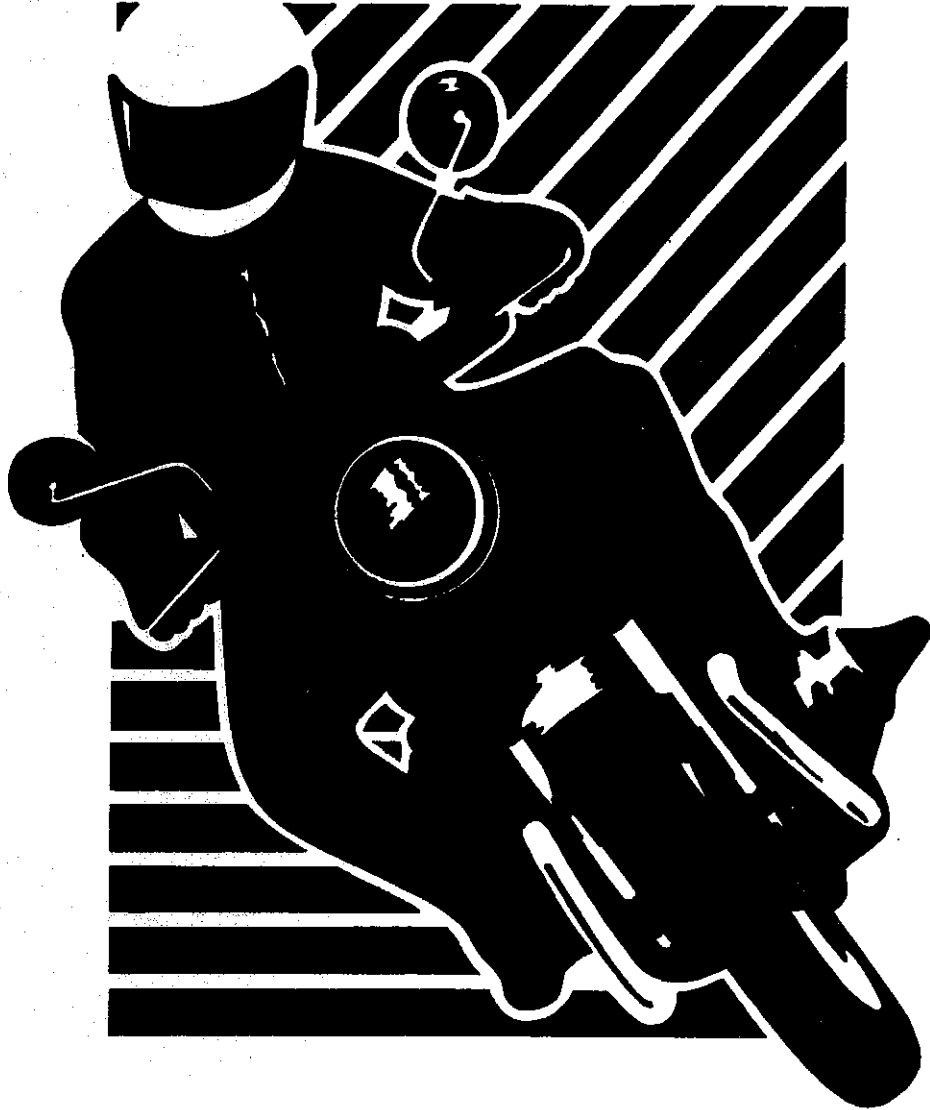


August 87

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria

# ITINERARY

# AUGUST 87

## AUGUST.

SUNDAY 16th.

COLAC.

9.00 KBCP.

10.00 Laverton.

No ride to Colac would be complete without a fling on the G.O. road, and with Ben leading, this will be a certainty.

SATURDAY 22nd  
& SUNDAY 23rd.

BENDIGO

WEEKEND.

9.00 KBCP.

(See seperate entry form).

Ian Payne will lead us through Bulla, Lancefield and Mia Mia to Bendigo for our overnight stay at the Albert Hotel. See the sights or just relax.

SUNDAY 30th.

ITALIAN BANQUET.

"It's Amore";

12.30pm. SHARP.

JOHNS HILL.

9.00 KBCP.

(Also see seperate entry)

Join with members for this feast, To work up an appetite, Gary O. will take us on an excursion to Johns Hill in the Dandenongs, then return you to Carnegie in time for lunch.

## SEPTEMBER.

THURSDAY 3rd.

AUCTION NIGHT

& GENERAL MEETING.

Club Hall 8.15 Sharp.

Here's your chance to unload all those unwanted items you have been hoarding and no longer require.

NOTE. A 10% levy on all goods SOLD will be collected for Club funds.

SUNDAY 6th

UPPER YARRA DAM &

BBQ with Ulysses Club.

9.00 KBCP.

10.15 Lilydale.

Ben will lead us to Lilydale where Danny Dallalana will then take us on a short ride culminating at the Dam. BBQ's, wood, and hot water will be available, Bring Your Own food and drinks. Time permitting, a short ride will take place after lunch.

