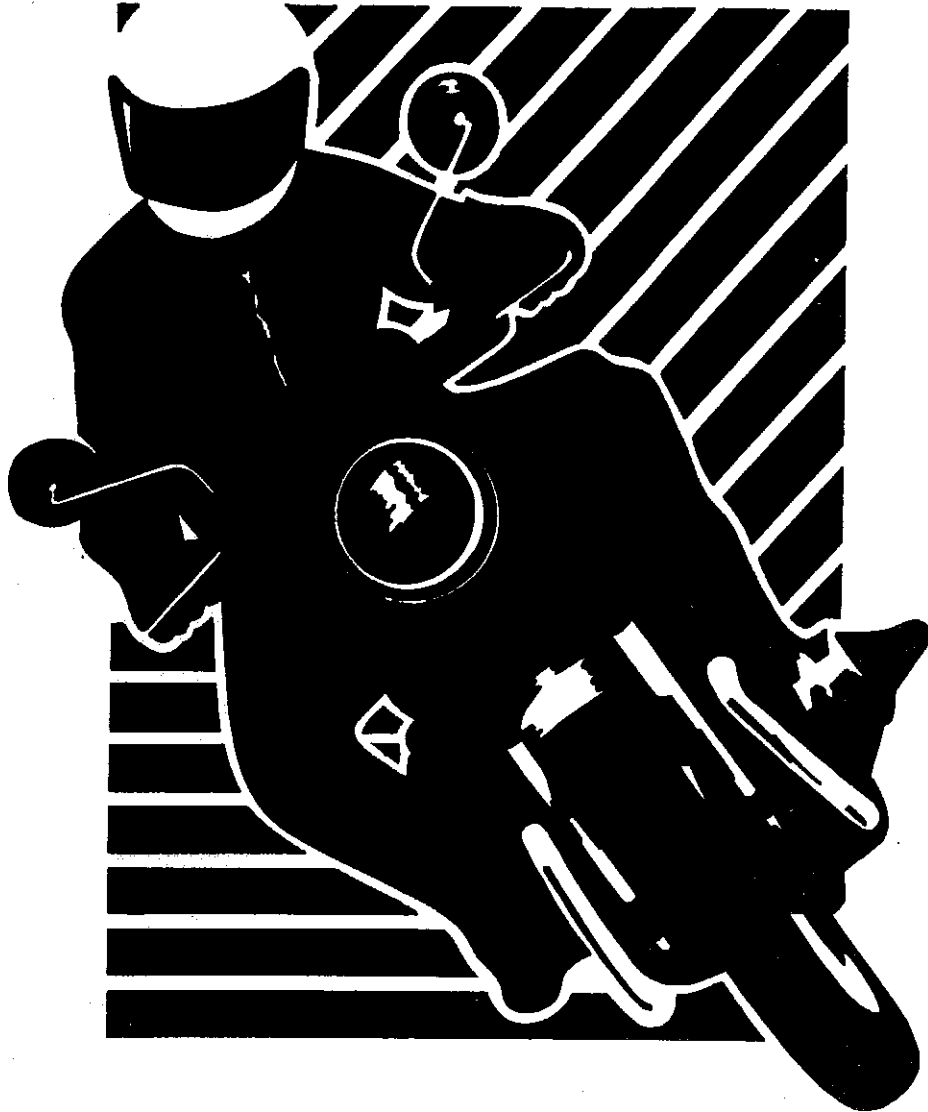


Oct 87

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

OCTOBER 87

OCTOBER.

