CERTAIN PART of the ANATOMY must be BARED in these cases, Les & Mick, being TRUE SPORTSMEN, performed their duty. Much to the amusement of all those present.

Dinner was prepared back at the Lodge, and we could serve ourselves when we decided to eat, a very enjoyable meal; Homemade Soup, Roast Vegetables, Chicken, Lamb, Apple Pie, Cream and Icecream. And heaps of it.

Some members went on the "Sound and Light" tour of the Settlement, some stayed at the Pub, others started a Card game with the inevitable Glasses of Port.

At eleven, the drinkers returned to the Lodge, to FRESHEN UP for a return to the Pub for the DISCO.

SUNDAY MORNING.

A truly magnificent Breakfast; Cereal, Tomatoes, Eggs, Bacon, Rissoles, Thick slabs of Toast, Coffee and Tea. For those FIT enough to Eat.

At 9.30 we prepared to head of for Echuca. Peter and Sue and Peter P. decided to go their seperate ways. Passing through Kerang, Terry & Barbara called at the garage to check on the Guzzi, John Arrowsmith, NOW the rear rider as he wasn't FEELING TOO WELL, followed.

At Echuca turn off, only ONE BIKE was CORNER MARKING. When we arrived at Echuca we regrouped for morning tea and waited for the rear rider, Terry and Barbara to appear, After an HOUR had elapsed, we discovered that the corner marker at the Kerang/Echuca turn off had not waited for the rear rider to come through. Consequently they MISSED the turn off. We waited for another hour in the hope that the might appear.

Murray then led us to Heathcote, along the back roads, through some very pretty country. The weather was magnificent and the roads great so good traveling time was made.

Yours truly was now rear rider and as I came around a corner there was a group of bikes at the side of the road. Joe's back tyre had picked up a thick staple and was as flat as a pancake. Sure enough his "FINILEEK" was in John's Gear-sack and none of the other three bikes had any.

It was decided that I would go ahead and tell the others what had happened and come back with a puncture repair kit.

MORE SWAN HILL:

Fortunately Tony was marking a corner with Garry 6k's down the road and he had a can. Tony went back to assist whilst Garry and I went into Heathcote to tell the others. After about Half an Hour Bob, riding Les's Bike, and Tony appeared. The Finileek hadn't worked. So Mick, who had tyre levers, spare tube etc. went back with Bob to fix the tyre.

We officially broke up the Ride at this time and stood around talking. Lo and behold John arrived with Terry and Barbara, they had been waiting at the other end of Heathcote for us to turn up. We asked why they hadn't turned off to Echuca and they said that there was NOT a corner marker and they had gone straight ahead. Five minutes later Peter p. turned up.

An hour and a half later John and I went back to see what the delay was about in fixing the tyre only to meet them coming down the road. After that we went our seperate ways.

In Summary, the Lodge was excellent value, with comfortable beds and top tucker, and the ride to Swan Hill and return was very enjoyable, BUT the weekend was marred because a mechanically unsound bike was

taken on the run and the corner making system was not adhered to, causing too much wasted time and frayed tempers..



Fire
Man
Sue

GEOFF Z500.

=====

A man became WORRIED because every time he broke wind, instead of emitting the usual Raspberry like Phurrt! his anus let out what sounded very much like the name of a Japanese motorcycle, "HONDA!" He decided to visit the Doctor, who after examining him up the anus with a torch, diagnosed his complaint as an ABCESS. But why does it cause such an odd Phurrtting sound? Asked the man. "Simple", said the Doctor. Didn't you know that ABCESS MAKES the FART go HONDA.

ANON.

* APPOLLO BAY. . . 19/10/86.

Riders/ Pillion :- Ian & Kerry, GT 750; Gary & Murray, XJ 900; Tim, R1000s;
& Bikes. Ross, RG250; Ben GPz 900; Jack & Hans on K 100RS.

It was the day after the very wet ' Awareness Ride ' to Geelong only today the weather so far was fine and sunny. I met the others at the Laverton pick up point at 10 am and we left there shortly after with Ben leading.

At Geelong Pick up point we found Ian and Kerry waiting. They had been to the Rally and slept (camped) there the previous night and they looked like they did not get much sleep.