\* \* \* \* \*

Don't forget, in October the Swan Hill weekend and the Counter Tea and video night. To secure your place contact the committee NOW!

Section 7

Registered No. : A 13853 B

**CERTIFICATE OF INCORPORATION**

This to certify that MOTORCYCLE TOURING CLUB OF VICTORIA INCORPORATED

is on and from the 17TH JULY, 1987

incorporated under the Associations Incorporation Act 1981.

Given under my hand at Melbourne this

17TH day of JULY, 19 87



Deputy/~~Assistant~~ Registrar of Incorporated Associations.

## BREAKFAST RIDE Sunday, August 9th

Depart KBCP 8.30am (for 9.0am) to Dennys Restaurant, Cnr Keilor and Hoffmans Rds., Niddrie.

Breakfast about one hour, then to Melton, Ballan, Anakie Gorge (time permitting), Corio (lunch), Williamstown.

Railway Museum and the good ship Castlemaine only open from 1.0pm.

Admission to each about \$2. Castlemaine is an old minesweeper now preserved at Gem Pier as a maritime museum.

Ride concludes after inspection of historical relics (Yes, you've probably met them before).

## =====

# WHO's NEWS

Congratulations to Hans and Margaret Wurster on the safe arrival of their first grandchild, congrats also to UNCLE Ken. I though GRANDFATHERS travelled slowly, Hans must be the exception.

Congratulations also to Mick (FAGAN) and Barbara who Tie the Matrimonial Knot on Saturday the 8th of August. I wonder if Mick's knot has been tied or are we to be besieged shortly with LITTLE FAGANS?

Congratulation also, also to Ross (BRADSHAW) and Jenny, who have announced their ENGAGEMENT.

Thanks to Ray and Denise THOMAS for the safe transport of members wine from Rutherglen. See cars can be useful. Also the missus can take over driving when the driver is incapable. Was that after Five or Six wineries Ray ? *Hic*

Ross Gabriel's fully faired GSX1100 is an ideal WINTER tourer now equipped with heated hand grips and wired for his heated vest.

Vicki, now convalescing after having a BONEY LUMP (No not Ben) removed from her Left Hand. The lump probably as a result of BEATING Ben around the head too often. *Ouch*

THIRD PARTY PROTEST RIDE. Leaves Truck City on the Hume Hwy at Campbellfield at 6pm on Tuesday, August 11th. Be there and show your support for these unjust charges. The ride will conclude at Parliment House, Spring st. Melb.

Ever had "One of those Days", Backed your bike into the gate and broke the tail light lens.

- smash* *crash*
- 2/ Come out from work to find the bike on its side with another broken blinker.
  - 3/ Working on the bike while on its centre stand, it begins to fall, you can't hold it, onto the 250 Kwaka which proceeds to fall through the 6' x 4' glass window. But the REAL problem is, it breaks another blinker and bends the mirror & subframe.
  - 4/ Riding home from work in the WET, Flashing Blue light, too much front brake, in a shower of sparks the bike with you not far behind, enter the breath test station much to the amusement of all on duty.

Not so Ray Thomas, as demonstrated on Icicle ride when he placed himself between the bike and the road when the XJ fell over. *Brrr*

Female pillion, with own gear, available for Sunday outings. Interested?  
Contact Wayne Fitzsimons, Ph.478-0252.(Home)

As reported in last months newsletter, the Club would place an advert in the Yellow Pages phone book, well due to the HIGH cost of this type of advertising and the limited benefit of recruiting more members in this way. The committee has decided against the ad. *\$\$\$*

### RUTHERGLEN WET WINERIES WEEKEND.

With my GPz900 sporting a new gearsack, and custom made (by myself) rack. I met John and Lyn at Nick's garage (ALTONA) at 8.45am. We filled our tanks and picked up Ann on our way to KBCP.

Being the first to arrive and the weather looking like rain, John and Lyn left to purchase some wet weather gear for the trip. those arriving at the car park included :-

John and Lyn Inglis	GPz900 (new)
Bruce ?	GPz900 (new)
Ben and Vicki	GPz900
Ken and Ann	GPz900
Murray Browne	XJ900
Peter Dwyer	XJ900 (rear)
Ross King	XJ900 (lead)
Rod Miskin	VF1000
Ian and Kerrie	GT750

The others that arrived later were:-

Tony Gustus	XJ900
Tom and Andrea	K100RS
Peter Philferan	GT750
Ray and Denise	MAZDA

Leaving the KBCP at 9.40am, in full wet weather gear we travelled via the Tullamarine Fwy, Camp rd and onto the Hume Hwy, by this time it had begun to rain, and didn't look too promising. Arriving at the Ampol truck stop on the city limits at 10.20 we picked up Tony G. It was then that old Huey really let fly, I haven't seen it rain so hard for quite some time. We waited for it to ease before heading straight down the Hwy.

