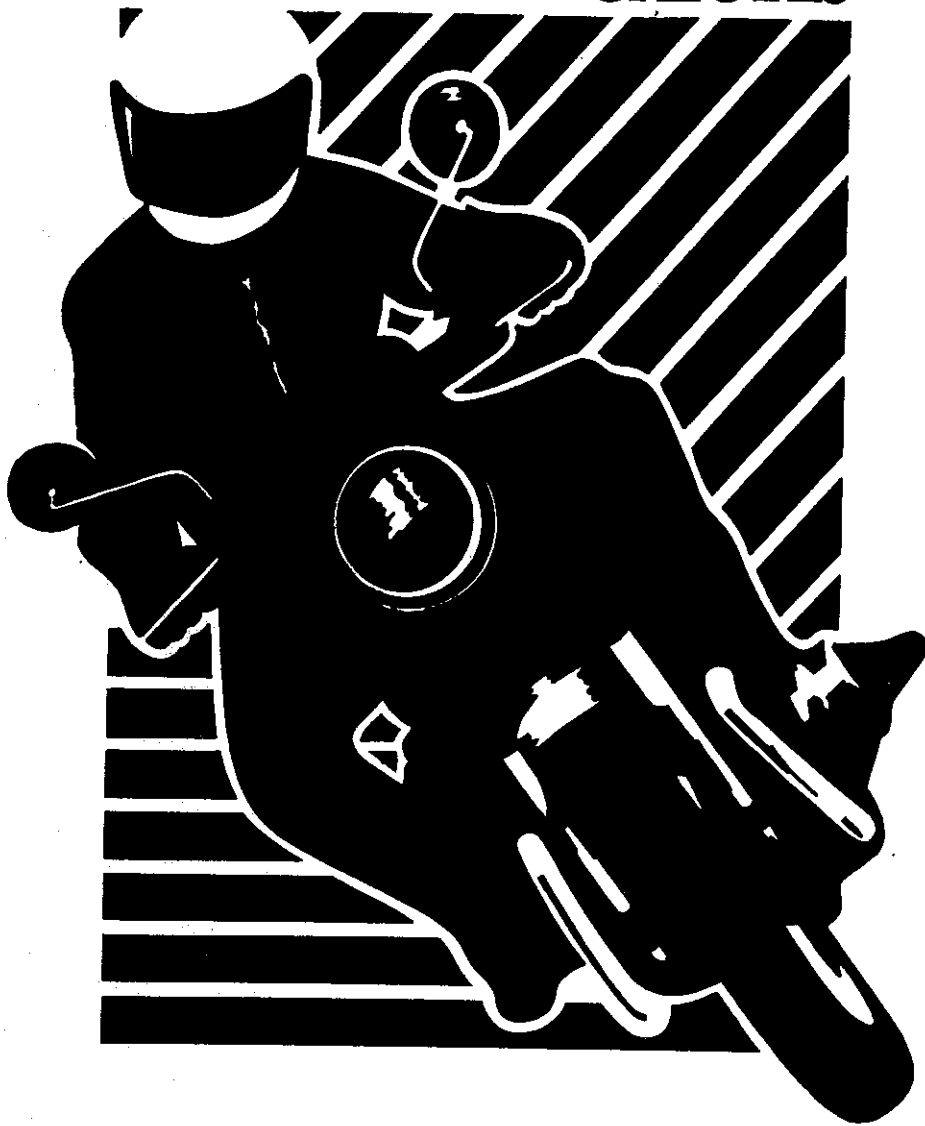


MARCH 87

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

MARCH 1987.

SUNDAY 8th.

LAVER'S HILL.
9.00 KBCP
10.00 Laverton.

Join Hans Wurster down the G.O. road, Apollo Bay for lunch, Laver's Hill (30km west of Apollo Bay), Beach Forest, Deans Marsh and home.

SUNDAY 15th.

BELLARINE PENINSULA.
9.00 KBCP.
10.00 Laverton.

We will travel down the peninsula to Queenscliff for a ride on the Tourist railway steam train. Other attractions are the railway museum and Fort Queenscliff.

