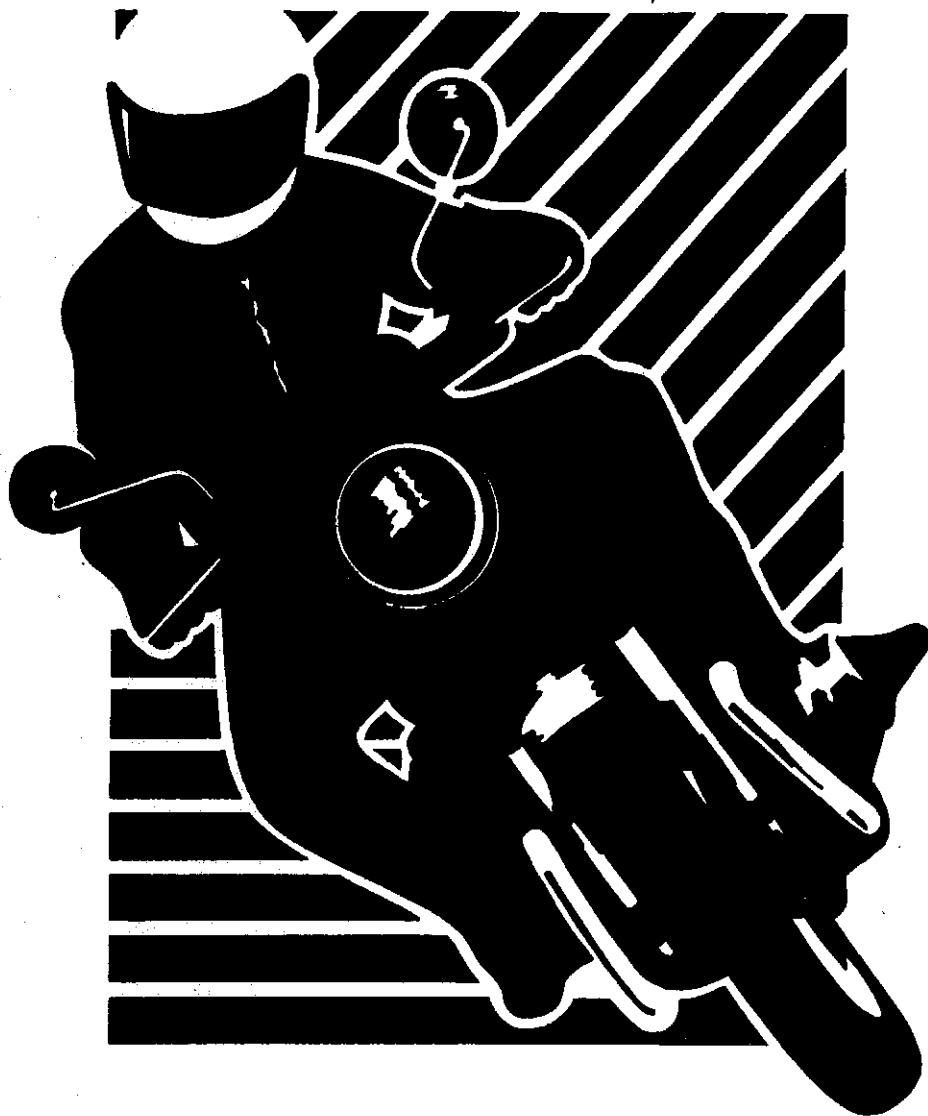


Nov. 87

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

NOVEMBER 87

NOVEMBER

SUNDAY 8th. NAVIGATION TRIAL.
Mirboo North,
9.00 KBCP.
10.15 Hallam.

For all details refer to the October newsletter or contact our leader Ross Bradshaw.

SATURDAY 14th. BUSH CAMP.
Wellington River,
9.00 KBCP. (Saturday)
10.15 Hallam.

For full details refer to the October newsletter. Briefly, a BYO everything campsite situated 14km North of Licola on the river bank. A Sunday countermeal is envisaged in Heyfield to book contact Peter Dwyer Ph:398 2322.

SUNDAY 15th. HEYFIELD.
Counter Lunch 1.00pm
9.00 KBCP.
10.15 Hallam.

After the ride down we join the weekend campers for lunch at the Railway Hotel in Heyfield. Bookings reqd. ~~therefore~~, again contact Peter Dwyer Ph: 398 2322.

SUNDAY 22nd. * GLENROWAN *
9.00 KBCP.

"IMPORTANT" change of destination.

After the usual circuitous route to this historic town we will take time of to view the Ned Kelly Museum. Admission is charged but worth a look we are told.

SUNDAY 29th. LABERTOUCHE CAVES.
9.00 KBCP.
10.15 Hallam.

Our intrepid explorer Tony Gustus is endeavouring to find these elusive caves for us to view. Bring a torch for a closer look.

DECEMBER. NOTE; Departure times are NOW as Indicated and NOT 30 minutes Later.

THURSDAY 3rd. GENERAL MEETING
and CLUB CHRISTMAS BBQ.
Club Hall 6.30pm Sharp.
(cnr Plant + Union St. Northcote)

BYO drinks and appetite, all other food stuffs will be supplied by the Club FREE to members or \$5.00 for visitors. Also the Christmas Hamper Raffle will take place.

SUNDAY 6th. CALDER RACEWAY.
Swann Series.
9.30 KBCP.

Heres your chance to see how the experts ride and perhaps gain a few tips on how to "Hang Off" or "Slide thru Corners" ideal for the next Ben's Twisties.

WHO'S NEWS

Ex President Vince Greene sends his regards and lets members know he is again motorcycling, this time on a R80G/s Paris/Dakar. Unfortunately the bike does not negotiate ICE on wooden bridges too well, with a broken collarbone the end result. Vince and Sue will be selling their Tarree Service Station shortly but will not be returning to Melb. (something about the weather) even though he misses the Club rides. Seems the only organised rides up his way are from Pub to Pub.

Congratulations to our President Hans Wurster on reaching his 50th Birthday. I heard instead of the traditional Happy Birthday his family sang the Swann jingle "they said you'd never make it....."