It was fairly uneventful and wet ride arriving at Euroa at 11.40am, for a late morning tea; quite a relief to escape the rain for a while. I think the chicken soup and chips tasted the best. Funny how it always tastes better when someone else has bought it, Ain't that right Ben and Vicki !?!\*

Leaving Euroa at 12.30, in the rain, we finally arrived in Rutherglen at 1.45, waiting for us was Tom + Andrea and Ray + Denise Thomas,(who had came by car). Must have bought it to carry back heaps of wine!

All but John, Lyn, Ann and Ken had reservations in the Victoria Hotel. Lyn and Ann stayed by the open fire in the Vic. while the men ONCE again provided for their needs by booking into the Star Hotel across the road. Not bad value at \$14 per head, with breakfast.

My new Dryrider jacket was magic and coupled with my wet weather pants kept me perfectly dry. John wearing his holey old Belstaff wasn't so lucky. So after I changed my socks, which were a bit damp, and John changed his clothes which were soaked we returned to the Vic and the open fire for lunch.

After lunch a few donned their wet weathers once again and visited a few wineries. The smarter ones stayed in front of the fire a while longer, before walking (between a break in the weather) to Jollymont Winery, just on the edge of town to sample their wares.

The rest of the afternoon was spent in the bar of the Vic. watching Footscray beat Essendon, sinking a few ales & admiring the scenery! (what was HER name Ken? Ed). From here it was down to the Poachers Paradise for tea, I arrived just in time to grab a bite before the chef went home. I think the bout of Hiccups was bought about by not chewing my food 23 times, Just ask Hans.

After tea it was back to the log fires and lounges of the Vic, where still more amber fluid was consumed. (Is it true Rod is going into interior decoration, he did a pretty good job in the men's toilet). From here the numbers slowly dwindled and what went on in the rooms of the Victoria that night, I couldn't say. But maybe Vicki; how many guys were there in your room? or Ben: who was caught kissing Rod! One does wonder. (photos elsewhere) especially taking advantage of his condition. Or maybe Murray, who hasn't said much about the night, just something to do with Tony, Ian, Ben and a can of fly spray! You will have to ask.

Our night was less eventful, John was caught with another women outside his hotel room. It was me who had to tell him Ann was not his wife. Lyn was busy falling UP the stairs trying to get to her room, which eventually she did. The management returned the contents of her bag the next morning at breakfast.

Sunday morn was a total opposite of Saturday. The weather was perfect, the sun was shining and not a cloud in the sky, ideal for a Winery Crawl.

After breakfast we headed for the Vic Hotel with all our gear. Rod, who wasn't looking the best, and Tony left for home, Bruce had also left us earlier. Also Tom and Andrea, Ray and Denise went their own way leaving twelve of us on eight bikes heading for Campbells Winery about 5km out of town, in the paddock adjoining Stanton + Killeen Winery, a Hot air Balloon was being prepared for launch so, for the time being Campbells was abandoned and positions taken up to watch the balloon take off.

Our morning tour took us from Campbells (and their cat) to Stanton and Killeen (and their cats, which Ben took a fancy to) to Bullers winery and bird park (no cat's). From Bullers to Corrowa RSL for lunch and a flutter on the pokies. Reluctantly leaving at 2.20pm and only \$10 richer, it was off to Allsaints for a top up. After cramming the gearsack with still more wine, had to wear all the wet weather gear just to fit them in, we headed for home.

Just before Shepparton we met one of Ben's mates, Colin, riding a 1000RX So we all stopped for petrol and a bit of a talk. Then it was off to Nagambie arriving at 4.50pm, for coffee dimmi's etc. The ride broke up here as it would be hard to corner mark in the dark. John, Lyn, Ann and myself eventually left at 5.20pm. The trip covered a total distance of 681.8km with total fuel used being 42.85 litres, which works out at 15.9 km/lt or 44.95mpg, which isn't too bad, two up and with a load of wine.

All in all a great ride, to bad about the weather, Thanks to Peter and Ross.

Ken and Ann GPz900.

## Inverlock 5th July

The ride portion of this day trip was uneventful ,but still a good ride . Ben suggested that we go to the coal mine at Wonthaggi , as luck would have it this was the idea of the month , admission to the coal mine is a very reasonable two dollars after sorting out who had paid a problem arouse there being no guides to take us down the mine . The mine manager said he would take us , this character is a 73 year old ex-miner . First we had a short lecture about the various gases that can cause problems in mines . They come in three major forms , Mustard Gas caused by rotting timbers , Methane Gas and something called Black Death . He then explained that they take a safety lamp into the mine to detect the type of gas . They first set the flame of the lamp down very low if Methane is present the flame grows tall , if mustard gas or black death is present the flame goes out as both of these gases absorb oxygen .

This technique seemed to me to be very suspect but he informed us that only 73 lives had been lost and this was a very good record for a coal mine . After the lecture everyone selected a safety helmet , i decided to use my bike helmet . As we descended he described all the different rock types that make the walls of the mine , he had a fascination for the old thunderbox proudly describing it's history and the fact that it had been photographed by reporters from the Melbourne Sun newspaper .