SUNDAY 22nd.

POKER RUN, MEENIYAN.
9.00 KBCP.
10.15 Hallam.

Feeling lucky? This rides for you. No skill required & a great 1st Prize. Run is conducted in the Leongatha/Moe area.

SATURDAY 28th
& SUNDAY 29th.

SNOWY MOUNTAINS.
WHITTLESEA SERVICE
STATION (Plenty Rd).
8.30 SHARP.

Ben Warden will lead us on an anti-clockwise 1500km trek along some of the best motorcycling roads around. An overnight pit stop will be made at Cooma. Contact Ben to reserve your accomadation.

APRIL

THURSDAY 2nd.

GENERAL MEETING.
Club Hall 8.15 Sharp.

This is the last meeting for the present committee. So come along see them in action, and consider the election in May.

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MAY

THURSDAY 7th.

ANNUAL GENERAL
MEETING.

Nominations for committee positions will be called for at this meeting. If you cant make it, Postal voting is permitted.

WHO'S NEWS

Sorry to here Ross King was knocked of his bike by one Moronic motorist who failed to give way. Ross sustained a fractured left leg Fibula and was badly bruised down his left side. Bike is a WRITE OFF, But Ross is okay and once the plaster is off he will be motorcycling again.

Past President VINCE GREEN extends a warm welcome to any members passing through Taree NSW. to call in and see him. Vince is located at:-

TAREE MOBIL SERVICE STATION.
or 4 GREVILLEA TERRACE.
GIPPS St, TAREE.

Heard Tony G. found the SLIPPERY SPOT in Spencer street one Sunday morning.

James Livesey-Cole's RG250 "failed to negotiate a bend" after tackling a rain soaked corner at DRY weather speed. Experience is the best teacher, eh James.

Ben and the Melbourne Uni F.U.R.T. (F..k..g Unreal Racing Team) recently took to the G.O. road for a ride er race. The HOT pace resulted in a slightly modified CBX750, courtesey of an oncoming car. Fortunately rider was unhurt.

Tony Gustus had a chance to test his "NIGHT VISION" along the G.O. road one evening recently, after total headlight globe failure. Keep eating those carrots Tony!

Michael translates to "GOD LIKE", NOW I know why everyone says " Oh Christ here comes Fagan.

At Grampians Weekend Tony gave a demo of efficient drinking?

IE. Normal method :- Bottle to Glass, Glass to Mouth.

T.G. method :- Bottle.....to.....Mouth.

I would have passed you but I thought you where going to turn off, the K100RS said to the RZ500.

Is it TRUE ??? That confirmed bachelor and well known Womanizer MAY tie the MATRIMONIAL KNOT. Boy, Barbera must be some female!

Watch out. Police forces in the Eastern States are getting the new TURBO Commodores for use as Highway Pursuit cars. These UNMARKED vehicles can be identified by unusual drilled wheel rims and twin round Hella driving lights.

Sunday 8th February.

Strath Creek ect.

As the weather was overcast and drizzly in Melbourne, I thought that by going North the weather was bound to improve, and Strath Creek is in theory North. So. Meeting a new contender at the carpark, Simon on a KLR 600 (yes it is a trailbike read chook-chasers mind you damn big chooks, Emus perhaps.). Peter Dwyer arrived but only to hand over the emergency kit. then the others arrived Ben Warden GPz 550; Rod Miskin VF 1000; Hans K 100.

Exiting the city via the usual means (via Yarra Boulevard ect.) to the pick-up at Yarra Glen. Nobody was there when we arrived so Ben took the opportunity to partake in a bun (it was 10:30) though Hans had declared that morning tea was to be at Marysville. The extended brake proved to be fortunate as James Livesey-Cole (pronounced-Live and lets see) arrived on his RG 250, both covered in dust. Us thinking where can you get dusty on a day like today, obvious, off the side of the road (failed to Negotiate A Bend (N.A.B.) in the wet). No more noticable damage was done, so he washed his visor and self off at the Service Station and we continued on to Marysville for the official morning tea. Being tail rider I noticed that James was riding a touch more cautiously. Back on to the Maroondah Hwy at Buxton and headed towards Alexandra but turning off onto the road to Molesworth then Yea for lunch. (any suggestions for the origin of the name of Molesworth.)