Passing Geelong road motorists must have been curious as to what four bikies were doing, in the pouring rain, hanging around the ladies toilets at the wayside stop late one Sunday night. Well it seems Ben's GPz900 had fuel problems and the ladies loo had the only undercover bench and light available where the cause could be dealt with. Don't believe it well just ask Ben or Ian or Vicki or Kerrie. Incidentally the culprit turned out to be TWO eggcups of WATER and ONE eggcup of SEDIMENT, not the ideal ratio for smooth running.

Good Alloy welders are hard to find as Rod Miskin found out recently when his newly repaired Pannier rack became unrepaired while at speed.

Recently Hans had SEVEN DAYS to spare and thought sight seeing around AYERS ROCK would be ideal!! To see how he tackled this 7000 KILOMETRE trip read his article elsewhere in this newsletter.

In response to members suggestions all rides listed on future itineraries (December-March included) will NOW depart at ADVERTISED TIMES and NOT 30 minutes later as previous. Also the introductory wording on the Itinerary has been updated and simplified hopefully to entice more prospective members.

DON'T FORGET, those members attending the December Meeting and Christmas BBQ, are asked to bring a small item to donate towards the CHRISTMAS HAMPER.

As usual the committee will provide the bulk of items but any donations will be gratefully received and enhance the value of the Hamper which will be raffled during the evening.

MRA. Driver Awareness Ride. Saturday 21st Nov. 2PM. meet in Elizabeth st. and ride to Geelong. Followed by an overnight Rally at Stonehaven.(not compulsory) Also TOY RUN 87. Saturday 12th Dec., in Victoria Square, Elizabeth st. between 8am and 4pm. Bands, Displays and guest appearances by Gardner and Magee, for further details Ph; 482 2384 or 211 5127.

Sorry to hear John & Lyn Inglis were knocked off their bike while returning from Swan Hill. Fortunately injuries were minor.

What a day for a run!

Weather warm and cloudless and still the elation of your team winning the VFL cup yesterday, I am sure it was the lucky navy blue underwear one wore that did it. (a change from your normal BMW branded stuff eh? ---ED)

Elation of a different type today, riding the strong and reliable bikes on the GOR----- also helps clear the head from the excesses of yesterday's celebrations. (not on about damn football again---ED)

Well here we are at KPCP (where else? Assistant ED) and assembled masses are-----

Ben GPZ 900 Ross GSX 1100 Ross GTR 1000 Hans K100 RS Terry X7250
Rod (bike out of action-seeing us off!) Tom RZ 500 Murray XJ900
Andrea R80GS Andrew K100 RS Ian RG 500 Ian/ Kerry GT750 Jack GPZ1000
Arthur CBR 1000.

On to Laverton to adjust- spray chains, check timing, fuel up and do all those things that should have been done yesterday (the day some team won the grand final.)

Oh yes, we also pick up Bob GT 750, John/ Miriam CX650E, Garry GTR 1000.
On the way to Geelong Wayne / Michelle VF 1000----- 19 bikes. (a lot)

With the temperature at 10 am near 28 deg. ,we are off on that straight run to Geelong where nothing is being celebrated as their team did not make it. (not again, please leave off---ED .)

OK , rest of this write up is about the run to Apollo Bay, but not before I tell you that one did not win the K100RS- trip to Germany in yesterday's BMW Club raffle----- anyone of you win it ?

Now to the proper run which means the good 30 km to Anglesea where Ben gives lead rider role to Tom with Peter still rear rider.

Viewing the traffic, concensus is " too many cars going onto the GOR" and " we should start earlier".

The run to Lorne is too many cars and your reporter is concerned about the pass-at-all-cost attitude by some club members, I mean passing cars and on the centre line and into corners is just not on (or someone will be off.)

Oddly the traffic is light from Lorne to Apollo Bay so here we are for lunch after giving some vintage sports cars coming the other way plenty of room, old beam front axles do not give precise steering you know.

From Apollo Bay it's back to Lorne then to that Belmont Geelong Service Station via Deans Marsh and Waurn Ponds (look at a map.)

So what else to write about? No one ran out of fuel, fell off, had a puncture, terrorised a town, broke down, threw a can, got booked---- ah for the old days!

Jack Youdan.

GPZ 1000 808,925 km. just run in.

P.S. Did I happen to mention that Carlton won yesterday?
(just go away- ED).

=====

EILDON - Fraser National Park.

Oct. 4th.

Nine people on eight bikes participated on this ride, comprising:-
Hans K100RS, Jack K100RS, Ross GSX1100EFF, Nick RZ250 (1st ride),
Harry GSXR400 (8th ride !!!), Ben + Vicki GPz900 (leader), Sally GPz250,
(rear rider) and New Rider GT750 (1st ride) ?

From Yarra Glen to Healesville, Black Spur, Marysville, Buxton and Eildon for lunch. Afterwards ride across dam wall and up Mt Pinninger for SOME GREAT VIEWS of the surrounding area.

Back to Eildon and the RAIN then to Alexandra and Yea, at this point our New Rider over reacted on the 80kph corner and went off into the shrubbery. Fortunately cosmetic damage only, after which the ride officially broke up at Yea.

BROKEN HILL AND OUTBACK N.S.W.

AS I HAD FOUR SPARE DAYS ON MY ANNUAL LEAVE, I DECIDED TO SATISFY A LONG TERM DESIRE TO VISIT BROKEN HILL AND OUTBACK N.S.W. SO ON TUESDAY MORNING 29 SEPTEMBER AT 9-30 A.M. I KISSED MY WIFE AND YOUNG SON GOODBYE. AS IT WAS GOING TO BE A LONG JOURNEY, I GAVE THE BIKE A THOROUGH MECHANICAL CHECK BY KICKING BOTH THE FRONT AND BACK TYRES, FILLED THE TANK AND WITH 37680 ON THE CLOCK SET OFF FOR THE CALDER HIGHWAY.

OUT VIA SUNBURY TO BENDIGO. THE WEATHER WAS FINE, COOL, OVERCAST AND A FAIRLY STRONG HEADWIND. FIRST STOP WAS WEDDERBURN AND LUNCH AT WYCHEPROOF TRAVELLING AT 140 K'S AND INTO THE WIND PUT THE BIKE ON RESERVE AFTER ONLY 180 K'S. I HAD NOTICED A SOLE PETROL PUMP SIX K'S DOWN THE ROAD AT NANDALY. HAD TO GO TO THE PUB TO GET THE PUBLICIAN TO UNLOCK THE BOWSER. AT 62 CENTS PER LITRE I THOUGHT THAT IT WAS A BIT OF A RIP-OFF. LITTLE DID I KNOW THAT SOON I WOULD BE CONSIDERING THIS PRICE CHEAP. REACHED MILDURA AT 4 O'CLOCK.