At this point Ross, RG250, decided to turn back as his 'beast' was using fuel at an alarming rate and was too expensive to take too far. I am sure that as soon he's off the 'P' plates he will get a 'normal' size 4 stroke and enjoy their relatively much better economy with the rest of us.

From here we headed to Anglesea with Ian and Kerry bringing up the rear. Stopping at Anglesea is a MUST as Ben can't survive too long without his morning tea. By now it had become quite cloudy and rain was imminent. A short time later we headed for our next stop at Appollo Bay at the usual brisk pace. Gary O. and I giving Ben a hard time being right up his exhaust pipe. (not quite). It was very windy along the coast with the occasional shower thrown in making the road quite slippery. About 10 or so km from Appollo Bay it started to rain quite heavily for a while. At one place I recall Ben had a bit of a time when his front wheel went from under him as he was about to overtake a Commodore on a left hander. He changed his mind about passing there and sensibly left it until it was safer to do so. Some of the very shiny parts of the bitumen are always slippery in the wet and one has to be careful to survive, regardless if being pressured from behind. So all of you fangers take note. We arrived safely at Appollo Bay where we had lunch and a couple of our riders spoke to the only other Bike & rider in the town on a 900 Ducatti.

After the break we decided to head back to Lorne on the G.O.R. The roads had mostly dried out for a fast run. The fellow on the Duke tagged along for a while then decided to take the lead and set the pace. He obviously knew the road and was confident to shake us off. He must have got a hell of a shock just before Lorne when he looked over his shoulder to see the three of us right up his proverbial.

APPOLO BAY . . . 19/10/86 continued. . .

At Lorne we again regrouped then headed through the Ottways to Deans Marsh. Again we enjoyed the winding road through the hills which unfortunately were wet from the rain but still made for quite fast riding. From Deans Marsh the road flattens out and is quite ordinary to Winchelsea where we stopped for fuel.

Then Ben turned north to Inverleigh, Teesdale, Merridith to Ballan. After leaving Winchelsea it rained heavily at times and there was also a strong gusty wind blowing from the north/west. It wasn't the best riding weather. After Ballan we rode straight down the Western Highway to Melton where we broke up.

Even though the weather wasn't exactly beaut, it was a good ride with plenty of opportunities taken advantage of along the favorite fast and twisty sections of the Great Ocean Road and through the Otways from Lorne to Deans Marsh.

Hans WURSTER K 100 RS.

CHRISTMAS CLUB CAMP - POREPUNKAH

Re the club camp for the period Christmas/New Year, the location is the Mt Buffalo Caravan Park, Mt Buffalo Rd., Porepunkah (057)56-2235.

They have plenty of unpowered tent sites scattered around the park and there is no need to book them. The cost per site is \$6 per night for two people, \$2 each extra adult and \$1 each extra child. However, an approximate estimate of the number of tent sites is still necessary and those going will need to let the Secretary know either on November 7th or as soon as possible thereafter.

We have one cabin booked at this stage from 28.12.86 to 3.1.87 (one week) and the cost is \$25 per night for two occupants, each extra adult \$4 per night, extra child \$1 per night.

We must take the cabin for the whole week, not just a night here and there.

There are members willing to take the cabin for Jan.1,2,3, but others are needed for 28.12.86 to 31.12.86 (that's four nights only).

The owners will not hold the cabin after November 10th and if any members do want it, there is a deposit of 50% of the total cost of the cabin payable to the MCTCV by Nov. 14th.

If no deposit by that date, the cabin will be cancelled. (we can't afford a repeat of Paradise Valley).

Peter Dwyer

FLYING VISIT TO CAIRNS, Qld.

Seeing I was on leave recently I decided to go north for a few days. Left home at Altona at 6 am on Tuesday, 9/9/86 with the odometer on 26258^{km} on the just 5 month old K100RS. Decided to go up inland for a change via Shepparton, Tocumwal, Narrandera, West Wyalong for lunch then to Dubbo and Narabri where I arrived at 4:05 pm after the various stops for fuel and refreshments. The actual riding time for the 1100 km that day was 8 hrs 40 mins. (Ave 127 k/h). On this first day had only 2 hairy times. One with a blind Land Rover pilot and the other with a stray sheep who was determined to beat me across the road as I approached it at a good 180 clicks in the back blocks of NSW. Put up camp in a Narabri caravan Park for the night. The weather was very cold leaving Melbourne but after Tocumwal started warming up and later became quite warm.