- | | | |
|---------------------------------|--|--|
| SUNDAY 4th. | EILDON.
Fraser National Park.
9.00 KBCP.
10.30 Yarra Glen. | For details refer to last months newsletter. |
| SATURDAY 10th
& SUNDAY 11th. | SWAN HILL WEEKEND.
9.00am. SHARP,
Gisborne. | Meet our leader Murray Browne, near the Gisborne Post Office. (just through Roundabout in left hand side service road carpark). |
| SUNDAY 18th. | HISTORICAL RELICS RIDE.
Otway Ranges.
9.00 KBCP.
10.00 Laverton. | Refer to Peter Dwyers article, "Treasurer's Travelogue", elsewhere in this newsletter. |
| FRIDAY 23rd. | VIDEO NIGHT and COUNTER
TEA - Mill Park Pub.
7.00PM. SHARP. | Reservations are required, therefore contact Geoff Webb (Ph.460 3559) to secure yours. After meal proceed to John Arrowsmith's home for Coffee, Port and Motorcycling videos. |
| SUNDAY 25th. | MARYSVILLE - NOOJEE,
TOORONGO FALLS.
9.00 KBCP.
10.30 Yarra Glen. | From Yarra Glen to Healesville and the Black spur. From Marysville around to Warburton, Poweltown & Noojee. Look at the Falls then down to Drouin and home. |
|
<h2><u>NOVEMBER.</u></h2> | | |
| SUNDAY 1st. | WILSON's PROMONTORY.
9.00 KBCP.
10.15 Hallam. | Hallam to Drouin then south to Poowong, Korumburra and Inverloch. Follow the coast to the Prom, Back along the Sth. Gippsland Hwy before heading north to the Princess Hwy and home. |
| THURSDAY 5th. | GENERAL MEETING.
Club Hall 8.15pm Sharp. | Usual exciting format, with discussion required on the <u>NEW ITINERARY</u> . |
| SUNDAY 8th. | NAVIGATION TRIAL.
Mirboo North,
9.00 KBCP.
10.15 Hallam. | Here's a chance to test your orienteering skills while perched atop a motorcycle. Ross Bradshaw will supply the clues, maps and in the event of total confusion, the finish point. |

WHO's NEWS

Ray Thomas enjoyed the Ulysses Club ride, Only time he's been able to keep up with the leaders.

The Healesville Police may have been smiling when Danny and the group passed, But by the time the tailenders arrived they where looking somewhat IRATE. Perhaps they objected to the overtaking manoeuvres of some of us.

At Upper Yarra Dam, some picnicians objected to Danny's wife hogging two BBQ's funny how understanding they became when 30 plus bikies arrived.

Slowest Hans has traveled on a bike when he volunteered to act as rear rider for the group from KBCP to the Ulysses club pickup at Healesville.

Mick Fagan commented that the Sept. meeting was his FIRST club meeting for SEVEN years. How MARRIAGE changes some people !

Club auction was a great success, especialy with Mick Fagan as guest auctioneer and his witty remarks. Some of the bargins to go under the hammer included,

- # Sunday riding Gloves (holey) = 6¢

- # Unused Magpie football sticker = 1¢

- # A well used sheepskin seat cover that looked like it could run along beside the bike if allowed.

Auctions do excite some people as Ben found out by bidding AGAINST himself on two occasions.

Nice to see Geoff Webb extending the legs on his Z500 with a return trip to Broken Hill.

Congratulations to Wayne Gardner on winning the 500cc World Championship. Perhaps his win and subsequent publicity will lift the image of the motorcyclist.

Oh to be young again! Heard one member diligently arose at 1:30am Monday morn to watch Gardner win the championship only to fall asleep 3 laps from the end.

Jack found the front disc brake on his Honda 500 TT replica a mite savage while on the Omega run. With less than 500kms up and the bike lying on its side, What a Disaster. But you wouldn't believe it, NOT A SCRATCH.

Stationary VF1000F2's don't fare too well when used to slow moving cars as Rod Miskin found out recently. He's OK but bikes slightly dented.

Due to the Clubs Incorporation, changes to the Membership joining form are required, therefore any member with the old style form please dispose of.

For all you camping buffs our long awaited Licola BUSH CAMP is on next month. For full details refer to the back page of this newsletter.

MINUTES of the MOTORCYCLE TOURING CLUB of VICTORIA (INC).

Held at the Jika Jika Community Hall, Plant St. Northcote,
Thursday 3rd of September 1987.

MEETING OPENED. 8.25pm.

PRESENT. 23 members, 1 visiter (1 member plus 3 more visitors arrived approx 9pm)

CHAIRPERSON. Ben Warden (Vice President).

APOLOGIES. Hans Wurster and Brenda Pollett.

PREVIOUS MINUTES. Accepted as read. RESOLVED, Tom Saville, Murray Browne.

TREASURER'S REPORT. Previous months balance.....\$787.00
Receipts.....+\$295.00
Payments.....-\$117.00
Balance.....\$965.00

Resolved, Ross King, Ian Payne.

Bookings still being accepted for the Swan Hill weekend 10/11 Oct. See Peter Dwyer.

SECRETARY/CORRESPONDANCE. Ducati Owners Club Rally. Prima Hill.

Tassie Tiger Rally to be held in conjunction with the
MRA Tas. Rally, 27/28 Feb. 1988 to 12/13 March 1988.

