

AUG 88

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

AUGUST 1988

- | | | |
|----------------|---|---|
| SUNDAY 7th. | CAMPERDOWN.
9.30 KBCP.
10.00 Laverton. | Steve Leyland will lead us to this provincial town, incorporating the G.O. Rd at some stage. Lunch at Port Campbell. |
| SATURDAY 13th. | BIKE MAINTENANCE DAY
& B.B.Q. Lunch.
9.30am Onwards.
BYO - Meat & Drink. | This will be conducted at President Hans abode (21 Medford st. Altona. Ph 398-5575) Undercover area available in case of rain. Ideal opportunity to prepare your machine for Sunday's economy ride! |
| SUNDAY 14th. | BENDIGO.
Economy Ride.
9.30 KBCP. | Our Vice Captain Gary Clifton will devise a tortuous route designed to maximise fuel consumption. |
| SUNDAY 21st. | TRARALGON,
MOTOCROSS.
9.30 KBCP.
10.15 Hallam. | Jack Youdan will lead us through his favourite back roads of Gippsland to view this exciting two wheeled spectacular. |
| SUNDAY 28th. | HEALESVILLE.
9.30 KBCP.
*ISLAND TRADER RESTAURANT. | Ian Payne will lead this ride out the usual route to Healesville then back via Launching Place and Emerald to Burwood for 229 Burwood Hwy E. Burwood, an early finish to the ride and the start of our Polynesian lunch. See separate info. sheet to book for this event. |
| | | *Members may elect to proceed directly to the Restaurant at 12.30pm. |

SEPTEMBER.

- | | | |
|---------------|--|---|
| THURSDAY 1st. | GENERAL MEETING
& AUCTION NIGHT.
Club Hall 8.15 Sharp. | Here's a chance to unload all those items you bought at last years auction and can't use. All manner of goods accepted with the Club deducting a small commission on any sale |
| SUNDAY 4th. | KILMORE,
Tram Museum.
9.30 KBCP. | The mode of transport Melbourne is famous for and an opportunity for you to ride on them & inspect them closely with the help of our leader and tramp expert Murray Browne. |

MOTORCYCLE TOURING CLUB OF VICTORIA (INC.)

General Meeting Thursday 7th July 1988

Jika-Jika Community Hall.

Present: 33 visitors and members.

Chair: Ben Warden

Apologies: Martin Bastock, Hans Wurster, John Ingles.

Minutes of general meeting accepted by Peter Philferan, sec Ross King.

Secretarys Report: No correspondance.

Treasurers Report:

Revenue	\$462.87
Expences	\$246.00
Balance	\$159.24

ClubCaptains Report:

Review of previous months rides, and a run down of forthcoming events by Ross and other ride leaders.

Notes: Reefton Spur 26/7 two incidents. Harry H. Miller misplaced the road \$1300 damage, as did Steve Leyland, "no damage that you would notice".

General Business:

Tom Saville, that an add should be placed in AM.C.N.
This had been done but a corrected version was now being placed.

Ken Wurster, B.M.W. Club are holding their Icicle Ride on Saturday 9th. at midnight, meeting at the Lilydale s/s.

Itinerys only 140 available at meeting others still wet, at printers.

Ettamogah Pub, last date for enteries.

Forward events, Sunday 28/8 Island Trader Restaurant.

Raffle: Won by Nick Johnson Armoral spray.

John Adams showed some Stay Upright Videos after-supper.

#####

Waffle

Hans has officially retired from the Police Force and is now "WORKING" for a living, part time, as a Payroll Security Guard. Quite a role reversal, previously he was looking for the crooks NOW the crooks are looking for him.

Les Leahy out of circulation for the next six months!-No he's not in Pentridge just working in Hong Kong.

Tom Saville will give the FZR a rest while he, his R80G/S and some friends do a two wheeled trip up through the TOP END of Australia.