Next morning, Wed. 10/9, I left Narabri at 6.15 am and travelled to Goondiwindi for breakfast. Then on to Warwick, Toowoomba, Kilcoy, Nambour and then to my friends property near Pomona, Qld. where I arrived at 2 pm. Today travelled a leisurly 768 km with a riding time of 6 hrs 20 mins. after the various stops. (Ave. 121.3 k/h). The weather was fine and warm all day and the roads reasonable. I stayed there for the night.

The following morning, Thursday, 11/9, I left there at 6.45 am and headed north via Gympie, Gin Gin, Gladstone etc. where soon after I came across a young fellow pushing his broken down XR 500 (or similar) along the road. He told me he had been to the Gulf Country and was returning to Sydney when the bike snuffed it. Apparently his mate left him and told him he'd see him later. (nice friend) I had been sitting behind a Police car for the past 20 plus km prior to coming across the bike which kept my speed down so I actually welcomed the stop. I finished up towing the guy for about 15 km to Mt.Larcom where I left him at a garage. It was very hot by now and the fellow was very grateful. I then continued on to Rockhampton for lunch, then Mackay, Bowen, Ayr etc to Townsville where I arrived after the various stops at 6 PM. Today travelled 1222 km. Riding time 10 hrs 5 mins (Ave 121.2 k/h) I again put up camp in a Caravan Park mainly for the amenities and relaxd. The weather again has been very warm except early in the morning when it was very cold. The roads so far have been good although quite rough bitumen was also encountered. The scenery is constantly changing and in the sugar cane areas tractors pulling trailers offer pose a hazard as they dart out of roadside plantations quite unexpectedly and cross the road. This happened more then once. The countryside is mainly flat but approaching Townsville it became more scenic and hilly.

Next morning, Friday, 12/9, left Townsville for a day trip to Cairns (375K). Travelled north via Ingham, Tully, Innisfail etc and arrived at Cairns at 10 am. Very nice country up here. Weather very warm but very black clouds approaching from the east. Had a good look around the town and bought some souvenirs. Stayed there for a few hours then rode to Mareeba, Atherton, Ravenshoe and back to Innisfail. There are many scenic spots in this area including waterfalls and some very nice twisties through jungle like hills in the Atherton Tablelands. There are a number of companies that run day trips in the area and I am sure that a few days there would be most enjoyable. But my visit there was to be shorter and I finished up back at Townsville for the night. When I got back to Townsville that afternoon I had a good look around the town, Castle Hill and the Harbour areas. This is also an interesting place. The weather was still very warm. After dark settled down and relaxed.

Next morning, Sat. 13/9 left there at 6 am and headed back down south stopping at Porcupine, Sarina, Marlborough, Beyne River, Childers etc. for refreshments and other reasons. At Gympie got a strange feeling and slowed down and lo and behold there was a Radar Trap but by now I was legal and didn't get pulled up. I arrived back at my friends property at 5.05 pm after travelling 1218 km that day. Riding time 10 hrs exactly (Ave 121.8 K/h). No worries with my bum so far. The bike is comfortable and hasn't missed a beat. Weather very warm and the road surfaces quite rough at times. There are areas where there is just nothing to see for many k's and at times it is actually boring. Settled in at mates place and relaxed. Stayed there all day Sunday as well.

On Monday morning 15/9, left there at 6 am and headed south via Nambour to Brisbane in early morning peak traffic. Then along the Gold Coast. Lot of traffic. Weather warm, overcast and very windy (headwind). On through Tweed Heads, Grafton, Kempsey where I had to stop and put on my waterproof pants as it started to rain. Again after refreshments headed for Newcastle by now in pouring rain and into a continuous strong head wind. Weather is actually not very pleasant at all, and I noticed that the wet roads were quite slippery on at least 2 fast bumpy corners (left handers) where my front tyre lost grip. After Newcastle the rain eased a little but not the wind and now I noticed quite a lot of Police activity (Radar) in mobile cars. I was lucky as on nearly every occasion the boys in blue were already booking someone else and I am proud to say that on the whole trip I was never stopped by Police. (just lucky I suppose). Approaching Sydney it again started to rain and then, due to the weather conditions decided not to continue down the east coast but go down the Hume for a change. After tea at a Kentucky Fried in Liverpool finished up in Mittagong.