CROSSED THE MURRAY AND STOPPED AT WENTWORTH. REFILLED THE TANK, AND AS IT WAS ANOTHER 290 K'S TO BROKEN HILL, I DECIDED TO SPEND THE NIGHT. I HAD BEEN WARNED NOT TO TRAVEL THE HIGHWAY AT DAWN AND DUSK AS THE 'ROOS WERE IN PLAGUE PROPORTION. ALAS THERE WAS NOT A BED TO ^{BE} HAD IN THE TOWN. BACK 11 K'S TO MERBEIN AND THE MERBEIN MOTOR MOTEL. THE OWNER IS AN OLD TIME BIKER AND MADE ME MOST WELCOME. REASONABLE RATE AND GOOD SERVICE. HAD TRAVELLED 612 K'S ALONG GOOD SURFACE ROADS. THE SCENERY AND ROADS WERE VERY MONOTONOUS. LIGHT RAIN IN AND AROUND MILDURA, OTHERWISE THE WEATHER WAS GOOD.

LEFT MERBEIN AT 8-45 A.M. WEATHER OVERCAST AND THE WIND CHILLY. THE ROAD TO BROKEN HILL FROM WENTWORTH IS STRAIGHT, FLAT AND VERY WELL SEALED. DEAD 'ROOS ON THE ROAD EVERY THREE TO FOUR K'S. THE CROWS GAVE A WARNING BY FLYING UP WHEN THEY HEARD THE BIKE. THE SCENERY IS LOW FLAT SCRUB. NO SIGN OF HOUSES OR STOCK, TRAFFIC WAS SIX CARS GOING THE OPPOSITE WAY AND TWO CARS GOING MY WAY. AS THE MAXIMUM RANGE OF THE BIKE IS ABOUT 260 K'S I TOOK SOME EXTRA FUEL IN A FIVE LITRE CONTAINER WHICH I Poured INTO THE BIKE AFTER 110 K'S. AT THE 180 K MARK, THERE IS A HALF-WAY HOUSE WHERE FOOD AND FUEL CAN BE PURCHASED.

ARRIVED AT BROKEN HILL AT 11-30 E.S.T. FILL UP AT A DISCOUNT PRICE PETROL (64). RIDE AROUND THE TOWN LOOKING FOR A DECENT PUB TO STAY AT. A FEW TO CHOOSE FROM. IAN PAYNE HAD TOLD ME ABOUT A PUB WHERE THE

M.R.A. MEET AND WHERE A DISCOUNT WAS OFFERED TO MEMBERS. I COULDN'T LOCATE THE PUB. FINALLY BOOKED INTO A PUB WITH A ONE STAR RATING. AS I WALK OUT OF THE DOOR, THE PUB OPPOSITE IS THE M.R.A. PUB.

WALK UP AND DOWN THE MAIN STREET. AN OLD TOWN QUITE ATTRACTIVE IN ITS OWN WAY. DECIDED TO GO ON A TOUR OF AN OLD MINE. AT \$18 IT IS A BIT PRICY.

THE COST IS DUE TO THE INSURANCE COMPANY INCREASING THE PUBLIC LIABILITY RATES FROM \$9000-00 TO \$45,000-00 P.A. THE TOUR COMPANY IS THINKING OF

CEASING OPERATIONS BECAUSE OF THE COSTS. ANOTHER NAIL IN THE COFFIN OF BROKEN HILL. THE MINE COMPANIES HAVE JUST LAID OFF ANOTHER 1000 MINERS.

HOUSES AND LAND CAN BE PURCHASED VERY CHEAPLY AS PEOPLE ARE MOVING

AWAY FROM THE TOWN. THE TOUR OF THE MINE WAS VERY INTERESTING AND

INFORMATIVE AND WELL WORTH THE VISIT. THE MINERS SURE HAD TO WORK

HARD FOR THEIR DAILY BREAD.

TO THE R.S.L. CLUB FOR A VERY NICE DINNER AFTER WAITING 1½ HOURS FOR IT TO BE SERVED.

THURSDAY MORNING, AFTER ONE OF THE BEST BREAKFASTS I HAVE HAD (AT THE WEST DARLING HOTEL) I LEFT BROKEN HILL AT 8-30. WEATHER MAGNIFICENT

BLUE SKIES NO WIND 25° NEXT STOP WILCANNIA FOR PETROL 68 CENTS P.L.

THE ROAD AND SCENERY SAME AS PREVIOUS DAY. IT GAVE ME A FEELING OF BEING

OUT AT SEA. CAME ACROSS A BIG BLACK EAGLE FEEDING ON A DEAD ROO AT THE

SIDE OF THE ROAD. THE LACK OF BUGS SMATTERING ON THE VISOR WAS MOST

WELCOME.

LUNCH AND PETROL AT COBAR AND THEN ON TO DUBBO.

ARRIVED DUBBO AT 5-10 P.M. A LIGHT DINNER AND TWO STUBBIES: A SPOT OF

TELLY AND A GOOD NIGHT'S SLEEP AT THE DUBBO BUDGET MOTEL.

LEFT DUBBO AT 8-00 A.M. ON FRIDAY. WEATHER SAME AS YESTERDAY. DOWN TO

PARKES, WEST WYALONG AND NARRANDERA FOR LUNCH, AS I WAS STARTING TO

STIFFEN UP, I TOOK AN HOUR FOR LUNCH AND EXERCISE. THE BUGS FROM DUBBO

TO HOME WERE BAD. HAD TO STOP FREQUENTLY TO CLEAN VISOR.

FROM NARRANDERA TO JERILDERRIE TO CUMWAL (WHERE I MET UP WITH MR. PLOD

FOR THE FIRST TIME) SHEPPARTON AND HOME AT 5-05 AND 40228 ON THE CLOCK.

HAVING TRAVELLED 254.8 K'S THE Z 500 RAN BEAUTIFULLY. SAT ON 130 K'S FOR MOST OF THE TIME.

TOTAL COST OF PETROL \$83-53. DEAREST 68 CHEAPEST 47-9.