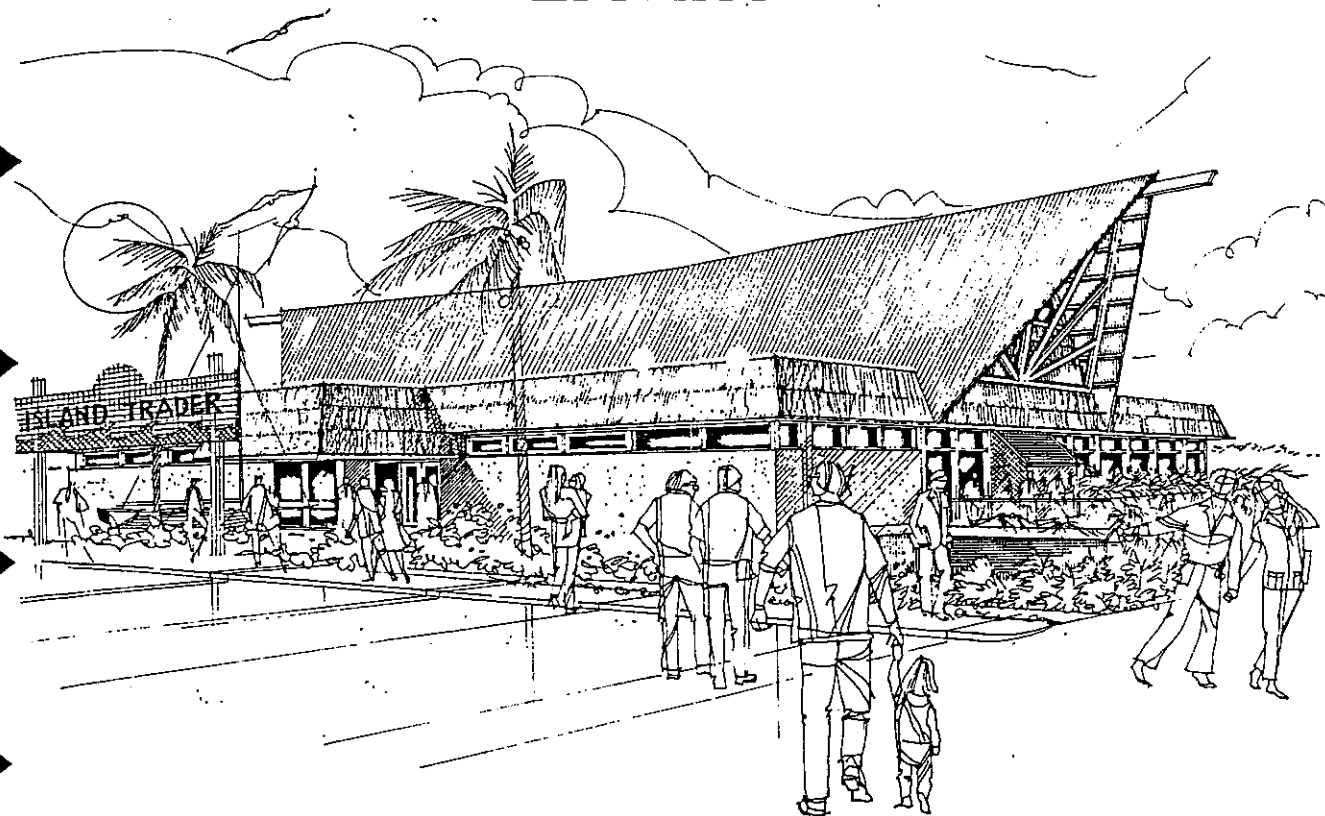
Speakers for Club meetings are difficult to procure therefore the committee are seeking volunteers from within the Club who would be prepared to talk-about or demonstrate a Skill, Occupation or Hobby they feel would be of interest.

All inquiries to Ben Warden.

SUNDAY 28th AUGUST - 12.30pm



ISLAND TRADER RESTAURANT. LICENSED



299 BURWOOD HIGHWAY EAST BURWOOD.

• FOR **BOOKINGS**

Forward to the Social Secretary; Kerrie Gooding. 2/3 Leroux st. Oakleigh. 3166.
Ph. 563-2410.