The coal mine is open to the public thanks to the makers of the film Strike Bound they had used Coal Creek for the filming , but Coal Creek doesn't have any coal so they took three months to pump out 130 meters of water so they could use the coal face for filming . Our guide had worked this mine for years , he proceeded to demonstrate ever piece of equipment we came across .

The working conditions are terrible i for one will never complain about my job again . Coal miners worked in teams of two one laying on his side scraping out the coal while his mate shoveled the dirt and coal into separate little hoppers that where pulled around the mine by horses . In it's peak period they had 40-50 horses working down the mine . The miners had to buy the explosive from the mining company , they worked as contractors .

He told us no miner would ever hurt a RAT in a mine , they used the rats to warn them of possible danger , if the rats all came walking up the shaft they would run down and build a support to stop any possible collapse . If the rats came running out of the mine they would run out of the mine as this indicated a coming cave in .

These type of conditions help to explain the so called looney left wing . The miners where exploited in the worst way , how would you like to spend hours laying on your side shoveling 6-8 tons of coal a day . The lunch room was nothing more than a few slabs of wood laying on the ground , hot meals had to be paid for by the miners the only thing they received for free was hot water for a cup of tea . They looked after the horses better then the miners at least the horses where washed and feed the best food money could buy , the horses being worth more then miners . Why anybody would work under these conditions fascinates me , probably because i like most people my age in Australia have never been in the position of having to work or go hungry .

The funny part was after telling us all about these conditions he then mentioned they would appreciate any volunteers , they are still working in the mine to open new sections for tourist . The tour ended with a ride in the trolleys they used for taking the coal to the surface , the switch system was just a little crude , it consisted of a file being rubbed between two wires to ring the bell so Ernie the winch man would start the winch to haul us up the surface . The tour was a real eye opener to me they don't do justice in films to really show how the miners lived .

I hope readers of this article will forgive the lack of information on the bike trip .

Gary  
GTR 1000 .

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The BOX HILL HOSPITAL is conducting a FIRST AID course geared towards road accidents. In the one lesson you will learn how to save a Friend or stranger's LIFE at an accident, how to approach an accident, assess dangers, attend an injured person, sustain life and control bleeding. Also the legalities involved in assisting accident victims.

Course dates = Thursday Sept. 10th.

Thursday Nov. 12th.

Tuesday Dec. 15th.

Time = 7.15 - 10.15p.m. (One session)

Cost = \$17.00

Bookings, Box Hill Hospital Health Promotion Unit. Ph. (03) 895-3452

Having reminded quite a few members about the coming Icicle Ride organised by the BMW Club annually, I felt that the least I could do was go myself.

So on Saturday night, Ken and his friend John INGLES and yours truly, headed for the starting point, the all night servo at Lilydale. The event was to start at Midnight.

Before we even reached our destination it decided to rain heavily before settling down to a steady drizzle. When we arrived at the Servo there were already a number off starters there waiting. Later on Phil DUFFY arrived on his K100 with chair and Ray THOMAS also decided to take on the challenge. By midnight I counted in excess of 60 bikes and riders.

At midnight we all gathered around one of the organisers who gave us verbal instructions and then handed out the written directions for Stage 1 of the ride. We all perused the directions and shortly after headed off in steady rain.

The three of us left the start and were placed in about the middle of the participants. Due to the rain the ones in front travelled very slowly and we decided to pass and set our own pace, We headed towards Montrose then on to Mt.Dandenong Tourist rd. Up over the mountain, continuously passing riders, to Olinda then Kallista and Emerald. Then on to Cockatoo and Gembrook where we turned off to Launching Place. By the time we reached there we encountered quite a few kilometres of slushy dirt roads. The rain had by now stopped. Then headed to Warburton and up to Mt.Donna Buang.

Up till now all the roads were very wet and slippery but as we reached the turntable area the wet turned to icy slush which quickly turned to ice then snow which by the time we reached the summit was about 6 to 9 inches deep. We arrived there safely after a hell of a lot of slipping and sliding. It was very exciting and we didn't hav time to notice the cold until we stopped at the top just after 2am. We were in the first five to arrive.

There was a roaring fire going inside the shelter at the summit and there was hot soup and bread provided. We watched as others arrived slipping and sliding all over the place and talked about our variuos experiences so far.

By about 2.45am, after receiving our written directions for Stage 2, the three of us headed back down the hill to Warburton. We litterally slid all over the place back to the snowline at the turntable. At Warburton we turned left onto familar roads, up the Reefton Spur now just after 3am to Cumberland Junction. After the ice and snow the wet and slippery asphalt was a breeze. Then whilst riding across the dirt section leading to Lake Mountain it started to snow quite heavily. Due to snow sticking to the visor one had too keep it up to see the road but the snow hitting the eyes was very uncomfortable to say the least. The dirt was also nice and wet and slippery to keep one on the ball. Back to the asphalt and down to Marysville then onto Buxton where arrangements had been made for a servo "the Igloo" to be open for fuel and refreshments. After coffee and a few yarns headed for the second checkpoint just outside Yea. There was another roaring fire and hot drinks for all. Again we were amongst the first halfdozen to get there and we didn't even hurry. It was now just after 4am.