When I say I finished up in Mittagong I mean that after tea at Liverpool I sort of got lost and finished up on some back roads where at one stage I nearly cleaned up a herd of about a dozen Horses in the dark, right on a bend. . . . After my ticker had slowed down again a few minutes later, a Fox, also feeling lucky, darted out from the darkness in front of the bike but like a lot of other animals changed his mind about crossing all the way, turned round and came back while I was still recovering from the first evasive action. Anyway finally found my way onto a freeway and reached Mittagong after travelling ~~travelling~~ 1212 km that day. Riding time 13 hrs. (Ave. 93,2 k/h). Booked into a Caravan park there and hired an Onsite Van for \$13. I thought I deserved a comfortable bed for the last night. After a welcome shower there, sat down and made further notes. This days travel was not at all pleasant due to the weather and extra concentration due to traffic and Police etc. made it quite tiring overall. It was very cold now so lit all the burners on the stove in the Van which did wonders. Actually left one on all night. I think I got my moneys worth in gas consumption alone.

Tuesday morning, 16/9, left Mittagong at 6.05am. It was freezing and foggy in places. My first stop was in Yass to thaw out and breakfast. I thought I would be safe from the law until at least 8 am but I saw the first Police Car at 6.25am. I kept my eyes wide open and also looked in the sky above for 'suspect' planes on some of the long stretches. Saw quite a few Radar cars until I arrived at Wodonga at 10.15am. I stayed there. until 2.25 pm with relatives for lunch etc. On leaving Wodonga for the last leg to Altona it was pouring rain all the way to just short of Craigieburn. It was quite a fast run as went door to door, 315 k, in under 3 hrs. arriving at 5.15pm. Today travelled 770 k from Mittagong. Riding time 6hrs 25 mins (Av 120 k/h).

TOTAL Dist. for trip	. . .	7116 km	
Fuel Used		432 .57 lt	
Fuel consumption Overall	. . .	16.45 K/lt	or 46.74
Cost/ Expenditure	. . .	Accommodation	\$ 26.00
		Fuel	232.94
		Souvenirs	34.00
		Food/Drinks	41.00
		<u>TOTAL COST</u>	<u>\$ 333.94</u>

Considering the high average speeds sustained I feel the fuel economy was very good. The bike never missed a beat and the only damage sustained are more chips off the fairing. I still reckon BMW's paint chips too easily. I saw quite a bit of this country on this trip flash past. There are many nice places but they are seperated by many kilometers. At the time of writing 8/10/86 the bike is now just 6 months old and has travelled 36500km. without problems. It feels like it is just run in.

A PERSONAL CHALLENGE

This TEST does not measure your INTELLIGENCE, your FLUENCY with WORDS, and certainly NOT your MATHEMATICAL ABILITY. It will however, give you some GAUGE of your MENTAL FLEXIBILITY and creativity. In recent years since the TEST was first Developed it has been found that few people could solve more than HALF of the 25 QUESTIONS on the first TRY. Many however, reported getting answers long after the test had been put aside, particularly at unexpected times when the minds were relaxed, and some reported solving ALL the questions over a period of several days. Note; some QUESTIONS are Americanised.

Example; 16 = O in a P..... (16 Ounces in a Pound)

1. 26 = L of the A _____
2. 7 = W of the A W _____
3. 1001 = A N _____
4. 12 = S of the Z _____
5. 54 = C in a D (with the J's) _____
6. 9 = P in the S S _____
7. 88 = P K _____
8. 13 = S on the A F _____
9. 32 = D F at which W F _____
10. 18 = H on a G C _____
11. 90 = D in an R A _____
12. 200 = P for P G in M _____
13. 8 = S on a S S _____
14. 3 = B M (S H T R) _____
15. 4 = Q in a G _____
16. 24 = H in a D _____
17. 1 = W on a U _____
18. 5 = D in a Z C _____
19. 57 = H V _____
20. 11 = P on a F T _____
21. 1000 = W that a P is W _____
22. 29 = D in F in a L Y _____
23. 64 = S on a C _____
24. 40 = D and N of the G F _____
25. 42 = M of L _____

Answers Next Month

Gary XS1100, Hans K100RS, Rod VF1000F2, Jack GPz1000RX,
Tim & Karen VF1000F, Ben GPz900R, Murray XJ900, Gary XJ900,
Ray GPz900R, Ian & Kerrie GT750, Jim R75, Craig RZ500, Ross RG250HB.