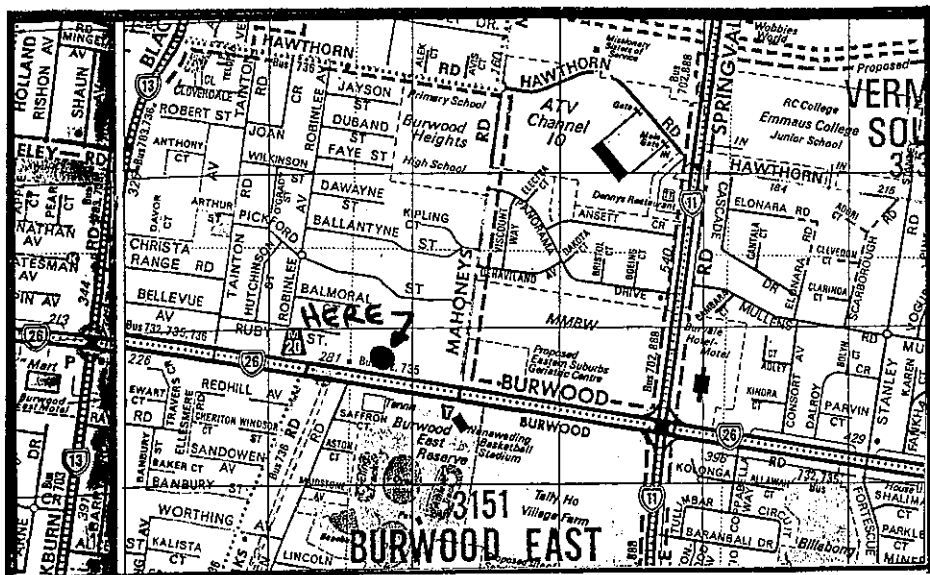
Yes I will be attending the Polynesian Luau.

Name.....Phone.....

No. of Adults..... No. of Children.....

BOOKINGS CLOSE 22nd of AUGUST ****

PTO.



Melways ref: 62 B7.

2 COURSE TRADER FARE \$8.95

Main Course	<p>Choice of</p> <p>SOUTH SEA PORK <i>In a tangy plum sauce.</i></p> <p>REEF FISH <i>In coconut crumbs, with mango chutney.</i></p> <p>SPAGHETTI OR FETTUCINE LOLO <i>Your choice, with bacon and mushrooms in cream and cheese sauce.</i></p> <p>WIENER SCHNITZEL <i>Tender crumbed veal.</i></p> <p>LASAGNE <i>Layers of pasta filled with ground steak, mozzarella and parmesan cheese.</i></p>
Sweets	<p>Choice of</p> <p>STRAWBERRY MOUSSE</p> <p>CITRUS ICE CREAM SLICE</p> <p>CHOCOLATE GATEAU</p>

3 COURSE LUAU \$12.50

Starters	<p>Choice of</p> <p>PACIFIC ISLAND VEGETABLE SOUP (Hot)</p> <p>MACADAMIA NUT SOUP (Hot)</p> <p>SEAFOOD PATE</p>
Main Course	<p>Choice of</p> <p>BARRAMUNDI <i>A generous grilled portion.</i></p> <p>POLYNESIAN CHICKEN <i>Chicken fillet in sweet and sour sauce with mandarin and bean shoots.</i></p> <p>ROAST PORK ISLAND STYLE <i>A traditional island dish.</i></p> <p>MITI VEAL <i>Coconut cream, ham, mushrooms and cheese.</i></p>
Sweets	<p>Choice of</p> <p>FRESH FRUIT SALAD</p> <p>CHOCOLATE BASKET</p> <p>PINEAPPLE PARADISE</p> <p>PASSIONFRUIT PROFITEROLES</p>

Plus full A-La-Carte Menu.

ICICLE RIDE, 1988.

By midnight on Saturday, 9/7/88, there were 67 starters assembled at the all night Servo, Lilydale, for the annual BMW Club organized Icicle Ride. Amongst them was Justin, XJ 900, one of our club members, with Michael for pillion and Graham, K100 RT who has been on several rides with us, and yours truly on my last bike, the K100 RS.

The night was mild and clear and no great changes were expected during the night. AFTER receiving instructions for the first section, Justin with Michael and myself followed the ride leader who was on a BMW Boxer. He took off at a great rate of knots heading for Yarra Glen. I had a feeling that he was trying to shake us off but he had no hope doing that. The first leg went via Yarra Glen to Mt. Slide, Toolangi, Healesville then the Don Road to Launching Place, Yarra Junction, Powelltown to the Noojee picnic ground for hot drinks and sandwiches. No drama's to date. There were two dirt sections which were a bit slippery at places but otherwise O.K. All the made roads seemed to be dry. I felt tired earlier and had difficulty concentrating and together with Justin's headlight in my mirrors took some strange lines into and out of some corners. Luckily I improved later on.

After refreshments and small talk around the open fires we left there at about 3 am on the 2nd leg. Again we harassed the 'leader' and finally managed to lead him astray. I think it was me that caused him to take a wrong turn near Neerim Junction. As a result we travelled on some interesting twisty roads which were covered in loose gravel on nearly every corner. Even as we travelled at a great rate of knots and were never passed by anyone, when we arrived at the 2nd checkpoint we found about 50 bikes already there enjoying refreshments at the all night Servo at Nar Nar Goon. Here we refuelled and talked about our various experiences so far.