THE NEXT TIME I GO ON SUCH A LONG TRIP I WOULD PREFER TO DO IT ON

A BIKE WITH A LONGER RANGE FUEL TANK AS PETROL STOPS WERE A WORRY,

AND WITH A FARRING. OH AND I WOULD NOT FORGET MY EARPLUGS, AS MY

EARS WERE STILL RINGING FOR 24 HOURS AFTER I GOT HOME.

GEOFF Z500

Motorcycle Touring Club of Victoria.

Minutes of the General Meeting of the 1st of October, 1987.

Meeting opened at 8-30 p.m.

Attendance: 16members, 2 Visitors.

Apologies: Geoff Webb, Ken Wurster.

Minutes of the September meeting were accepted by Tony Gustus.

Seconded by Ian Payne.

Treasurers Report:

The club auction night held after the last meeting, raised \$43 for the Club.

There has been an expenditure of \$88-00 on door prizes to alleviate the need and inconvenience of buying a door prize each week.

A quote was obtained for the supply of yellow MCTV Stickers but was not acted upon as the minimum order would cost \$300-00.

The minimum order for T Shirts is 30. The quality etc. of same to be investigated.

Financial Statement:	Opening Balance:	\$926	
	Receipts:	<u>\$246</u>	
		1172	1172
	Expenditure:		<u>88</u>
	Balance:		<u>\$1084</u>

Secretary's Report/Correspondence:

Advice received from Ballarat and Districts MRA re: Blood, Sweat and Beers Challenge to be held near Ballarat.

One enquiry about the club.

Club Captains Report: (Ben Warden officiating for Gary Osborn)

The club runs for October were confirmed as per itinerary.

General Business:

Suggestions for the next itinerary were called for..

Tom Saville advised us of the Classic Motorcycle Rally at Phillip Island to perhaps be included on our next itinerary.

Christmas club camp was discussed with Porpunkah being considered at the site again in 1987.

Ben advised re the Tasmanian trip with the Quarter Litre Club in March 88, that the peak season fares on the ferry has been extended to cover March therefore making the trip extremely expensive.

Rod Miskin won the Door Prize, Ticket number 18.

Meeting Close at 9-00 pm.

MINUTES OF THE COMMITTEE OF THE MOTOR CYCLE TOURING CLUB OF
VICTORIA (INC) HELD AT WRIGJEYS HOTEL VICTORIA ST. RICHMOND
VIC. THURSDAY 8th OF OCTOBER 87

PRESENT BEN WARDEN(CHAIR) IAN PAYNE:KERRIE GOODING:ROSS KING:

PETER DWYER:GEOFF WEBB.

MEETING OPENED 7-45 p.m.

MINUTES OF PREVIOUS MEETING CONFIRMED.

BUSINESS ARISING FROM PREVIOUS MEETING.

A LL OUTSTANDING MATTERS HAVE BEEN ATTENDED TO.

GENERAL BUSINESS.

MURRAY BROWNE AND BEN HAD HANDED OUT ITINERARYS ON SAT.2 ND
REAR RIDER TO ENSURE THAT BREAK-DOWN KIT IS RETURNED TO
THE LEADER OF THE NEXT RIDE.

DISCUSSION HELD ON NEW WORDING FOR THE ITINERARY.

DISCUSSION HELD ON THE FORMAT FOR THE NEW ITINERARY.

MEETING CLOSED AT 9-45 P.M.

NEXT MEETING 12 NOVEMBER AT 7-30 P.M.

OUTSTANDING ITEMS.

MT. BUFFALO CARAVAN PARK POREPUNKAH TO BE WRITTEN TO TO BOOK FOR
CHRISTMAS CLUB. GEOFF TO ACTION.

INQUIRE ABOUT SOCIAL OUTING TO ROLLER RINK GEOFF TO ACTION.

ARRANGEMENTS TO BE MADE FOR A GUEST SPEAKER FOR MARCH GENERAL
MEETING GEOFF TO ACTION.

CONTACT MELBOURNE SPEEDWAY BROOKLYN TO OBTAIN THEIR COMING ATTRACTIONS.
GEOFF TO ACTION.

GEOFF WEBB
ASSISTANT SECRETARY

.....
MINUTES CONFIRMED

SWAN HILL WEEKEND - Saturday 10th and Sunday 11th October 1987.

Murray Browne - XJ 900

Peter P. - GT 750

Gary Osborn + Velga - GTR 1000

Ross Gabriel - GSX 1100 EFF

Ross King - XJ 900

Henry Zlabek - Triumph 750

Ian Payne + Kerrie Gooding - GT 750

Wayne Pope + Michelle Mann - CBR 1000

John + Lyn Inglis - GPz 900

Peter Dwyer - XJ 900

Danny Dallalana - Z 500

Ben Warden + Vicki Piller - GPz 900

On Saturday morning Ben and I set off very early in coolish temperatures to meet with the rest of the group in Gisborne at 9am. We were just a little late. By 9.15am everyone was on their bikes and heading off to Swan Hill, via Bridgewater for morning tea. The stop was at a Service Station, and Murray once again had a chance to ogle more pretty young things. En-route to Bridgewater most of us had noticed a car parked by the side of the road with two females sitting alongside it. Rumour has it that one of the girls (wearing small shorts) caused a ripple or two among some of the male members. (We should now pause to ask our Editor to comment!) Onward to Swan Hill. The road proved to be very straight and perhaps a little on the boring side for those riders who prefer the challenge of twisties, however I think the average speed was quite high and the straight roads provided many with the chance to clean out the cobwebs in the carbies.

On arrival at Swan Hill we discovered the temperature was quite warm and the sun was shining. Deposited our baggage in the rooms, and then most of us set off to explore. The Pioneer Settlement was built *to portray the life and hardships of the pioneers of this great country*. The settlement has a wide range of activities operating each day, which include the post office, photographic parlour, print shop, music shop, woodturner, blacksmith, saddler, bakery, general store, pottery, steam workshop, signwriter and barge vega. We had lunch inside the Pioneer Settlement, ogled the girl in the bakery (pasties were popular due to the view), fed the kangaroo with paper bags and sundry other bits and then boarded the paddle-steamer PS PYAP for a one-hour cruise on the Murray River. This was quite leisurely and informative.