STAY UPRIGHT course, 20/21 Nov. If booked through Q.L. Club 30% Discount obtained.
Free passes to the HIPPODROME DISCO.

CLUB CAPTAINS REPORT. As per Itinerary and Club magazine. Verbal reports given
by Peter Dwyer, Ian Payne and Ben Warden.

GENERAL BUSINESS. # The Club Flag to be obtained from Keith Finlay. Action, R.King.

When meeting at KBCP riders to assemble near the FRONT entrance
instead of under the bridge at the rear of the car park. This will make it easier
for new riders to locate the ride.

A motion was put forward by Mick Fagan to have "...30 minutes after time given"
be altered to "...sharp at the given time" on the Club Itinerary.

Seconded by Tom Saville and passed unanimously.

Tony Gustus stated that if any one was going to the Tas. Rally (as per Sec. report)
a group discount can be arranged. See Tony for all details.

Door prize won by Peter Dwyer.

MEETING CLOSED. 8.48pm.

SUPPER WAS HAD AND THE AUCTION HELD AFTER.

(signed) Geoff Webb, Assistant Secretary.

Confirmed.

MINUTES of the COMMITTEE of the MOTORCYCLE TOURING CLUB of VICTORIA (INC).

Held at Wrigleys Hotel, Victoria St. Richmond,
Thursday 10th of September 1987.

MEETING OPENED. 7:45pm.

PRESENT. Ben Warden (Chair), Peter Dwyer, Ross King, Geoff Webb.

APOLOGIES. Ian Payne, Kerrie Gooding, Hans Wurster, Ken Wurster, Gary Osborn.

PREVIOUS MINUTES. Confirmed.

GENERAL BUSINESS.

#Permission has been given by the co-ordinator of the hall for the Club Flag to be displayed. Ross had contacted Keith regarding its return. No reply as yet, Ross to follow up.

#Appropriate DOOR PRIZES to be purchased by the Treasurer. Two to be held by the Treasurer and two by the Secretary. This will ensure that a prize is always available at meetings. Peter to action.

The wording on the itinerarys to be examined to see if it can be rearranged and made more up to date. All committee members to action.

A letter of thanks to be mailed to Danny Dallalana and the Ulysses Club for the BBQ. on Sunday 6th Sept. Secretary to action.

Due to the success of the handing out of itinerarys in Elizabeth St. on a Saturday morning. Once a month a hand out should be done. Call for volunteers from the membership.

Content of the Club Magazine was discussed.

Peter reported there is a demand for Badges and T'Shirts. Due to cost of the T'Shirts it was recommended that they be paid for when ordered.

Peter to cost the printing of YELLOW STICKERS.

Peter is looking into the arrangements for a trip to FALLS CREEK on the LONG WEEKEND in March 1988.

Tasmania Trip (Feb/March 88). Discussed to include the MRA Rally.

MEETING CLOSED. 8:55pm.

NEXT MEETING. 8th October at 7:30pm.

OUTSTANDING ITEMS. Return of Club Flag.

Purchase of door prizes.

Wording on Itinerarys.

Letter of thanks.

Handing out of Itinerarys.

Cost of printing badges.

(signed) Geoff Webb, Assistant Secretary.

Minutes Confirmed.

TREASURER'S TRAVELOGUE.

SWAN HILL WEEKEND October 9,10,11

Still a few vacancies for this weekend and plenty of vacancies for the Friday option, which enables you to attend "King of the Mountain" at Wycheproof.

OTWAYS RIDE October 18th

No, you don't need to be a historical relic to come on this ride; in fact, you will see some historical relics in the form of (mainly) old railways, like Moriac-Wensleydale, Birregurra-Forrest, Colac-Crowes and maybe Colac-Cressy. Sealed roads except for 6km of good gravel on Turton's Track (Beech Forest) and short detours (less than 1km) to see some relics. If the day is wet, it's all sealed road.

LICOLA CAMPING WEEKEND November 13,14,15

A leaflet giving details of the camping weekend is enclosed-don't lose it, as it won't be published again.

It's published early so that you can acquire, beg, borrow, ~~steal~~ the gear.

AUCTION September 3rd

Not as much for sale as usual, but of better quality. Results were \$43 for club funds (\$64 in 1986) and many thanks to auctioneer Mick and those who donated items.

T-SHIRTS

We are considering obtaining some t-shirts with the club logo, but because of past problems with lots of unclaimed/unsold stock, it will only be on a prepaid order basis. Cost is likely to be around \$10 with a good quality cotton t-shirt (not Taiwanese paper-thin rubbish).