Now for the problem of locating Mt. dissapointment. (3 maps produced 3 different versions!)

Flowerdale, Strath Creek, through the Murchison Gap (quite a nice windy section) Broadford, Heathcote Junction.

Then we went bush on dirt roads with lots of loose surface. Simon had suitable revenge. Hans had a flat rear tyre, which was quickly repaired with a plug and a can of Finilec.

Having not actually located the summit of Mt. Dissapointment the roads took us in a loop back to North of Wadong. The group progressed South (again) and broke up after the turn off to Whittlesea.

I don't really believe that things go wrong in threes , because I like to get in first and its other peoples fault for the next two. as you have probably noted in Who's News I had a slight mishap on the way to the carpark.

Saying no more than the bike fell over in Spencer St..

Tony G.XJ900

NEW REGULATION UPDATE DEPARTMENT.

So you thought you knew a lot about motorcycling, eh?

Well this is about to tell you that you know nothing, nought, zero, zilch, void absolute compared to the academics who dream up the various compliance rules and regulations for bikes.

"Oh come on", I hear you say, we know how to stay upright, avoid cars-in-error, brake in wet, how to survive. OK, but you don't know the finer points of how your mudguards (renders if your'e a Yank) are important in.....

- . Their width and placement.
- . Stopping your feet from falling into the wheels.
- . Getting you booked for big dollars if their angles do not measure up.
- . Reducing the road toll (beloved term of existing and hope-to-be- elected soon politicians, to justify the big big fines you pay.)

Now read on, all you expert motorcyclists out there and be educated about Consolidated Draft Regulation 2.16.2 relating to mudguards.

.2.3 For Motor Cycles.

.2.3.I General Requirements.

The wheels of a motor cycle and the wheel of a side car shall be fitted with mudguards (parts of bodywork, etc.) of width not less than the 'Section Width' of the tyre. The mudguards shall be so designed as to protect other road users, as far as practicable, against thrown-up stones, mud, ice, snow and water and to reduce for those users the dangers due to contact with the moving wheels.

.2.3.2 Special Requirements.

.2 .3.2.I Rear axle and Side-car.

The mudguard provided for the rear wheel and for the wheel of any side-car shall extend not less than from a point vertically above the foremost part of the wheel rearward to a point not higher than the intersection of the arc of the mudguard line through the centre of the wheel at 45

degrees to a horizontal plane through the centre of the wheel.

.2.3.2.2 Front Axle.

.2.3.2.2.1 Where the forward portion of the vehicle is so designed or constructed that it fulfills all the requirements of Clause .2.3.1 the mudguard is not required (i.e. part of body work.

.2.3.2.2.2 Where mudguard(s) is provided for the front axle, it shall extend not less than from a point vertically above the centre of the wheel or to the point where suitable protection is afforded by the frame or other construction of the vehicle when the driver is seated on the vehicle.

Got that? Thought you would, especially the bit about "driver is seated on the vehicle".

Now it is time to get out, measure up your steed and decide if you will be legal when next pulled over and charged with being in charge of a motor vehicle which is lewd and offensive in that it's mudguards are too revealing----- \$ 135 fine, 3 points loss and who cares if you have not had or caused an accident in 5 years riding.

Yes, I know, mudguards can be safety related but let the bike makers apply commonsense, take the pens from regulation writers and keep the you-will-be-booked-all-into-court mentality out of this issue.

Jack Youdan.

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RALLY's.

BLACK DUCK RALLY. 31st MAY / 1st JUNE 1987.
Entry fee \$10 to :-

P.O. BOX 90,
North Perth, W.A. 6006. BYO everything.

200th BIRTHDAY RALLY :- October 1988. CANBERRA.
Send \$10 & SSAE. to,
Hal Caston,
P.O. BOX 34
Higgons A.C.T. 2615.