After a lengthy break we left on the last leg which took us via Gembrook, Cockatoo, Emerald, Belgrave to the Ferntree Gully National Park. There was one dirt section at the beginning for about 9 km before Gembrook but after that it was good roads with any amount of twists and turns to our final destination where once again we arrived first, even before the food and hot water was ready. Again after many stories and refreshments of hot drinks, Rolls of sausage with bacon and egg etc. we received our Badge for the 88' Icicle Ride (most important).

The distance of this Icicle ride was said to have been about 250km. It was my 4th Icicle Ride in the past 5 years and the first where we didn't encounter any rain, fog, ice or snow. In a way it was a bit of a let down or anticlimax, and to me the weather during the night felt like a cold summer night.

I got back home right on 7 am and after coffee and two winks got myself ready for our club ride to Sovereign Hill, Ballarat.

HANS WURSTER K 100 RS

"MELBOURNE ZOO" 17/7/88.

Due to 'Lack of Interest' this outing did not take place. Frank BLOXHAM and myself were the only two at the KBCP. By 9.40 am no one else turned up and I decided to call it off. Frank went back home and I ended up adding more than 500 km to the speedo of my bike by the time I returned home at 3pm that afternoon.

HANS WURSTER K 100 RS

(Pres.)

Sovereign Hill, Ballarat

Sunday 10th July, 1988

19 People, 16 Bikes

FJ1200	Gary Clifton	K100RS	Hans Wurster
FZR1000	Steve/Adelia	K100RS	Ken/Anne
XJ900	Ian/Kerrie	R80 G/S	Frank Bloxham
XJ900	Murray Browne	GPz900	Ben/Vicki
XJ900	Justin Gordon	GPz600	Dean
XJ900	Tony Gustus	GPz250	Sally Gleeson
RZ250	John?	VF750	Steve Leyland
TZR250		X7250	Terry Mountney

Hold on. That is Gary's bike, the leader, I have just passed. On with the anchors and halt Hans and the others before they pass him too. An unscheduled 'pits' stop/regrouping in the middle of nowhere. Mass confusion. Hmm. On we go.

Dean (first ride, GPz600) crashed at the first right-hander near Exford. It was quite spectacular: from behind it appeared as if a bunched group of five riders including Hans, Murray, and Justin went into the corner together, the first 'real' corner of the ride. Based on previous experience I knew it to be deceptive: quickly tightening up, the series of esses coming at the end of a long straight. Anyway, Dean failed to negotiate the bend, driving off the road into an overgrown ditch alongside the road for a couple of hundred metres before losing control completely and going over the handlebars.

We pulled up and ran over to him, being the first there. Luckily the ground was muddy and he only suffered a bang on his hand and leg, the bike minor cosmetic damage including the lug off the gear change lever.

With the bike hauled onto the road, neutral located, and full throttle applied the bike was soon firing on all four cylinders. After a small test ride (feels like a toy!) and leaving the bike pointing towards Melbourne, we abandoned Dean, now walking quite normally, if somewhat gloomily, to find his way back to his parents' house in nearby Deer Park.

Justin's fairing had collected a flying rock spat up by Dean's gardening resulting in a series of cracks running around the headlight fairing. At \$10 an inch for plastic welding it was going to prove quite expensive. 'Luckily' the rock missed the headlight.

On to South Melton for morning tea and then back roads parallel to the Western Highway to Ballarat picking up the Myrniong/Pentland Hills twisties, another unscheduled 'pits-stop' by our leader under the bridge, and Ballan (petrol only for the stokers and Frank's R80 G/S). A double-bubble and an unmarked police car latched onto the ride, surprising me as we entered the 60 km/h zone in Ballan as they flew past. That explains why Hans had suddenly disappeared from my rear view mirrors.

Sovereign Hill is a recreated goldmining township run by the Ballarat Historical Park Association. It tells the story of the first ten years of Ballarat's development after the discovery of gold in 1851. The main areas of the township are the Red Hill Gully Diggings, showing early mining equipment and dwellings, and Main Street, showing shops and businesses that were in Ballarat between 1851 and 1861. As well there is a mining museum with steam driven surface installations and impressive underground displays.