We'll let you know when orders will be taken.

In case you didn't realise it, you can easily have a club windcheater. Just purchase a suitable windcheater and then one of our cloth club badges which are available in black or gold background-\$3. Has to be sewn on, tho'.

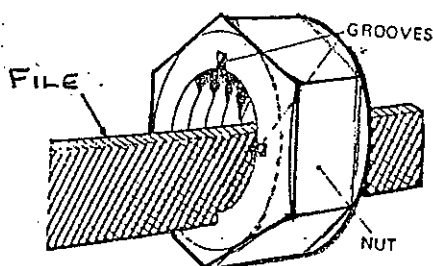
YELLOW ADHESIVE STICKERS

These are also likely to be available soon (presently we only have the brown ones). The delay is finding a place which will accept only a short print run, otherwise we have unsold stock for years.

PETER DWYER.

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When you don't have a die to restore battered or damaged threads on a bolt or stud you can file or saw a few radial grooves in a nut of matching inside diameter and thread count and use it as a die. Heat the nut to a dull red. Sprinkle the thread several times with granulated sugar until the sugar burns. This produces a very hard surface, similar to case hardening.



Upper Yarra Dam BBQ with Ulysses Club

6th September, 1987

Bike	Name	MTCV	ULYSSES	On Ride	BBQ
VF1000FII	Rod Miskin	*			*
VF1000F	Wayne Pope/Michelle Mann	*		*	*
GL1000	Terry/Karmel		*	*	*
XLV750	Bob Feres		*	*	*
XLV750	Wayne Fitzsimmons	*	*	*	*
CB750	Max		*	*	*
CX650	Tony Daley		*	*	*
CBX550	Bob Tate		*	*	*
VT500	David Mancy		*	*	*
XJ900	Ross King	*		*	*
XJ900	Peter Dwyer	*		*	*
XJ900	Ray Thomas	*		*	*
XJ900	Ray Harris		*	*	*
RZ500	Tom Saville	*			*
RZ350	Les Leahy	*		*	*
GTR1000	Gary Osborne	*		*	
GPz900	Ben Warden / Vicki Piller	*		*	*
GPz900	Max Brew		*	*	*
GT750	Ian Payne	*		*	*
GT750	Peter Philferan (rear)	*	*	*	*
Z500	Danny Dallalana (leader)	*	*	*	*
GPz250	Sally Gleeson	*		*	*
GSX1100	Ross Gabriel	*		*	
GS1000	Tony Jenner / Barbara Meggs		*	*	*
DR600	Les Bennett		*	*	*
DR250			*	*	*
K100RS	Hans Wurster / Joanne.	*		*	*
K100RT	Max		*	*	*
R80	Henry Zlabek		*	*	*
R80 G/S	Andrea Siminger	*			*

33 People, 30 Bikes, 18 MTCV Members, 16 Ulysses Members, (3 Dual Memberships)

At KBCP, Hans and daughter Joanne, Peter Dwyer, Wayne Pope and Michelle, Les Leahy, Ian Payne, Ben Warden and Vicki.

Ben leading with Hans !!! as rear rider. Out through the slippery Boulevard, Eastern Fwy, Warrandyte and the back route to Lilydale where we met the rest of the group. Danny will now tell the rest;

Touring Club and Ulysses annual get together day, there must have been about thirty of us. I really felt proud to be the leader of such a large turn up. After the introductions were over, the honorable Henry gave a little speech and we where on our way. We left Lilydale for Launching Place then through to Healesville, I had a premonition that the Police Force where waiting for us, so I slowed down to the legal speed.

UPPER YARRA DAM BBQ cont,

They were just through the town and when they saw us they gave a little smile. After Healesville we increased the SPEED all the way to Narbethong, we stopped for our coffee break, it was nice to see everybody getting on so well. On to Marysville and what a surprise, there was still SNOW on the ground near the Lake Mountain turnoff, it was a nice sight to see.

Down to Reefton Spur at a good pace trying to keep everybody happy, as only a few caught up with me at the bottom we stopped to regroup. All the Touring club arrived then about ten minutes later the Ulysses club, they have a different approach to riding from the Touring club.

From there we rode to the UPPER YARRA DAM for a bit of sight seeing, then down to the barbeque area. To my surprise we found the barbie fire well lit and the chops and sausages cooked by a RED faced lady (Mrs Dallalana, my wife) who had been keeping the fire going since 12pm. There was also some wine, coffee, tea and plenty of rolls for anyone who wanted them.