On our return, a small group of us rode to Buller's winery, about 15km the other side of Swan Hill, and after sampling the odd bottle, a few purchases were made before returning to the Village. Murray, Ian, Kerrie, Ben and I went for a walk into the town of Swan Hill and once there came across various other members of the group who were trying to circumnavigate Swan Hill by a series of u-turns, criss-crossing of streets and other interesting manoeuvres. Then it was back to the Village via the local bottle shop to purchase a few liquid refreshments. The men lit a fire outside the bungalow and we all sat around being eaten by mosquitoes, drinking and chatting until it was time for the Sound and Light tour to depart. At the end of the tour we returned to our bungalow for dinner, this consisted of a 3 course roast. The food was plentiful and enjoyed by all. Most of us adjourned to the fire outside, of course leaving the men inside to do the dishes. A quiet evening followed, no one got overly inebriated or boisterous. Most retired unhurt at about midnight or thereabouts.

Sunday morning dawned warm and sunny, and a hearty breakfast of cereal, bacon, eggs, toast etc. was served. Danny and Henry departed immediately after breakfast to make their own way back to Melbourne. Meanwhile the rest of the group packed-up and headed off to the Murray Downs Station. The Murray Downs Station originally consisted of 100,000 acres purchased for about £30 per acre in 1848. The Homestead was built in 1866. Today the Homestead and Station occupy only about 80,000 acres and it is privately owned by the Reid family of Queensland, but they employ a Manager and his family to live in the Homestead and run the Station. We were given a tour of the Homestead by the Manager's Wife, Ben tested the chairs in each room and is happy to report they were most comfortable. We were allowed then to roam around the grounds and gardens. In front of the Homestead there were some magnificent rose gardens, citrus orchards, grape vines, and also aviaries and animals enclosures. We saw turkeys, ostriches, emus, goats, ducks, a variety of game birds, and peacocks to name but a few of the species that were either in cages or walking freely through the grounds. The ostriches were originally bred for the sale of their feathers, today this is no longer a viable proposition. Ben availed himself of the odd orange, as did a few of the others. Peter P. had an interesting time with an ostrich, Ben had a messy encounter with a goat or a duck or it may have been both.

A foot bridge was sighted, two steel cables at the top and one at the bottom, over a small lake. Could any of our group resist? No. Ben and Wayne began by trying to cross from opposite ends, Kerry and I were poised with cameras at the ready for those interesting splashes. Unfortunately both made it across dry. However, there was a very interesting embrace in the middle of the bridge which has of course been captured on film. Ian was the next to attempt the crossing; now this looked to be a promising photo. Ben was standing on one side jumping up and down on the rope and trying to move the top ropes around as well: this meant that Ian was stranded in the middle of the bridge, inches above the water doing some incredible wobble moves. Laugh, I guess you had to be there. Ian eventually made it to the other side dry, but Ben got his feet wet when jumping from the bridge back to land. This was welcomed as the aforementioned mess made by the goat/duck needed to be removed from his boots.

Back to the bikes and all except for Ross King headed off to Echuca for lunch. I fell asleep on the way and Ben got nudged in the back by a helmet. Not too sure how to cope with this, he just pushed my head back; this woke me up abruptly and I rode the rest of the way with my visor up to make sure I didn't drop off again. (You know how it is, sun, countryside whizzing by, confidence in the rider. I am sure if I had an ocky strap around me I could have slept blissfully on.) After lunch at Echuca we strolled over to the park and flopped on the grass listening to the Daylesford Brass Band. Following this exposure to culture we set-off homeward. The temperature dropped considerably as we got closer to Melbourne. The group parted at Heathcote.

Thanks to Murray for leading. Thanks also to Peter Dwyer and Ross King for organizing the accommodation. The dinner, bed and breakfast tariff was indeed a bargain.

We shall all look forward to Murray producing his companion guide to Peter Dwyer's "Best Eating Spots around Victoria". I understand Murray's guide is to be based on "where to ogle pretty young things while eating".

A request has been made to Ian Payne to produce a "glossary" for future rides. Hopefully this will prevent me having to constantly ask "what does that mean?" and "who is he?".

Vicki Piller (pillion on Ben Warden's GPz 900).

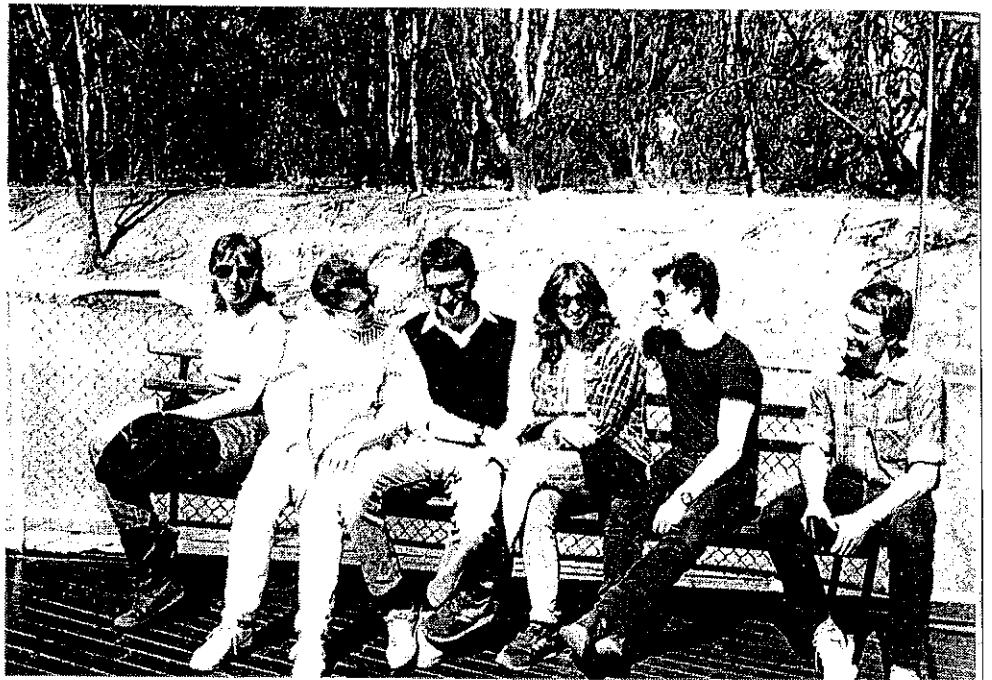


Some of the SWAN HILL weekenders



More SWAN HILL,

Hard act to follow.