And across the road the Gold Museum: ... experience the enchantment of gold, see a unique collection of alluvial gold, nuggets, artifacts, along with a magnificent display of rare and ancient gold coins from all over the world. Also enjoy a variety of displays depicting the fascinating history of Ballarat. So says the blurb.

Twelve of us paid the \$10 entrance fee (Hans lead a breakaway group probably towards Port

Campbell) which included mine and Gold Museum passes. We agreed to meet back at the kiosk seating area at 2.30 pm, leaving a couple of hours to do our own thing. Highlights included:

- sampling pies, cakes and pastries from Hope Bakery (=lunch),
- tagging along on a (yet another) mine tour (Wonthaggi, Bendigo, Maldon, Walhalla spring readily to mind, Wonthaggi still the best); queues long, 40 people only per tour; see Murray's photo of Gary on thunder box; experts amongst us argued over what a 'bogger' was,
- Gary demonstrating 'Pill Rolling' (crude form of ten pin bowling) in the Apothecaries Hall in the Main Street,
- avoiding being run down by the impressive 'Five-in-Hand' Concord coach,
- checking out the woodturning at Steinfield's Furniture Warehouse,
- observing a sweetmaking demonstration, Vicki indulging, and,
- being fascinated and deafened by the steam operated 'Surface Plant (Battery and Beam Pump) Sovereign Quartz mine'; climbing the Poppet Head.

By 2.30 pm we had seen most of everything and were ready for the walk across the road to the Gold Museum. After waiting twenty minutes for Ian and Kerrie, who had proceeded directly to the museum, we followed suit. The museum was surprisingly extensive, the video offering us a chance to sit down for a while. And then it was back down the highway, dispersing at Melton.

Ben (GPz900)

- As it turns out, it was the last club ride I rode the blue 900 on. It clocked over 145,000 km indicated. (Add another 2,000 km for broken speedo drives at various stages.) Depending on demand I may write an obituary for the beast.

Whilst servicing Colin's bike (I think), he mentioned a 900 he had been looking at: low kilometres, unregistered, crash damaged, unriden for two years, low price. Looked at it next Sunday night, made an offer Monday night, picked up Tuesday night, on the road 4 days and a lot of labour (another story) later ready for Ettamogah and Expo. Goes well. Now wrecking blue 900.

A number of issues raised their heads on the Sovereign Hill ride.

One. The corner-marking was atrocious. A lot of corners had only one bike (solution: stop and make a second); corner markers were sometimes obscured by being part way around the bend (I know the leader indicates which corners to mark, but quite often, if unwisely, leaves it to the individual's discretion where to stop exactly) (solution: move to where you can see the approaching bikes); corner markers were in the wrong spot (for instance, there is no point in marking a freeway entrance ramp at the freeway end, obviously there is no other way to go).

Two. The leader and rear rider refused point blank to wear the armbands for silly macho reasons, only adding to the confusion. The issue was raised at the committee meeting, and hopefully will not happen again.

Three. Five people were asked to do this write up. They all refused. When was the last time YOU did a write up?

Ben (Vice P.)

OPEN LETTER TO MTCV COMMITTEE.

Dear Sirs/Madams,

In support of your current membership drive, I would like to suggest we really need a social function along the following lines.

Not, I hasten to add, a dinner at the likes of the Po Ning Take Away Or Dine Inn Cantonese- Malaysian BYO but a good old fashioned social night with all members bringing, indeed dragging, potential members along.

The first thing we need is a proper hall, rather than the current one with all those wall signs giving us the " we are underprivileged but will continue to struggle" messages. Proper that is for such a social function.

The hall best suited has to be the previously used I.O.O.F hall in Fairfield

This venue is chock full of honour rolls going back forever, photos of Committee men, (note not committee persons), a stag's head, a piano requiring tuning and that wonderful musty smell.....Now there is a real hall!

We need a band for the dancing of course, preferably a lady pianist, and men's dinner suits well worn to show their long experience playing at wedding receptions, etc.

The group should be called something like the Big Event Foursome or similar, and also have an M.C.

An M.C. is not Moto - Cycle but Master of Ceremonies, you know the type, one who can order people about, but in a nice way.

The first dance should not be too old fashioned, in order to set the evening's tempo of happiness. Perhaps something popularised by Victor Sylvester?

Our M.C. could swing in with some current jokes like.... The average age of dancers here is 41, dressed that is, but only half when undressed, har, har, har.