I thought everybody had a good time, I hope so as I did.

Danny Z500.

=====

"It was twenty years ago today" (To quote the Beatles).

Extract from the Whitehorse Whisper, March 1967.

Meeting opened and closed, Late and early, in that order (8:00-8:50)

Peter P. and Malcolm B. were then presented with Life Membership.

The Honorary Membership was not awarded, as the recipients were not present.

Merrit Stripes were awarded to Peter P, Mr & Mrs McLean (Barbie and Alec), Graeme I, Len Shearer (of may I suggest fame), Mrs Ann O'Keefe (who now resides in Canberra), David O'Keefe (no relation to Ann), Sheila, Trevor and Myself.

Yearly Stripes were issued to all financial members who have been in the Club for a period of twelve months.

Soft drinks were then distributed along with itineraries and copies of the Whisper.

Chairs were moved aside and DANCING organised, while the more argumentative types retired to the kitchen, where no schools of thought conceded to the other. (sounds like not much has changed, Ed). During the latter stages of the discussion, supper was laid and the argument disbanded in favour of refreshments.

After supper the Hall was cleaned and we all went home.

WELCOME TO :-

Bronwyn who will be riding a Honda 50 (a single girl, Yippee!!)

Also Fred Carron, good to see you Fred.

It was quite a hassle preparing the bike to ride on the Maldon run.

On Tuesday night I removed the gear change lever and footpeg mounting bracket and gave it to my father to fix the lever. He made a new one out of steel and removed the sloppiness associated with the bushes and loose mounting pin. (As a result of *normal* wear and tear, and a recent attempted straightening, it was in a particularly dilapidated condition - cast aluminium is very hard to weld after it breaks!) I rode the 550 for the rest of the week.

On Thursday night I set about rebuilding the clutch master cylinder with the aid of a standard clutch seal kit (\$20) which contained a piston and seal, another seal, and a spring. (The bike was creeping at lights with the clutch lever pulled in, the fluid leaking back past the seals into the master cylinder.) My immediate problem was finding a pair of special long-nosed circlip pliers to remove an awkward circlip. Another job for Dad. And while he was at it I gave him a bent handlebar to straighten. Ahem. I left the clutch fluid draining into a bottle.

On Friday afternoon I pulled the 900 front forks out and took them over to K and W. Jack (the mechanic) said he was not going to change the fork seals as he was going home at 5pm. It was 4.40pm. But by the time I had been out to the counter and paid for the seals (\$16), he was already pulling the forks apart and abusing me for not draining them properly! (A good trick with the seals is to shorten the spring inside them so that they grip tighter on the slider and are less likely to leak. The spring twists apart and I cut about 1 cm off the length before rejoining the ends.) No charge for labour.

Saturday was devoted to reassembling the bike.

Everything was going well - the footpeg mounting bracket bolted on easily, the gear change lever working a treat, though looking a little agricultural! The fork legs slid straight in and I even routed the hoses and cables on the correct side of the forks first time.

To soften the front end springing a little, I shortened the spacers at the top of the springs by about 7 mm. After the usual titanic struggle with clamps and pieces of wood I had the springs and spacers locked into the fork leg, complete with a new dose of fork oil. Phew.

While I had the front wheel out I discovered the right hand side brake pad worn down to less than half a millimeter. So I replaced it with a slightly less worn item.

Reading the manual and wielding the magnificent circlip pliers made the clutch rebuild relatively easy. (Members can borrow the pliers anytime - I presume the brake master cylinder is of a similar construction.) Bleeding the brakes was the usual straight forward time consuming business with six bleed valves, antidive complicating the issue. (By the way, the antidive mechanism inside the fork leg should be replaced every 20,000 km! according to the manual.) The final result was not particularly satisfactory, the lever spongy.

The clutch line absolutely refused to bleed. Eventually I rang Phil Duffy at 9.40 pm. The lever was not pumping fluid down the line - some sort of air lock. After working out that I was doing all the right things, Phil gave me a number of helpful suggestions, one of which included sucking the fluid through from the other end. It eventually worked and I was all finished by 11.40 pm. Clutch like new. And the brake lever sponginess was gone by the end of the next day's ride, either as a result of the brake pad bedding in, or air dislodging itself from the brake lines.

I rolled up to KBCP with the oil topped up (current consumption about 1 litre per 5,000 km), the chain tensioned, tyres with correct pressures, and a tank full of petrol, after negotiating the Swanston Street Spoleto Festival. Someone asked me "When are you going to fix that blinker?" After some hesitation, I could only reply "Soon ...".