After receiving directions for the last stage of the ride we left about 4.45am. At Yea we turned left onto the Yarra Glen road, then via Glenburn to the Kinglake turnoff. From here on it turned very foggy and visibility from Kinglake was down to bugged all, and I mean 50 feet is just that. I was leading along the broken White Line down the middle of the road. Very exhausting and hard on the eyes. Rode, or more like crawled through Kinglake West, Pheasant Creek to the Mason Falls turnoff in the National Park. We arrived there just after 6am. again amongst the first four or five there. I thought we did real well even finding the place.

At this final destination we again found a roaring fire, hot drinks BBQ'd sausages, bacon and eggs with rolls galore. We paid our \$8 fee which included the badge, (most important) & food and drinks for the whole of the ride. We now felt that we could relax with a sense of achievement. Amongst the

Icicle ride cont.....

Amongst the organisers we found Mick FAGAN and friend Barbara doing their bit for the BM Club.

After a feed Ken and John headed for home. Me, being a glutton for punishment decided to go on our Club ride as well, seeing it was a Yarra Glen pickup and I was in the area.

I stayed yarning etc. with other riders until 8am before heading back into the fog and wet to Yarra Glen. Even as I had passed through Kinglake riders were still coming towards me heading for Mason Falls and at this stage more than two hours overdue. I can easily understand this as some of the riders came from places like Bendigo, Myrtleford and further, without our local knowledge making it very hard especially in the thick fog.

This was my 3rd Icicle Ride in the past four years and although very hectic at times, thoroughly enjoyable. There was variety aplenty with the conditions ranging from pouring rain, wet and slippery dirt roads, cold, falling snow, later slushy ice then snow and finally to top it all off real pea soup fog. The event, as always previously, was very well organised by the BMW Club.

A lot of people would say we were mad doing something like this in the middle of the night when "normal" people are comfortable and warm in bed, but I recommend at least one Icicle Ride to any serious and adventurous motorcyclist. I for one will go on another. PS. Total distance for ride 320 km.

H. WURSTER (Pres).  
K10ORS.

CLUB RIDE to DAYLESFORD - Sunday 12/7/87

Having just completed the annual BMW Club organised Icicle Ride 87, I thought I might as well go on our club ride as well.

I arrived at Yarra Glen from Mason Falls at about 9.15am. Had a couple of cups of coffee and fuelled the bike whilst waiting for our club members to arrive.

Eventually Ross GABRIEL arrived on his 700km NEW GSX1100 EFE. He told me how much different and better it was compared to his old RG250 Suzi two stroke. Gary O. also arrived on his GTR1000. Later Jack YODAN arrived on his K10ORS. Eventually the others arrived from town led by Les LEAHEY RZ350, Ian & Kerrie GT750 and a member we haven't seen for some time, Bob STECKLENBURG now on a Kawa GT750.

At about 10.45 we were sorted out and the eight of us left for Yea with Gary leading and Bob the rear rider. Early on the roads were a little damp but as we approached Yea everything was now dry and warming up. Then headed for Seymour at a reasonable pace where we had lunch. While there spoke to a few riders who had also been on the Icicle ride and were now on their way home.

After lunch Bob left the ride and Jack took up the rear. Headed off for Puckapunyal, Tooborac, Heathcote, Mia Mia, Redesdale to Kyneton. From here to Tylden and Trentham. When we got there we decided to give Daylesford a miss and rode on via Newbury, Barry's Reef and Blackwood to Ballan.

At Ballan we refuelled the bikes and Ross feeling the cold more than he thought he should, checked his new bike's electrics. A blown fuse was located and replaced. It was obviously overloaded by its awesome task to keep the big fellows heated hand grips and heated vest supplied with power. It was then decided to break up the ride and I was duely told that it was my turn to do the write up.

After the Icicle Ride earlier, this one was definately a leisurely ride void of any real excitement or close calls. It was good to relax on the dry roads. The weather was beaut and warm and by the time I arrived back home had covered another 340km for this ride.

H. WURSTER (Pres)  
K10ORS.

BMW Club Icicle Ride, 11 July 1987.

Riders: Hans Wurster (K100), Ken Wurster (GPZ900), Phil Duffy (K100 + chair), Ray Thomas (XJ900), and prospective member John Inglis (GPZ900).

And what were you doing on the 11th of July at around midnight? If you had any sense you would have been at home in a nice warm bed checking the back of your eyelids. Well for four club members, and one prospective club member, it was the start of the 1987 annual BMW Icicle ride.