BOWLING NIGHT

On Friday 13th Feb. a dedicated bunch of MTCV bowlers assembled to do battle with a multitude of B.M. owners.

Due to our small numbers, namely; Ben Warden, Geoff Webb, Ian Payne and John Arrowsmith, we co-opted Darren to our team. But to no avail "WE LOST".

RESULTS.

	MTCV	BMW
1st Game; Ben 114, Geoff 105, Ian 75, Darren 86, —	= 380	356
2nd Game " 120, " 95, " 103, " 97, John 110=	525	632
<u>TOTAL</u>	<u>905</u>	<u>988</u>

Still revenge is sweet.

ALPINE TOBOGGIN RUN

1st FEBRUARY.

Gary O. XJ900, Gary K100RT, Peter GT750, Ross RG250, Mick & Brian R100CS, James RG250, *Steve GPz750, *Rod CBX250, *Andrew RG250, *Heather GSX250(*1st Ride) and Rod VF1000F2, met us at the Park.

Out of Melbourne via the Boulevard, where Mick did some centre stand road grooving (2 up with a full tank of petrol really tests the suspension) to Fairfield, at this point James passed the lead rider corner marking, and disappeared into the distance. From here straight up Plenty Rd to Whittlesea and smo ko, after which back to the Toboggin park.

The park was built at a cost of approx. one Million Dollars, is of German Design and comprises 670 metres of stainless steel track which utilizes the natural slope of the land. Corners are steeply banked for High Speed safety and a towing cable is used to transport the toboggins up to the start. Electric BBQ's and a Kiosk complete the facilities.

Toboggins for hire are GOVERNED so not to exceed 38kph, but un Governed ones are available by pre-booking and the signing of a injury waiver. These toboggins are capable of completing the run in 41 seconds or an average speed of 58.8kph. Still the standard toboggin provided enough thrills to satisfy all present. and by the end of the day 4 of us had failed to negotiate a bend at some stage. Gary O. set the best time for a run at 1min 12sec. or an average speed of 33.5kph. Another enjoyable attraction proved to be the Flying Fox. As the Afternoon progressed members began to disperse, leaving Rod, Gary O, Ross, Ian & Kerrie. We decided to head for Toolangi and view a Rolls Royce / Jaguar car display, then on to Healesville where the ride broke up.

A most enjoyable day.

Ian GT750.

ALPINE TOBOGGIN PARK



2 UP



Gary O.



Foxy Gary



GRAMPIANS WEEKEND



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LINTON RIDE. (What Jack forgot to tell you)

SUNDAY 11th JANUARY.

- 1/ We walked along the disused RAILWAY TRACK, over the WOODEN TRESTLE BRIDGE through the CUTTING & around the RESERVOIR. Jack actually left the bike UNATTENDED.
- 2/ We climbed the LOOKOUT and took in the view.
- 3/ Travelled to the LAKE, official swimming hole.
- 4/ Stopped at DEVILS KITCHEN, a former Gold mining area, with plenty of disused mine shafts and Mullock heaps.
- 5/ Travelled home via Myrning and Melton.

Ben.

NEW THIRD PARTY MOTORCYCLE PREMIUMS.

In an effort to force a review of these unjust premiums a PETITION is enclosed for you to complete and send to your LOCAL M.P. & FEDERAL M.P. (If you don't know who they are FIND OUT).

The only way we can combat this INJUSTICE is through the Ballot Box, therefore find out if YOUR M.P. supports the motorcycling community, and then cast your vote for the one who does.

NOTE; The question, Car.....means "How long I have been driving a car in years."

The Grampians.

21, 22 February 1987.

Gary K100RT, Rod & Liz VF1000F2, Peter & Lisa Katana 1100, Tony XJ900, Murray XJ900, Peter XJ900, Ben & Sue GPZ900R, Ian & Kerrie GT750, Craig CBX750, Craig FZ750, Dave KR250.