Isn't boating FUN.



MTCV's answer to Robin Hood and Little John.

HISTORICAL RELICS RIDE-OTWAY RANGE'S 18.10.87

Having forgotten to ask anyone to do the write-up of this ride on the day, the penalty is that the organiser has to do it himself, though the advantage is being lavish with praise about the good things and omitting the bad ones.

Anyway, five of us set out from KBCP with an ominous weather forecast obviously having had an affect on some prospective travellers and then gathering up four more en route to Geelong. The purpose of this ride was to view a few historical relics, (the riders don't count, you nasty person) in reality three abandoned railway lines in the Otways area. Much to the disappointment of some, the Ocean Road was not part of the route, but some of the roads are unlikely to have been in previous rides, or ever again, you may say.

The first was the Moriac-Wensleydale line, which closed in 1948 and we left the Princes Highway just after Geelong. After arrival at the former Wensleydale station site, everyone looked suitably mystified about why they were there, but Mick, trying to look like the vicar, read aloud to the masses from one of the decidedly numerous explanatory books carried by the organiser. Traces of the former aerial tramway from the Wensleydale open cut coal mine 5km away proved impossible to locate and no one accepted the offer of riding in there down a much water-scoured road.

On to Deans Marsh (and still no morning tea!) to see traces of the former Birregurra-Forrest railway and pause for a solemn ceremony at the old station site, much to the astonishment of the passing traffic. Traces could be seen by the observant en route to Barwon Downs and Forrest. At Barwon Downs, the solitary store did good business in teas, though it was clear that groups were not everyday customers.

If the weather had been fine, we would have gone to Lorne for lunch from Deans Marsh, then to Forrest and Turtons Track to Beech Forest; however, the weather had not been fine and shortly we were to find, it would become very unpleasant indeed. Hence, after another ceremony at Forrest station site, we departed to Colac for lunch. A strange town on Sundays - very little in choice of eateries and those that were open of course were crowded.

With black clouds to the west and disregarding all logical and sensible options (like going home!), we headed towards Beech Forest to see traces of the former narrow gauge (2'6") railway from Colac to Crowes (it's near Lavers Hill - knew you were going to ask). It closed in 1962, so relics were a bit hard to find; however, just before the deluge, we headed down a short lane to see a genuine 106 mile milepost at a former station (Birnam) site in a rather wet forest glade. Travellers on this ride will be relieved to learn that, due to the rain, other relics scheduled in the journey were bypassed.

The closer we got to Beech Forest, the more it rained (after all, nearby is Weeapoinah, the wettest place in Vic.) so we sheltered in a new and quite elaborate toilet block and those that weren't quick enough to escape were shown pictures of "how it used to be". Ben and Vicki were to see considerably more of the toilet block - Ben's bike didn't at all appreciate a dose of water with the petrol at Colac and refused to go (far). Ian volunteered to stay to offer Ben helpful suggestions, while the rest of us met up in a torrential downpour in Colac. Deciding that all we could do would be to wring our hands and say "Oh dear!" a lot, we rather guiltily set off back to Melbourne, leaving Ben to his fate in the gloom of Beech Forest. Actually, he did get back to Melbourne about 10pm, after numerous stops to get the petrol flowing.

Due to the lack of relics, there won't be any more of these rides for a while (until more are discovered), so you can safely come on future rides - next time, maybe Spencer St station, eh?

Marysville - Noojee - Torongo Falls

25th October, 1987

18 People, 16 Bikes, 14 Members:

GTR1000 GPz900 GT750	Gary Osborne / Velga Ben Warden (leader) Ian / Kerrie	GPz1000RX GT750 Z500	Jack Youdan Peter Philferan Danny Dallalana
GSX1100 EFF RG500 RG250	Ross Gabriel Mark 1st ride Mark 1st ride	VF1000 FII CBR1000 VF750	Rod Miskin Wayne Pope Steve 1st ride
K100RS R80 G/S	Hans Wurster Andrea Sirninger	FZR1000 XJ900	Tom Saville Ray Thomas

The Ride

The start of daylight saving meant getting to KBCP an hour earlier. Though only three minutes late, I met the other 3 riders heading the east along Flinders Street. After confirming with Hans that he was taking the usual route to Yarra Glen (Kew Boulevard, Warrandyte, Christmas Hills) I stopped and put in my ear plugs and lubed the chain.

It looked like it was going to be a great day with a temperature of 25 C forecast, the finest day for a month. The bike was going well after draining the tank of 2 egg cups full of water and another of dirt. (I also dismantled the carburettors and blew out all the jets.) Those riders on the Otway Relics ride the week before may recall the problems I was having. We eventually arrived home at 10.15 pm, after about six stops, usually in absolutely pouring rain, and at night.

At Yarra Glen we were greeted by the sight of 12 more bikes including Tom's new toy, an FZR1000. Throughout the day Tom complained of the 6,000 rpm running in revs restriction he was operating under: only 170 km/h in top! Some have it tough. Andrea, after seen test riding it into Yea, was most impressed by how easy it was to ride (fast) and suggested that Tom's K100 be ditched.

The ride was quite an occasion for a number of the riders. It was Rod's first ride since being run into the back of. He was noted as saying that he was riding "like an old woman", having been off the bike for so long. A certain well known K100RS thrasher was celebrating his 50th birthday doing what he enjoys the most - riding 500 km - before attending the appropriate festivities. There were three first timers, one of which Murray and I had coerced into riding with the Club, outside Peter Stevens one Saturday morning.

After a final run through the corner marking system, a warning about the tricky corners in the Panton Hill / St Andrews area, and with Peter P. rear rider and me leading, we were away.

Back through Christmas Hills for those who missed it the first time to Kangaroo Ground. Then north through Panton Hill and the St Andrews tight twisties to Kinglake and an unofficial regroup. The roads were all dry and the surface generally good. Already Tom and Hans were to be seen marking at every corner.

On through the more open swervy and picturesque hill country of Kinglake West, Flowerdale and Yea for an early lunch. Much wandering around of bikes took place.

Heading north to Molesworth, we took the shortcut to Alexandria. I was caught slightly unawares

cresting the top of the first steep rise; the road faded hard left and down, unsignposted. Hmm. Three corners later I met a herd of cattle on the road, one beast standing in the middle of the narrow road. I willed him not to move - there was little chance to slow down. I was a little fearful for Ross at this stage, as I knew he was the next bike. But they all survived, Ross stopping to warn the following riders of the vagrant cattle.