I just knew the night was going to be rugged when, after a beautiful sunny Saturday, it started to rain just five minutes after starting out for the night's ride. On arrival at the Lilydale Servo, I was greeted by the sight of about sixty or so riders standing around in small groups muttering such things as, "I must be mad to be out riding a bike on a night like this", or "What am I doing here anyway". At midnight all the riders were called together and the instructions for the night's ride issued. Warnings about the ice on the bridge at Buxton, and the two inches (50mm for all you plebs that don't know how to measure properly) of snow and ice on Mt. Donna Buang did little to boost my spirits.

Time to head out on the first stage, and also time for the rain to start again. The first stage was from Lilydale to Montrose, Olinda, Kallista and Emerald (I think). It was about here that during a short stop to try and clear my visor, my trusty XJ decided it would be nice to lay down and have a little rest (with me caught underneath it) thank goodness nobody had a camera handy. I might mention that BMW riders seem to have quite a unique riding style, they tend to ride slowly, in groups of about a dozen or so, this is probably so they can admire each other's bikes and colour co-ordinated accessories. Anyway, a few k's of dirt, some narrow twisty road, lots of fog and rain, and soon we are on the way up Mt. Donna Buang and a promised cup of soup in front of a roaring log fire. But first we have to negotiate the two inches or so of snow and VERY slippery ice, luckily without anyone crashing.

Stage two meant that we had to go back down the bloody mountain, on the way we passed a Falcon completely blocking the road, another Falcon that had just slid off the road into a ditch, and lots of ice. I nearly came to grief again when I thought it would be smart to pass a couple of

slow moving bikes, unfortunately the reason they were going slow was soon apparent as I proceeded to slide half way across the road, things slowed down a bit after that. From Warburton we headed off to Buxton via Reefton Spur. This turned out to be the worst part of the night I thought, the temperature was close to zero, the weather alternated between fog and rain (sometimes both), and to top it off it snowed on the dirt section at Lake Mountain. Once down out of the mountains, things started to look up a bit, speeds increased, it warmed up a little and there was no ice on the bridge at Buxton. A quick stop for juice at Buxton and off to Yea for the end of stage two and a welcome brew and blazing log fire.

The last stage was a quick blast to Kinglake via the Yarra Glen road, followed by the thickest fog I have ever encountered in my life. In some places speeds were down to about twenty k's with visibility of twenty feet (6.096 m), definately not for quiche eaters. At Masons Falls the club had bacon, eggs, snags, rolls and coffee organised, and for eight dollars an Icicle Run badge (so you can prove to one and all how stupid you are). It was here that I caught up to Hans (Ken and John had already gone home) who maintained that he felt great and wanted me to go over to Yarra Glen with him for the Sunday MTCV ride. Not being entirely stupid I head off home, the fog has now lifted a little but the rain has set in again with a vengeance. Just outside Kinglake I miss a couple of bunnies and a small roo playing chicken in the middle of the road. I arrive home at 9.30 am to clear skies and puzzled looks when I talk of rain and fog. After a warm bath, a nooky (yes Ben people can still do it after 40), some sleep and I begin to feel human again.

Will I go again next year? NOT BLOODY LIKELY !!!!!!!  
Maybe in about four years time when I have forgotten how sore your hands and feet can get when they are wet, frozen, its snowing, and its 4.00 am in the middle of nowhere.

Ray Thomas XJ900

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## RALLY

WET CHEQUE RALLY. 19th & 20th September 1987

WHERE. 20km. West of Ballarat at Scarsdale via the  
Glenelg Hwy.

## RALLY

ON SITE. Tea, coffee, Hot food, Beer, spirits &  
firewood.

## RALLY

ATTRACTIONS. Midnight Gymkhana???

COST. \$6.00 to BALLARAT & DISTRICTS M.R.A.

P.O. BOX 312E, BALLARAT EAST. 3350.

## HALLS GAP RIDE ..THE LONG WAY

Well what do you do when you have been on holidays for three weeks, you've got another week to go and you are bored stiff? Go for a ride of course. But where to go, how about Halls Gap? Sounds OK, but it's a pretty boring ride to Ararat, why not make a bit of a detour up north to make the ride more interesting. So out come the maps, and a rough itinerary begins to take shape.....Whittlesea to Bendigo, up the Calder Highway to Mildura, across to Wentworth, then up to Broken Hill, then west to Wilpena Pound via Peterborough, back south again to Peterborough, Burra, Loxton, Pinnaroo, Bordertown to Halls Gap. A bit of a look see at Halls Gap then back home to Melbourne. Well it sounds OK, and with a bit of luck the rain will hold off so I can get in a bit of sightseeing.

After much fiddling and farting I managed to get away by 4.30 pm Friday and arrive home at 3.00 pm on Monday. Total k's travelled were 2,414 km, with no problems encountered except a rapidly disappearing rear tyre, which was a bit odd considering that I wasn't carrying much weight on the bike. Petrol varied from a low of 52.9 cents/litre to a high of 64.9 cents/litre at Broken Hill while petrol consumption remained constant at 19.5 km's/litre no matter what speed I selected.