Also, as we all know, you cannot run things like Lucky Spot dances , nor a Ladie's -Choice- Of - Partner dance without the organizational ability of a skilled and experienced M.C.

Soon it will be supper time, you know how time goes when you are enjoying yourself, with further M.C. jokes about cocktail frankfurts being like little boys.... he really can keep a party going!

Just a word about supper, we should avoid those modern tea bags in a hall like this. A large tea pot stewing for an hour is more appropriate, the band will prefer this.

Of course you should be prepared for upsets like an ex Committee person sulking if no one listens to his/her latest record purchase during supper. But after all not everyone would appreciate " The Best Of Anna Maskouri ".

Being on this type of entertainment circuit for years, the band will know how to really liven things up after supper. It would not at all surprise if they were to launch into a breezy Latin American medly and maintain such a hectic tempo until the close, with numbers like the Mexican Hat Dance.

Regarding the close, we live in modern times now and should not insist on closing with our National Anthem. Instead, we could all join hands, and our M.C. will ensure we do, and recite the Club motto, over and over.

This will create a fitting , emotion charged, ending to the evening's proceedings so affecting the attending revellers to the extent that :-

1. Current members will rush you Committee to pay subs. ahead of time.

2. Potential members (remember we forced them to come) will fall about with thankful fervour while demanding to join up.

So come on Committee, how about organizing this wonderful social function, just let me know when it's on

Love to come, but think that on that night I have a prior commitment, and must decline your invitation. Best of luck anyway.

Your Faithful and Obedient Servant.

J.G. Youdan Esq. (Dipl . of M.C.)

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RALLY's;

HAPPY BIRTHDAY AUSTRALIA RALLY. Oct. 1,2 &3.

Send Name, Address and \$10 to Hal Caston

PO Box 34 Higgins ACT. 2615.

BLACK NIGHT RALLY. Sept. 10 & 11. at Kyalite NSW.

For more details contact Tony Gustus.

Ettamogah Pub

Weekend 23/24 July, 1988

22 People, 12 Bikes

Murray Browne	XJ900	Colin Waddell	GPz900	Wayne Pope	CBR1000
Ian & Kerrie	XJ900	Gary Clifton	FJ1200	Ben & Vicki	GPz900
Tony Gustus	XJ900	Peter Philferan	GT750	Steve Leyland	VF750
Justin Gordon	XJ900	Jack Youdan	K100RS	Ken & Anne	K100RS

Michelle, Graham, Sally, Liz, Sue, Hans and Margaret, all in cars.

Eleven bikes with Hans and Margaret on 4 wheels departed Whittlesea bound for Ettamogah and a weekend of wine, women and song. (She was the drunken old tart singing on the front verandah.) Ben was riding his nice new, second hand, GPz900. I was making bets with Tony whether it would be days or weeks before its first slide down the road. (Nice that is ... typist)

Heading out over the hills towards Yea we struck some rain. Right in front of me, Colin lost the rear end coming down one of the 60 km/h corners in the Yea Ranges and ended up on the other side of the road. He survived. By morning tea at Bonnie Doon the weather had cleared up nicely.

We turned off the highway before Mansfield and headed via the Midland Highway towards Benalla. Another turn at Swanpool saw Tony get left behind. It was a case of rear rider Peter P. not seeing the corner marker and vice versa. A quick flash back down the road and I found Tony faithfully sitting at the corner wondering where everyone went. No harm.

Tatong was the next town we passed. This is a fantastic place to 'tour' through if you are ever in the area. Great roads and magnificent scenery with a backdrop of the Great Divide.

It was a short cruise from here up through Greta to an eventful lunch at Wangaratta Shell Servo where we met Sally and Graham, Liz, Sue and Michelle in cars. Lunch was a comedy. We put in our orders for take-aways but then got abused for standing in the way of the counter. We moved away from the counter only to set off the beeper triggered by the invisible eye. More abuse. But how do you find an invisible eye? More abuse. If looks could kill we would have been machine gunned on the spot. The take aways finally arrived and the girl was only going to call your number once, but I didn't quite hear my number. "Pardon", I said, more looks that could kill. Someone commented that her generally bad tempered disposition was something to do with the moon crossing the path of the planet Tampaxia! (Sexist bastard ...typist) (Ben scored twice as many dim sims by upsetting the ordering system.)

It was only a short run up the highway and we were soon settling in at our cabins at Lake Hume Resort. Ben did a good job of navigating through Albury-Wodonga, only one No Through Road. It is not his fault he missed an 8 foot square sign with foot high letters saying Road Closed.