Ben (GPz900)

14 Bikes, 15 People, 12 Members:

Kawasakis

GTR1000	Gary Osborne
GPz900	Max Brew (3rd ride?)
GPz900	Ben Warden (Vicki flu)
GT750	Peter Philferan
GT750	Ian / Kerrie (leader)
GT750	Bob Steckelenburg
Z500	Danny Dallalana

The Rest

K100RS	Hans Wurster
K100RS	Andrew Dunn
VF1000FII	Rod Miskin / Linda
CBR1000	Arthur ? (1st ride)
XJ900	Murray Browne
RZ500	Gary Donnellan (1st ride)
GSX1100EFF	Ross Gabriel

The Ride

"Boort" that way, "Newstead" the other. Hmm. *Do you know where we are?* I asked Gary. *No* he replied, and continued to muck around with the battered Give Way sign. Parallel skid marks lead straight up to the new Give Way sign. I wandered off and had a leak. It was overcast, cold and a long time since Ballan and morning tea.

With Peter P. acting as tail man, Ian had lead us across the West Gate Bridge and down the Geelong Freeway taking the Western Highway turnoff to Deer Park. More back roads to Bacchus Marsh, (where Bob left us for the football), Myrniong and Ballan. A strong westerly wind and high speeds had combined to reduce fuel economy to a minimum.

It was also a long time since the last bike had gone through... Had someone crashed, or just run out of petrol? Melbourne, the last scheduled fuel stop, was 250 km behind us. Ross had tootled past obviously feathering the throttle, Murray had seemingly been on reserve all day, Arthur on the CBR was on reserve, and RZ's are not noted for their economy. Ho-hum.

I found a hub-cap and thought "frisbee". Turning it over I don't know who was the more startled, me or the ten inch brown snake! I called Gary who was now hiding behind the Give Way sign. He could not hear me - ear plugs. I fished the snake out by the tail as it tried to disappear down a hole. Finally I attracted Gary's attention who eventually wandered over, after I fished Joe Blake out again. Gary thought it was a great joke and wanted to put him in my tank pouch or my Dri Rider pocket. I declined and Gary reverted to frisbeeing the Give Way sign around.

Peter P. and Danny appeared at last. Danny claimed a thirteen litre tank to be the culprit - he was forced to refuel. Hence the delay.

Ten minutes later we rolled into down-town Maldon. Much of the town is classified as National Trust and is being preserved and restored to those halcyon days of the regular gold rushes. The bakery, though cramped, was well patronised by the "bikies".

Due to our late arrival we missed the planned 1.15 pm steam train ride and settled for the 2 pm ride. The track is being restored to Muckleford and Castlemaine, about 10 miles. Only stage one (of three) is complete, but for \$2.50 it was reasonable value. Danny (*"I've done a half million kilometres on those bloomin' things"*) stayed behind to mind the bikes, ably supported by Hans.

At the end of the half hour return trip I struck a conversation with Casey Jones who promptly enquired *"Did I know Keith Finlay?"* He turned out to be related to him.

Off to the gold mine, 3 km down the road, and up a short, bumpy dirt track. We sat around an open log fire in a shelter shed waiting for the next tour to depart, 10 minutes away. In the meantime Rod bought all the tickets (\$1.50 each), Linda tried to thaw out, Gary threw rocks at Ross sleeping on the ground, Ross said he did not want a corset (!) for his birthday, and I dropped a dog rock on Ian's foot for being rude.

The mine was built by 5 men in 2 years and opened in 1884 (or was that the train?) and closed a couple of years later after recouping only 33 ounces of gold. A similar shaft on the next hill produced 288,000 ounces in the same period. Max (poached from the Ulysses Club) claimed to be a "cow-cocky" from Blue Rock and got on really well with the tour guide. (The Club rode to Blue Rock Dam (near Moe) on Jack's Ride, the one he did not lead. Rumour has it that the dam is sinking due to a crack in the wall ..). The mine was lit by candles. We agreed with the guide that a miners life was terrible, especially in the early days.

Back on the (bumpy) road again to Castlemaine for the official fill-up, then across to Redesdale and down the now familiar road to Lancefield.

Did I tell you about the potholes? More like moon craters, and some unavoidable. And the effect they were having on my ribs? I found out today (Tuesday) that I broke one 8 days ago playing basketball. *(Non-contact I hear you say. Ha! Try D grade with the tattooed footballers.)* On a number of occasions I rode standing on the pegs, my legs doing the shock absorbing. A small piece of fairing broke off.