Eight bikes with four pillions departed KBCP bound for two days of fun at Halls Gap in the heart of the Grampians. The cool change had brought expected temperatures of about 20 degrees, quite nice for riding and quite different from the previous few days of 35 plus.

Ben's trip into KBCP was highlighted by his investment of \$135 into the Victorian Police speeding fund. (Anyone who blasts off in front of a car they thought looked like an unmarked police car deserves to be booked, you fool Ben.)

We headed out the Western Highway stopping briefly in Melton to pick up Peter Dwyer who had been waiting a while due to our late departure from KBCP (sorry Peter). Peter was carrying quite a load on the XJ, considering it was only an overnight stay, with Gearsak and panniers seemingly quite full. All was revealed later in the weekend.

Ballan saw us detour off the Highway and head for Ballarat via Gordon, Millbrook and Dunnstown. Finding morning tea in Ballarat at 10.30 a.m. is much easier said than done. Toasted ham and cheese sandwiches were about the extent of the culinary delights available, that's if you could find a shop that was open. The weather at this stage was typically Ballarat, bloody cold!

Out of Ballarat the Glenelg Highway was chosen in preference to the Western Highway due to less chance of meeting the keepers of the peace. After passing through Smythesdale and Linton we made a quick stop in Skipton to top up the fuel. It was here that a certain rider (no names, Ben) failed to mark the service station entrance causing Rod and Peter to shoot straight past. A little bit of high speed pursuit saw them pointing back in the right direction.

We turned off the highway at Skipton and headed along the back roads towards Moyston battling our way against fierce winds. At one stage it seemed as though we would scrape the pegs on a straight stretch of road as we fought a howling side wind. The route to Halls Gap was more scenic than planned. I wasn't lost, just unsure which road to take at a few unfamiliar intersections.

On Saturday afternoon, after checking into the caravan park, we went to all the places tourists normally visit, Baroka and Reids Lookouts, Mackenzie Falls and Zumsteins to feed the kangaroos. The roos aren't stupid, if you don't have bread for them they treat you like a pork chop at a Jewish wedding!

After an enjoyable evening meal at the Albion Hotel in Stawell we headed back to Halls Gap at about 10.00 p.m. through a very heavy downpour. The remainder of the evening was spent in one of the cabins consuming quantities of beer, wine, port or a combination of all three. Tony Gustus was showing his true colours as usual. We decided to climb the dam wall (Lake Bellfield), which towered over the caravan park, at about midnight. It was only the next day that we discovered large signs indicating that climbing of the dam wall was strictly forbidden, not surprising considering the number of loose rocks that went tumbling as we climbed!

On Sunday the entire caravan park would have been woken by Kerrie, Liz and Sue banging on the side of one of the cabins. I'm sure the early morning wake up call was appreciated by all.

Rod had complained on Saturday that Liz was climbing all over the back of him under heavy braking but by the end of the day she was all over him on the straights too, or so Rod said (he was drunk, mind you!). Liz said she had black marks on her jeans apparently from rubbing up next to Rod's Belstaff pants. See Rod, you should have taken your pants off.

Peter revealed on Sunday morning what was in his panniers, breakfast for all, not to mention the large quantity of fruit cake he produced the night before. It wasn't hot from the oven but it was 'warm'. Thanks Peter.

It was decided on Sunday to head back to Melbourne via the air show at Ballarat so a reasonably brisk pace was set on the roads towards Streatham and beyond. These roads are great for high speed touring, good surfaces with no blind corners and no traffic. Peter and Lisa (first timers on the Katana) decided to stay in the Grampians a bit longer before heading back to Melbourne later.

Ballarat greeted us with a 12 degree icy blast (I think that is normal for summer) so after fish and chips for lunch it was off to the air show. I think the highlight would have been the high speed passes of the Mirage jet fighter. Watch it go past and then wait for the noise, fantastic. The show concluded with the RAAF Roulettes aerobatic team after which we did some low level flying back to Melton where the remainder of the group broke up. Some of the group had already left us either before or during the air show.

I arrived back home at about 6.30 after, what I hope was, an enjoyable week end for all concerned.

Murray XJ900.