Seven bikes departed KBCP on a day that promised to be fine and warm. We headed out to the second pick up via Kew Boulevard, Warrandyte and associated back roads. Our number swelled to 13 riders and 2 pillions at Lilydale, 6 of these being non-members on their first or second ride with the club.

The pace was rather quick as we 'toured' over the Black Spur and onto Marysville via Healesville. The Spur road was in great condition, no gravel and very little traffic. It was just out of Healesville that Craig left the ride complaining of a slowly leaking rear tyre.

A very pleasant morning tea was consumed in the warm sun at Marysville. It was here that Hans busied himself getting rid of 2 more books off/tickets for the upcoming club raffle.

After another quick run through Buxton and Taggerty we shot through Rubicon only to be confronted by a dirt road. A visit to the Rubicon Power Station was planned initially but we weren't too sure where it was. After discussing the options we decided the power station wasn't worth the effort and so did a U-turn and headed back towards Alexandra through Thornton. Not far past Alexandra we turned off the Maroondah Highway and took a great little road towards Molesworth. No traffic, good surface, nice corners and really good fun.

Yea saw us stopping for lunch but after about 45 minutes of eating and lazing around in the sun we started getting the hint that it was time to go. Our glorious president was quite characteristically pacing around with helmet and gloves on trying to get us enthused.

We eventually headed home over the twisties through Flowerdale towards Whittlesea. Jack commented it was the first time in 4 years he had gone home down that road. I think 4 years is too long to wait between rides on a road that is that much fun.

We broke up in Kinglake West after a great days riding with about 300 kilometres on the clock.

Murray XJ900

Bikes (9):

K100RT (Gary and Debbie), K100RS x2 (Hans, Andrew Dunn), GPz900 x2 (Ben, Ray), XJ900 x2 (Murray, Gary), CBX750 (Peter P.), RG250 (Ross Gabriel).

Peter Philperan on a CBX750? No, it's only on loan from Peter Stevens while they weld up the barrels on the GT750 after mixing up the long and short bolts on the cam-chain tensioner. Ho-hum.

Gary and Debbie lead us over the West Gate Bridge picking up the back roads to Melton. Peter P. took up his usual station at the rear of the ride. He was still coming to grips with the machine.

We left the Wesren Highway soon after Bacchus Marsh travelling briskly through picturesque Myrmiong. The weather was overcast and progressively cooler as we gained altitude. A smidge of highway to noticeably colder Ballan and then secondary roads to Ballarat through forgotten towns of Gordon, Wallace and Bungaree. Hans and Peter were quick to spot the yellow commodore looming large and threatening in their mirrors. And the radar trap on close to Ballarat came as a surprise to some also. (Ray Thomas left the ride at this stage.)

Kryal castle was well worth the visit. There are many attractions including a blacksmith and weapons and armoury shop, live glass blowing/bending exhibition, an aviary, lions, tigers and monkeys, a childrens playground and the usual castly things like turrets ,walls, flags, instruments of torture, medieval furniture including a giant round table, and a chamber of torture horrors. It was not long before the gang was lost in the giant concrete maze. Taking the one wrong turn cost an extra five minutes.

But now a crowd was forming for the highlight of the day, what we had all been waiting for - The whipping of the wench! - for the heinous crime of sleeping with 3 or 4, or 5, make that 7 knaves of the king. She was sentenced to 10 lashes.

The wicked wench was lashed to a pole, her back laid bare, and the whipping (real whip) began. After each crack, a gut wrenching scream assailed the keen spectators. After eight lashes, the whipmaster and assistants, who really seemed to enjoy their work, rested while recounting her extensive crimes, and further besmirched her reputation. In the process, the lash count was duly forgotten. We, the spectators reminded the whipmaster that he was up to four, and the thrashing proceeded from 4 till 10. And then the lashes for good measure were thrown in: e.g. any Newzealanders in the audience? Yes, four (equals 4 lashes), any Germans? any Queenslanders? any Victorians?! and finally one for the road.