When we crossed the Northern Highway (?), the sign said Melbourne not far away. It was cold, threatening wet, and relatively late, so half the riders chose comfort and headed for Melbourne. *(Sometimes I think the leader needs to be a little flexible, by not following a pre-planned ride ride to its bitter end. The leader needs to sense the mood of the riders, and know when they have had enough. Waffle, waffle...)*

I found myself corner-marking with Max just outside of Lancefield. In no time we were quaffing hot coffee secreted away in the "turbo boosters", as Murray called them. Arthur blasted by. Hans informed us of the reduced numbers and that Andrew was now the rear rider.

On reaching Lancefield, the break-up point, Arthur had mistaken the parked bikes as corner markers and was last seen heading for Woodend, at a great rate of knots. I was none too pleased to discover that no-one had pursued him. Isn't that why we employ a corner marking system? Hmm. Another potential member lost.

Blasting down the Tullamarine Freeway I recalled the conversation with the steam train driver and dropped into the Finlays' for a cuppa. Keith unearthed the Club Flag which will eventually be displayed in the Club Hall. (Currently Tony Gustus is taking it to a number of rallies.)

Home to home saw a round trip of 452 enjoyable kilometres. The bike has done an indicated (1)19,790 km. Ian should be commended for the amount of time and effort he spent in preparing (by pre-riding) this ride. Some of the roads (and some were great) I had never been on before, which is fairly unusual. Thanks Ian (and Kerrie!)

Ben (GPz900)

p.s. Gary (RZ500) almost cleaned up Arthur (CBR) corner-marking. Gary had never been 130 km/h before (!) and the corner came up a little quickly. *80 km/h felt like walking pace!* Spring brings out the gardening enthusiasts ...

Hans & Joanne K100RS, Rod VF1000FII, Murray XJ900, Frank R80GS, Ian & Kerrie GT750, Jack GB500, Sally GPZ250.

Four bikes departed KBCP on a day nearly perfect for throwing a leg over the old bike. We headed out to the second pickup point at Hallam via the South Eastern and Mulgrave Freeways. Waiting there was Ian and Kerrie and Jack on his sparkling new GB500, especially imported from across the Tasman. The GB500 is a Honda creation, old style TT replica, no plastic at all, should be a big hit with the Ulysees Club, eh Jack!

We headed off down Highway One until Pakenham and then via the normal back roads to Moe. You know the way, Nar NarGoon, Tynong, Garfield, Bunyip, blah blah blah.

With morning tea dispensed with at Moe it was a fast blast down the straight stretches towards Rosedale, only backing off for Tyers and Glengarry. Jack, rear rider, was a little way behind at this stage as with only 300 odd kays on the Honda he was taking it fairly quietly.

A 10 km stretch of very fast, smooth, dirt heading from Rosedale across to the South Gippsland Highway proved to be an interesting change of surface. Rod and I were having great fun with excessive throttle application. Ian, following behind, commented later he could see tracks coming out of the corners where we had been getting a little sideways.

We finally arrived at Omega and spent about half an hour looking at the massive structure. The tower is 1400 feet tall and weighs some 500 tonnes. The transmitter power is 150 kW but only 10 kW is actually radiated. (It is very difficult to make an efficient antenna for frequencies this low, about 10 kHz.) This transmitter is one of 8 around the world which provides navigation to ships and planes at anytime regardless of weather conditions.

Back on the road and it was a short run down the highway to Yarram and lunch. We continued down the highway nearly as far as Foster before heading along Grand Ridge Road, I think. The roads now, some dirt, some sealed were all tight and twisty and really good fun. Mirboo North was one landmark that was familiar and we eventually made it back to the Princes Highway at Trafalgar.

Another quick run up the back roads, remember, blah blah blah and we broke up at the Narre Warren servo at about five o'clock. Nearly 500 kays for the trip and an excellent days ride.



LEGISLATIVE ASSEMBLY
PARLIAMENT HOUSE
MELBOURNE, VIC. 3002
TELEPHONE: 651 8911
EXT.

Electorate Office:

Eddie Micallef, M.P.,
M.L.A. for Springvale,
5 Sandown Rd.,
SPRINGVALE 3171

Ph: 547 6262

28 August 1987

Mr I Payne,

Dear Sir,

I am in receipt of proforma letter forwarded to Parliament House on behalf of yourself. I fully accept the fact that Motor cyclists are ordinary people and they should be treated as such.