On to Buxton and Marysville for more refreshments, then over the Black Spur to Healesville. Jack, Gary, and Danny left at this stage. Down to Launching Place and along the Warburton Highway to Yarra Junction (where Tom and Andrea left to do a lap of the Reefton Spur, and the two Marks headed for home) and on to Powelltown. At the start of the dirt Ray Thomas took fright and headed for home. The seven of us left regrouped at Noojee.

Rod and I climbed to the top of Torongo Falls, the others managing about half way. The view was not worth it, considering how steep it was.

Ian ran into (figuratively speaking) his brother driving a four wheel drive vehicle. For Kerrie, this explains Ian's somewhat erratic riding antics. Meanwhile I suffered a vicious tank slapper on the last section of dirt before the falls carpark. I happened to glance away at nearby tent sites just as a set of potholes beckoned. The first thing I knew about it was the tacho was off the scale. We survived.

Home through Drouin breaking up at the usual Berwick Shell service station. The bike has done about 124,500 km.

Ben (GPz900)

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VIDEO NIGHT & MILL PARK PUB COUNTER TEA.

Friday 23rd Oct.

Those attending, namely; Ben + Vicki, Geoff + Rhonda Webb, Ian + Kerrie, John Arrowsmith + Mary, Joe and Tony Gustus, enjoyed a most satisfying meal before retiring to John's home for the motorcycling videos.

As the night wore on the members mostly FEMALE, (no stamina) started to depart. Just as well Vicki and Kerrie left early, as it took them 1½ hours to travel the normal 35 minute route home. By 2am the last of the stalwarts called it a night. Many thanks to John Arrowsmith for his hospitality.

WILSON'S PROMONTORY.

1st NOVEMBER.

Over 500km traveled in 36° plus heat on this ride.

Usual route to Drouin, a few anxious moments when it was discovered the group had intermixed with six POLICE cars on their way to the Police Assoc. Annual Picnic. After a change of undies and morning tea at Drouin on to Loch and the great roads down to Wonthaggi and Inverloch from here to Fish Creek and Tidal River, where those, of the group, who could went swimming. Home via Foster, Korumburra, Drouin, Pakenham and Narre Warren. Those attending; Ben+Vicki, Sally, Hans, John Adams, Steven, Craig, Harry, Nick, John and Andrew.

TO AYERS ROCK and beyond

As I had 3 weeks leave recently I decided to have another go at seeing Ayers Rock etc. My wife didn't want to come along in the car so I decided to take the K100 RS of course. Much cheaper. Changed the oil and pumped up the tyres and after a quick check the bike was ready. Made some calculations re costs, fuel stops and stopovers. Checked weather forecasts and maps and determined that I would have to leave the following day if I was to get back in time for other commitments. This gave me 7 days for the planned trip. Packed a few things on to the bike and I was ready as well.

Thursday, 8/10/87, I left home at 4 am. Speedo showing 74302 km. Headed into a strong westerly out the Western Hwy to Ballarat where it is always cold and wet that time of morning and it stayed that way all the way to Horsham my first scheduled fuel stop. From there the weather started to improve but the headwind persisted all the way to Adelaide. En route to Port Augusta it became progressively warmer although it was still very windy. On to Pimba and Glendambo where I arrived at 3.45 pm after covering 1290 km. As this was my first overnight stop I pitched camp in the camp area (for nix) because I didn't tell anyone I was there. As this place consists of only a Hotel/Motel and a General Store I give you one guess where I spent most of my time. It wasn't the Store. I spent a few hours in the Pub talking to other travellers before turning in for the night.

Friday, 9/10, after packing up left at 6.30 am for Coober Pedy. As the road is now sealed all the way up the Centre, I didn't have the problems I had encountered on a previous occasion. After Coober Pedy rode on to Marla, Kulgera and Erlunda where one turns off to go to Ayers Rock. After the usual fuel and drink stops arrived at Yulara at 3.15 pm. As camping is not permitted in anywhere but precribed areas one has to stay here either in luxurious Hotel/Motels or the camping ground. Again I give you one guess where I stayed. I booked into the camping ground for \$6 and set up camp. It had been very hot all day so a few refreshing drinks were called for to settle the dust. Today I travelled 970 km to here. After a few drinks had a look around Yulara which is a very modern tourist village. (and expensive) Later in the afternoon I rode out to the 'Rock' to scout out the area. One has to acquire a permit at the Ranger Station there for \$1.50 to enter this sacred area. The 'Rock' is 20 km from Yulara. There is a road that goes around its circumference. I took photographs of this monolith from all angles and enjoyed the views. I decided to tackle the climb the following morning. After being advised by the Ranger of the road conditions to the Olgas some 25 km from the Rock, I decided not to go there this time. Later returned to Yulara and really settled down to more relaxing activities until stumps. It is an expensive place to stay for too long unless one is well heeled.

Saturday, 10/10, packed up and rode out to the 'Rock' at 6.45 am. It was again very windy. I attacked the 'Rock' at 7.05 am precisely. Being a fast mover I went up along the guide chain likewise passing other tourists at speed. It was quite obvious that many of them would never make it to the top and others should never even have thought about starting the climb. Where the chain ends at the initial very steep section, one has actually only covered about one third of the distance to the top. I took a number of photographs from various levels and arrived at the summit proper after 3/4 hour. There were some German tourists already up there so I asked one of them to take a couple of photos of me with my camera to prove that I did in fact make it to the top. It was blowing a gale up there and on some tricky sections one had to be careful not to get blown over the side. Going down took me 20 minutes with a tail wind. Shortly after left the 'Rock' and headed for Alice Springs, my next overnight stop. En route topped up the tank at Curtain Springs at a whopping 78.4 c/lt. Then on to Mt. Ebenezer and Erlunda by 11 am. Here I caught up with the fellow who camped next to me at Yulara. He drove a Mazda 323 S/wagon and told me that any vehicle was most economical at 80 k/h. I'd rather pay for the extra fuel. We both packed up together that morning. I covered 280 km & climbed the Rock and he drove the 240 km from Yulara to here and beat me there by about 5 minutes. We talked for a while and had a drink before he headed south and I north. I arrived at Alice Springs at 1.20 pm after travelling 541 km today. Booked into the camping ground for \$4.50 and set up camp. I then spent some time in Alice Springs looking around and doing a bit of shopping before returning to base and then adjourned to the pub next door. It had been a very hot day and I felt that refreshments were in order. It had been so hot that I was continuously taking in fluids. No, not always beer. I don't know where it all went as it didn't go up against the wall as it usually does. When I went into my lean-to later on I disturbed a big black spider checking out my gear. I chased it out and was amazed at its speed when it jumped and ran out. I guarantee it was at least 3 inches across the shoulders. After another session at the pub decided to call it a night at about 10.30 pm. It was still very hot and I slept with only shorts on, on top of the sleeping bag. I was awakened at about 3 am by something walking on my stomach up to my bare chest. This thing was the same spider I had met earlier. After some urgent encouragement it ran right up over my chest and over my head out into the darkness. Just as well I am not particularly frightened of spiders or I might have ---- myself.