Lake Hume Resort caters for everyone. We stayed in the old accommodation quarters used by the construction crews on the weir. They have been thoroughly renovated and were just perfect for what we wanted. It was about 3.30 pm by this stage and we headed in various directions to see different things. A few of us saw kamikaze trout at the Trout Farm; you had to be there.

At 5.30 pm we hopped on the Ettamogah Pub courtesy bus and headed out to the cartoon strip pub. Unfortunately Gary Clifton worked out how to use the P.A. system in the bus, resulting in us 'hanging-off' around the corners. Pity George the bus driver.

Much laughter and merriment ensued at the pub. Some of the highlights: Most of us drank too much. Gary C. fell over. We got told off for singing too loud, until they realised we were boosting bar sales. Gary C. fell over. Colin really got his teeth into a beer (dentures do fit in beer glasses, just ask Steve). Gary C. fell over. Ann scored a limited edition can of beer for free because she was, quote, 'a good looking sort'. Gary C. fell over. Gary C. scored a free beer using the efficient, self service mode at the bar. This time he fell over after smashing his glass getting another freebie, leaving the beer tap running! (The writer may have missed some of the highlights due to the eradication of large numbers of brain cells.)

Eventually we poured ourselves back into the bus for a noisy trip back to Lake Hume. The late night party failed to eventuate as most people just collapsed into bed, although I believe Ian had to protect the four girls in his cabin from a somewhat amorous Gary C. Also something about Sally's foot suffering repeated small hurts.

Most of us were up not so bright and not so early Sunday for a crumpet and coffee breakfast. Thanks Gary. Jack came up for the day after leaving Melbourne at some very early hour but still looked better than most of us. After much deliberation and procrastination we headed back out to Ettamogah for a daylight photo session. A few members left us here as they decided to do their own thing.

So it was 8 bikes that headed for a trip around Lake Hume via Talgarno and Granya. This wide and sweeping road follows the contours of the Lake over gently undulating hills: fantastic. A great view of Lake Hume as well. Over the recently graded Granya pass to the Murray Valley Highway and Tallangatta for lunch. It was still very cool with no prospect of warm weather.

An hour later we were well into rain as we topped up our tanks in Myrtleford. About 15 km out of Myrtleford on a right hand sweeper I was greeted by Colin flagging me down with his bike nowhere to be seen. Major problem. Colin had hit a large patch in the road which in the wet was as slippery as ice. The front wheel had gone from under him and he and bike had slid a good 50 yards, cleaned up a white post and had gone off the edge into a 7 foot ditch. Damage: Colin okay but shaken; engine case ground off and exposed internals, forks bent, fairing, blinkers, mirrors, muffler, levers, etc. Officially a write-off and has automatically gained life membership alongside Ben in the GPz destroyers club. (typist does not approve of this slur on Ben.) The Club tow rope was broken out of its plastic wrapper for the first time. It took 6 of us to drag the useless lump of metal back up onto the road. The white post Colin broke off was used to lever his front wheel straight so that we could at least push it to the nearest farmhouse, which we did. After arranging to pick it up later in the week, Gary C. pillioned Colin back down the Hume to Euroa where we broke up. (Justin carried all his gear.)

I arrived back in Melbourne at 7pm with over 800kms on the clock for the weekend. If you weren't with us for this weekend, you missed one hell of a good time. Roll on next weekend away.

Murray XJ900.

p.s. Thanks Vicki for typing this up.

Arrived at KBCP just on 9.30am in time to catch Hans, Murray and Steve Leyland about to leave. Hans led us out to Yarra Glen via the usual route (Boulevard ect). At Yarra Glen the numbers swelled to quite a respectable 14 bikes. Gary and Velga agreed to lead the ride to Lake Mountain from there with Murray as rear rider.

There was a quick stop over in Healesville for people to refuel, as the electricity was off in Yarra Glen which caught quite a few people out.

On through the Black Spur, most people taking it cautiously on the wet and slippery surface. Especially Harry with memories of his previous excursion through the area. Just to emphasize this he pointed out the corner that bit him last time.

Morning tea and a natter at Marysville, I had just made the comment on how quiet the roads were when a convoy of 10 cars and 4WD's rolled through, me and my big mouth. I also jinxed Justins rear shocks on his XJ900 by telling him last week, that they go at 25,000kms, sure enough when he got home from Albury with 25,000km on the clock his rear shocks were weeping oil.