Highlights of the trip would be the absolutely freezing temperatures encountered between Melbourne and Ouyen on Friday night, the sight of thousands upon thousands of stubby bottles that litter the side of the Barrier Highway, the number of retired people towing pop-up caravans touring the outback, and of course the flat featureless landscape between Mildura and Peterborough. Unfortunately I arrived in Broken Hill on Saturday just 15 minutes after the start of the last underground tour until Monday at 10.00am - Murphy's Law strikes again.

Actually the trip was quite routine, the bike performed flawlessly, after each days ride of 800 or 900 k's I would finish with very few aches and pains. Probably the only place I felt any discomfort was in the neck muscles from wind pressure on the helmet, the only cure for which would be the fitting of a large fairing similar to the K100RT.

Unfortunately the onset of rain on Sunday killed any ideas of a quick trip up to Wilpena Pound, so I had to be content with heading south to Halls Gap and a bit of sight-seeing in the Grampians. All up, quite an interesting trip.

RAY THOMAS..... XJ900

Eleven Bikes, Thirteen People:

GTR1000 Gary (never short of helpful suggestions) Osborne - new ribbed Pirelli Phantom inexplicably feels harder than original radial front tyre;

GSX1100EFE Ross Gabriel - at last the flagging RG250 is retired, though the big suzy is a bit of a handfull in corners. The fuel bill has not altered much, and questions of tyre wear have become more pressing.

GTR1000 Geoff Craig - former member eeking out two months in cold Melbourne while on a RAAF course, last seen riding a VF750F.

GT750 Ian Payne - K100RS oneday ...; Kerrie Gooding - long suffering pillion who annually averages more kilometres on the back of a bike than most of us ride solo.

XJ900 Murray Browne - inscrutable leader finding all the fast (even if they are bumpy) back roads and the occasional magnificent fast sweeper. (I am also reliably informed that *"Murray is presently trying to outdo Rod Miskin in ogling 'pretty young things', particularly at service station toilets."*)

K100RS Jack Youdan - found embarassingly short of words when it was suggested that he was riding a poor imitation of a GTR1000.

GT750 Peter Philferan - kept Les in sight at all times; recently seen leading a large contingent of Ulysses Club members in the Castlemaine district.

VF1000F Rod Miskin - awaiting with trepidation the expected centre-fold display in this magazine featuring a rarely seen side of his talent, and the associated editorial comments.

RZ350 Les Leahy - contemplating knobbie tyres for the RZ

K100RS - Hans Wurster - patience improving - observers have noted that though clearly agitated, Hans has hung on till the end on a couple of rides (Lake Mountain Snow Ride being an exception)

GPz900 - Vicki Piller - regular pillion. Ben Warden - accumulating a long string of apparently unconnected mishaps including (i) discovering the bike pulled over one night after RMIT classes (rhs mirror, blinker, pipe, cosmetic fairing), (ii) backing into a gate and smashing tail-light assembly, (iii) toppling 900 onto 250 through large glass window (rhs blinker, subframe, cosmetic fairing damage as usual), (iv) rocker cover rubber seal and lhs engine plate seal failing simultaneously and profusely only hours before a club ride, and last but not least (v) entering a PBS (Preliminary Breath-testing Station) albeit in a novel way. (*After a long spark- inducing slide, the bike finished up 40 metres ahead of me, and I was in a puddle! (lhs blinkers, mirror, fairing, pipe, centre stand, clutch lever, handlebar, and whatever else could grind, jacket, wet weathers, helmet and spare). Ho-hum. Looking back, it was kinda funny, cops everywhere.*)

## The Ride

Did you here about the time McTavish (a well known, *financially sensitive* K100 thrasher) tightened up the allen head bolts on the plastic cosmetic tripple clamp cover? Came to undo them and he stripped the inside of the bolt (*I like to do them up tight!*) Not to be put off, he fired up the 400 amp arc welder and tacked the allen key to the bolt making sure to ground to the footpeg mounting bracket, after disconnecting the battery. Hey presto, bolt removed, problem solved ... But what was that puff of smoke? Hmm.

Next morning McTavish goes to pull in the clutch lever and it does not budge. Apparently, the plastic cover was electrically insulated from the frame and an electrical return path was found via the clutch cable, leaving an arc dag. Result - one new cluch cable (\$15). Grumble, moan. (Chuckle) (*A real bike would have a hydraulic cluch anyway!*)

*Then there was the time we were barelling towards Echuca when smoke starts pouring out near McTavish's BM fairing. Cause unknown, but no doubt related to the ignition switch modification undertaken only days earlier. The problem was that the headlight did not work because power was not getting past the switch to the headlight circuit. So, short circuit the tail-light power (which did work) to the headlight circuit with a piece of wire. Another ingenious fix. Ahem.*

*Back to the ride where McTavish now had no headlight, a hot ignition switch, melted wires, and all fuses intact. 'If I ride with the light on I need a fire extinguisher' quipped McTavish. It was suggested that McTavish had used a 90 amp slow blow fuse (4 inch nail) to do the shorting in the switch. Numerous improbable solutions were proffered, the most printable of which included Gary O's suggestion of wiring the globe directly across the battery terminals and running fibre optic cable to the headlight shell, thus reducing all the wiring to a bare minimum, as well as storing the headlight out of harms way such as in the pannier!*