Sunday, 11/10 . . . left Alice Springs at 6.45 am and headed for Ti Tree then on to Barrow Creek. Whilst refuelling I saw a small helicopter pass overhead going north. I left shortly after and lo and behold I was catching up with the chopper and then passed it. It was following the road north. When I got to Tennant Creek I had refuelled and had a drink when the same chopper caught up and flew on.

Shortly after I again passed the chopper just 'cruising along'. At Three Ways I turned east to Barkley Homestead for fuel and a drink before continuing on to Camooweel just over the border in Queensland where I arrived at 2.45 pm. Just prior to there I was caught in a very heavy downpour for about 20 km. Today I covered 970 km. It had been very warm all day and I felt like a bit of comfort so I booked into the only hotel for \$17. There is nothing to see here and the population is 90 % aboriginal and they are not allowed to drink in the hotel. Many tourists stop there when passing through and I met many people that night and we talked a lot of nonsense until very late.

Monday, 12/10, ..Left Camooweel for Mt. Isa at 6.15 am. There were many Roos and Birds on the road making for cautious riding. Then to Cloncurry and Kynuna. From here the 'road' was terrible for 55 km. Deep sand and ripples most of the way made it very dicey to even think of going fast. Managed to get through there after a few near falls where I had both legs out as a last resort to avert disaster. After this section on to Winton, Longreach, Barcaldine and Blackall where I arrived at 5.25 pm feeling dehydrated after riding 1033 km for the day. I again camped for the night for \$3.50. It had been very hot all day causing each stop to become more lengthy. Cattle along and on the roads approaching this place made for very careful riding and continuously anticipating evasive action. After setting up camp again checked out the place and then, yes you guessed right, I again finished up in the local watering hole to replenish lost body fluids before turning in for the night.

Tuesday, 13/10, .. Left Blackall for Charleville at 6.15 am. This section was particularly bad for Roos, Cattle, Emu's and large birds feeding on carcasses on the road. At one stage a large Hawk or similar the size of a chook about size 16 to 18, was a bit slower than his cousins to take off. When I arrived at the carcass at about 140 k/h plus he was just 5 feet off the ground when he suddenly made a 'U' turn. I just had time to lower my head when this bird hit the top of my head and right shoulder with terrific force nearly knocking me out. I'd hate to think of what would have happened to my fairing if the bird had hit it. I also managed to demolish a few Galah's. When they collide with the bike they literally explode in a ball of feathers. Quite spectacular. Most wild animals near the roadside are intent to cross the road in front of a vehicle for some suicidal reason or other. At one stage a large Emu was pacing me and tried to cross in front. On another occasion soon after Mrs. Emu and her four chicks managed to cut me off successfully. Most Horses and Cattle seemed reasonable road trained but everything else from donkeys, Camels, Roos, Sheep and all birds including the many very large Eagles were a constant danger in many areas of this trip. At Charleville I had to wait 3/4 hr for the Bank to open to replenish my dwindling cash before heading on to Cunnamulla.

I there noticed that my after market muffler had broken right off near where it joins onto the 4 in 1 adaptor. I took it off and strapped it on the back. From there to Melbourne I travelled without it with the 2 inch outlet making a hell of a racket. From here travelled over the border into NSW to Bourke, Nyngan, Narromine to Peak Hill where I called it a day at 5.30 pm after riding 1130 km for the day. Today had been the hottest day so far and the country flat and barren. I again booked into one of the Hotels for \$12 and after a short look at the town relaxed with a counter tea and a yarn with others in the pub.

Wednesday 14/10, - - left Peak Hill at 5.50 am for West Wyalong. It was quite cold up there. After the usual stops for fuel etc travelled via Narrandera, Jerilderie, Tocumwal, Shepparton to Melbourne where I arrived at a particular Muffler/^{EXHAUST SYSTEM}Manufacturer's Factory at North Melbourne at 12.05 pm after travelling 738 km so far today. After looking at my broken muffler this Manufacturer, whom I have known for a number of years, 'accepted liability' and even though the muffler was about 35000 km old, replaced it with a brand new one on the spot without question. I was naturally very grateful and told him that I now owed him a beer. He is actually an ex member of our club. Obviously his reputation is important and I, for one can vouch for his after sales service. I was refuelled and back home by 1.15 pm with the speedo now showing 80996 km.

Apart from the first and last days, the weather was very warm (to hot, in the mid 30's. I only struck rain once. The bike ran like it should have and the muffler was the only breakage for the trip. I met many kinds of people at the various over night and other stops including a number of motorcyclists with whom I exchanged information re bad sections of roads and animal activities and hazards en route. Although I did not attract any Police attention, I am sure to have startled some motorists as I rode past. To me this trip was something I have wanted to do for some time now, and having completed it at least have it out of my system.

As usual I kept comprehensive records of times, distances, fuel used and expenditure, and from these have compiled the following for those whomay be interested.

Total Distance 6694 km.
 Time taken O/all 7 days. (Riding time only 52.7 hours)
 Ave. speed for riding time 127 k/h
 Total Fuel used 431.23 lt at ave. 65.43 c/lt
 Ave. Fuel consumption O/all 15.52 k/lt or 43.85 mpg.
Total Cost \$ 455.00
 Dearest Petrol ... Curtain Springs, N.T. 78.4 c/lt---- Cheapest at Two Wells S.A. at 39.5 c/lt.