The new Transport Accident System introduced recently was delayed by the conservative opposition parties because of their support for the common law component. Premiums would have been much lower if the Government's original concept was accepted.

I must point out the old system was running up a debt costing the community 2 million dollars per day. The new system in replacing both 3rd party and Motor Accident Board is completely No Fault and calculated according to risk. This includes geographical and road usage.

I will refer your concerns to the Treasurer.

Yours faithfully,

A handwritten signature in cursive script, reading "Eddie Micallef".

EDDIE MICALLEF M.L.A.
Member for Springvale

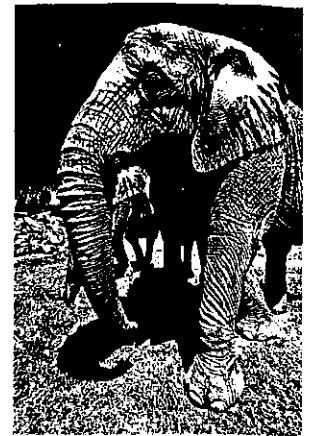
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A jogger running down the street, finds a Tennis Ball. As he has no where to carry the ball he decides to put it down the front of his shorts and continues on his way. Some time later he meets a female jogger, they stop and talk, she notices the bulge in the front of his shorts and asks what it is. He replies that it is a TENNIS BALL. She says you poor man I had tennis elbo once and I know how painful that was.

MOTORCYCLE TOURING CLUB OF
VICTORIA (INC)

On our **CAMPING**
WEEKEND NEAR LICOLA

you are not likely to see
any of these animals
unless the Port is very
strong.
Instead.....



The Date Your choice of:-

1. Leave Friday, November 13th. Meet at Hallam Hotel traffic lights, Princes Highway, Hallam at 2.0pm sharp.
2. Leave Saturday, November 14th. Meet at KBCP 9.0am (for 9.30) or Hallam 10.15am sharp.
3. Leave Sunday, November 15th for day ride to Heyfield only, to meet weekend travellers there. Depart KBCP 9.0am (for 9.30) or Hallam 10.15am sharp.

The Place Wellington River, about 14km north of Licola in Gippsland.

If you're travelling alone, take the Princes Highway to Traralgon, turn left for Heyfield. At Heyfield, take the Licola road. At Licola, do not cross the Macalister River, but continue ahead on the Tamboritha road for about 14km, until the first bridge over the Wellington River. Just over the bridge is a very large flat, treed area on your right. Follow the track in there for about 0.5km and select a suitable site near the river; choose a place where there is a concrete barbeque nearby. Spread out-there's plenty of room. Hopefully, there will be yellow tape on the trees late Friday to show where we are in the camping area. If you come to a group of huts on your left on the sealed road, turn back-you have missed the campsite. Distance is about 270km, so allow three hours; watch out for animals on the road after dark.

You Need

Petrol-last reliable servo is at Heyfield and they don't stay open late. Remember it's 70km Heyfield to the site and 70km back! There is a small shop at Licola, but it's unreliable and more inclined to sell billycans and gumboots, but seldom things you really want.

If you aren't in the habit of camping, here's your shopping list:-
Equipment-tent, bedding and clothing suitable for both hot and cold conditions, torch, insect repellent, cutlery and cooking gear, small stove (or use the wood fuel barbeques), matches, paper, firelighters(!)
This is a bush campsite-there are no amenities at all.
Food-choose from:-meat, vegetables, fruit, fruit juice, milk, bread, butter, cream, coffee, drinks soft and hard, cooking oil, condiments, cereal, sugar, biscuits.

For those that like to do things with a bit of style, pheasant, avacadoes and larks' tongues would be tasteful.

Sunday Lunch If you would like a great Sunday smorgasbord, the Railway Hotel in Heyfield has a good deal at about \$14. Quite a feast, hence it's always booked out. If you're going to Licola, a booking can be made for you there. If only a Sunday traveller, let Peter Dwyer (398-2322 BH and AH) know prior to November 13th if you want a booking.

At The Site

A very scenic mountainous area with interesting bushwalks and maybe even swimming in the rapids and rockpools of the river. Plenty of dirt riding for enthusiasts in the high country beyond the campsite



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
Bendigo Pottery Gold Museum Sandhurst Town

LIMITED BOOKINGS ONLY, SO DON'T DELAY.

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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.

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Detach 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 \$ _____