*McTavish, his mind working furiously, searching for any solution, suggested a straight bike swap: my 900 for his BM. Desperate stuff but I was having none of it. Would you buy a used car from this man? (Did you know he even turns the front wheel around to get even wear on the tyre, and so make it last longer ... ) (Hmmm - if only I could do that.) And then it dawned upon him - Sell the Bike.*

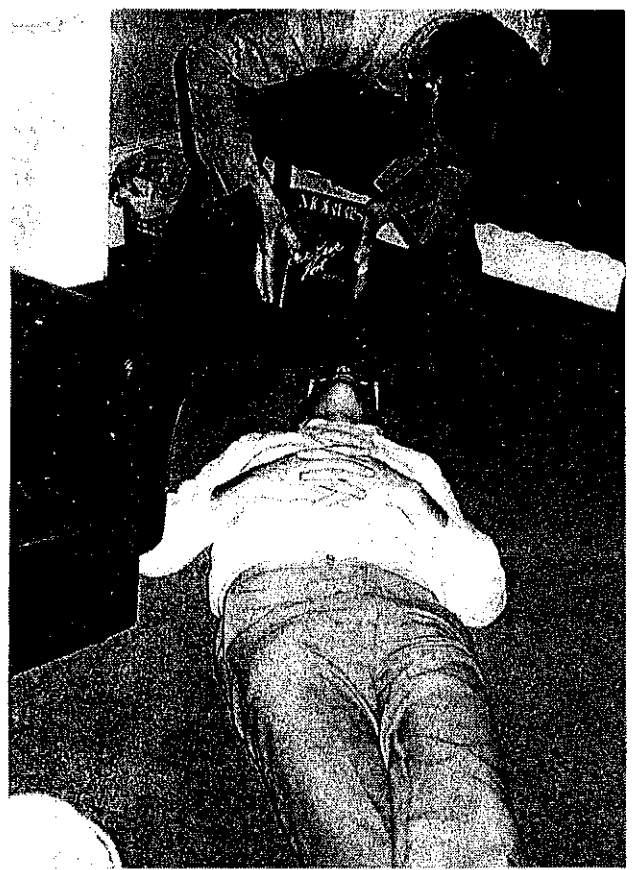
*The outcome - McTavish had to get home before nightfall. And one is left wondering why K100's have fuses anyway. It could be that barbed wire he uses.*

*Typical boring club ride: no-one crashed, no-one ran out of fuel, no-one got lost, good roads, good weather (for winter), and especially good company.*

*Ben (somewhat lightened GPz900)*

*p.s. disc carriers made by Physics Department (\$100), anodising \$20 at Mitcham Anodising*

*p.p.s as it is past my bedtime Roget, and my punctuation is never up to much, please insert ;;;.....,((( )))"""""""":::--/// where they fit.*



**Our resident Penist.....thirsty work**

**The Happy Crew,  
apologies to those not  
in the photo**



**Rod trying**



**Tony examining Rods handiwork**



**Rod trying to protect himself  
from Ben.....**



**"SMILE"**



**...aaah too late!!!**



MOTORCYCLE  
TOURING CLUB  
OF VICTORIA

BENDIGO WEEKEND.

DATE: Saturday 22nd and Sunday 23rd of August.

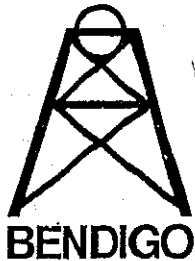
PLACE: The ALBERT HOTEL.

131 McCrae Street, Bendigo.

COST: \$15 per person. Includes a hot cooked breakfast.

ACTIVITIES: Eucalyptus Distillery   Gold Mine Tours   Wineries  
Wax Museum   Joss House   Mohair Farm   Vintage Tram rides   Gold Museum  
Bendigo Pottery   Sandhurst Town

LIMITED BOOKINGS ONLY, SO DON'T DELAY.



ITALIAN BANQUET.

DATE: Sunday 30th of August at 12.30pm SHARP.

PLACE: "IT'S AMORE",

BYO ITALIAN RESTAURANT,

86 KOORNANG RD, CARNEGIE (cnr Jersey Pde)

COST: \$20 per person. A traditional Italian banquet has been selected to show the diversity of provincial Italian cooking.

BOOKINGS: We need at least 20 people to enable this dinner to proceed. This number will also give us sole use of the Restaurant.

Detatch and forward to Ian Payne, 2/16 Repton rd. E. Malvern 3145. Ph.211-5549 (H)

I/We wish to reserve Single/Twin room on Bendigo Weekend at \$15/person. \$\_\_\_\_\_

I/We wish to reserve \_\_\_\_\_ places for the Italian Banquet. \$20/person \$\_\_\_\_\_

or deposit of \$10/person \$\_\_\_\_\_

NAME.....PHONE.....TOTAL \$\_\_\_\_\_