By the time we made it back to the bikes, Hans was pacing around, helmet on, itching to go. A not uncommon occurrence.

North to Daylesford and across to Woodend where we disbanded and headed our separate ways.

Arrived back at Murray's for afternoon tea to catch 40 laps of the Formula One Grand Prix. The Sunbury by-pass road Murray discovered will feature in a ride soon.

A round trip of about 300 km sees the passing of the bikes second birthday and an accumulation of 82,600 km. Recently replaced items include the cam-chain and tensioner, a set of header pipes (rusted through inside out), and the front tyre.

Ben (GPz900)

EILDON 2.11.86

ROD VF 1000F11, JACK K 100RS, HANS K100 RS, ANDREW K 100RS,
JOHN GPX 1000R, RAY GPZ 900R, GARY XJ 900, VINCE HONDA GOLD WING,
HARRY KATANA 750, JIM GPZ 750 TURBO, PETER KATANA 650,
GRAIG RZ 500, NICK RZ 250, ANDREW DR 250.

We left K.B.C.P. at 9.30 am, I was leading and John Arrowsmith was rear rider. The sky was overcast and there were a few spots of rain as the six of us weaved our way through the city and headed out along "The Boulavard". What a hazardous stretch of road this is with old people in cars just as old, racing along at speeds approaching 40 k.p.h. and a sprinkling of joggers spread across the road.

Damned inconsiderate people these joggers, they should be banned from the Boulavard or at least there should be "Jogger Humps" installed to curb their irresponsible behaviour, I thought to myself as we motored by scrapping foot pegs or whatever.

Then on to the Eastern Freeway, Thomsons Rd. to Warrandyte and through Christmas Hills to Yarra Glen.

Eight more riders joined us here including one guy on a 250cc trail bike. HMM. He politely asked if we allow 250cc bikes on club rides and offered to tag along behind so as not to hold us up. Vince was also there on his Honda Barge Goldwing. Its got everything from CB radio to cigarette lighter.

We left Yarra Glen just after 10.30 am and passed through Healesville, then over the Black Spur. The ride through the Spur was fast..... Then slow (cars) and fast again. Then slow again (more cars).

Detour to Marysville and on to Buxton. This is one of my favourite roads with a good surface, long sweeping bends, and not much traffic.

Then on to Taggerty, Thornton and Eildon. We stopped for a look and a leak at the Lookout on top of the weir wall.

The weather was warm and sunny, a great day for riding.

A few of us got the tummy rumbles so we all headed into town for lunch. Some of us had lunch in the pub (yum) while others had take-away.

After lunch we filled our tanks and headed towards Alexandria via a back road which scrapes the edge of Frazer National Park. This is a very twisty and tricky road which offers spectacular views of Eildon, if you take the time.

.....2/

On through Alexandria and at the Yea turn off, I waited with Ray for the next bike to come along and corner mark. We waited until finally Jim GPZ 750 Turbo came along with the bad news. Jack had dropped the BMW.

We re grouped here and examined the damaged bike. A broken mirror, scratched and damaged fairing and bent engine protection bar tell the story. Jack was generally o.k. with a bruised knee and a few minor knocks.

We continued on through Yea, Flowerdale and broke up at Kinglake West.

The guy on the trail bike was able to keep up and after a good ride, (with the exception of Jack's misfortune), and great weather, it was time to head home.

ROD VF 1000 F11
(For Sale).

P.S. This was Vince Green's last ride with the club and we wish him all the best for the future.

BM's WITH TRAINER WHEELS!

BMW's new ABS anti-lock braking system is the reason why the rider on the left is comfortably upright and the fellow with the outsize trainer wheels is on his side. The left hand machine is fitted with BMW's ABS anti-lock system, which BMW claims will allow the rider to slam on either the front or the rear brake without any worries about wheels locking up. BMW is confident that even suddenly changing road surfaces, such as dry/wet, sand, oil or gravel surfaces are well within the ABS system's capabilities. The system uses complex electronic circuitry to monitor the 100 tooth impulse generation gears on the wheels which detect when the wheel is about to lock. Pressure modulators reduce the hydraulic pressure in the wheel brake cylinder until the danger of lock-up subsides. This process repeats up to seven times a second, down to speed as low as 4 km/h. □