After munchies a very cold, slow, wet ride to Lake Mountain's top carpark. We stood around for 10 minutes deciding what we should do. Gary and Velga made a dash for the snow with a few others eventually following the rest returned to Marysville.

Once we were away from the carpark the rain and wind stopped and the march in full gear, including helmets, soon warmed us up. The helmets proved very useful during the snow fights that were to follow.

At the Gate we called it quits as it was now very cloudy and we would not have been able to see anything from the summit. With photos taken and sufficient snow balls thrown we returned to the rain and wind of the carpark.

The return trip to Marysville was a bit quicker due to drier road surface. Back at the town we found the remainder of the group as well as Ian and Kerrie, who had missed the start by an hour or so!

A late lunch of hot pies ect were consumed while gracing the footpath (as usual), back through the Spur, a lot quicker now as the roads had mostly dried out, Healesville then the back roads to Yarra Glen with Jack leading us now.

I, and Murray were marking the corner at the Melba Hwy before Yarra Glen (my first corner marking for the day), Tom zoomed through then moments later another group of bikes came through all except Steve (FZR1000) who appeared to cut the right hand corner 20 metres too early. Off the road sideways, up the embankment (approx 1 metre high), a nice mid - air flip then down to rest in the mud and grass.

Steve was unhurt with the bike receiving scratches to the fairing and broken left hand blinker and mirror. Not bad considering and still quite rideable.

We decided to call this the break up point (no PUN intended).

cont.

SNOW RIDE cont.

Thus ended another club ride. Cast in order of Jack's notes;

Ian + Kerrie XJ900 (very late).	Hans K100RS.	Steve FZR1000.
Tom FZR750 (Andrea's bike).	Adrian GPX250.	Justin, Murray, Tony XJ900.
Harry FZ750.	Steve VF750F.	John RZ500.
Eric KR1-250.	John R65RS.	Nick GSX1100EF.
Gary + Velga GTR1000.		

Tony XJ900.

FOR SALE

Windcheaters

Black	Size 16 (95 cm)	12.00
Blue	Youth Small (75 cm)	8.00
	Youth Medium (80 cm)	8.00

T-Shirts

Yellow	Large (100 cm)	7.00
	Medium (95 cm)	7.00
	Youth Large (85 cm)	4.00
Navy	Medium (95 cm)	7.00
Black	Youth Medium (80 cm)	4.00
	Youth Large (85 cm)	4.00

Badges

Metal	5.00
Brown/Gold adhesive	0.50
Gold/Black cloth	3.00
Black/Gold cloth	3.00

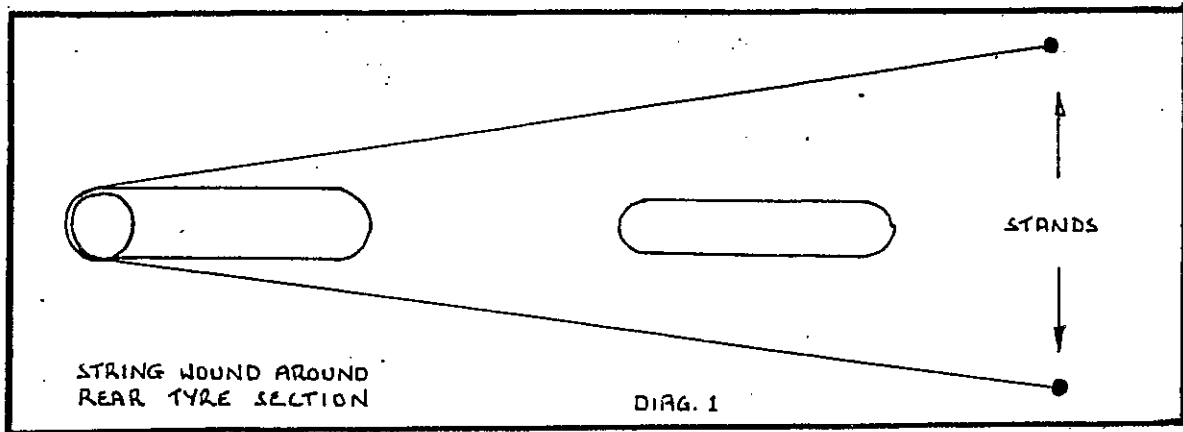
All of the above are available from the Treasurer (Vicki Piller) at the monthly meetings, or telephone 344 7887 during office hours, 489 8578 after hours.

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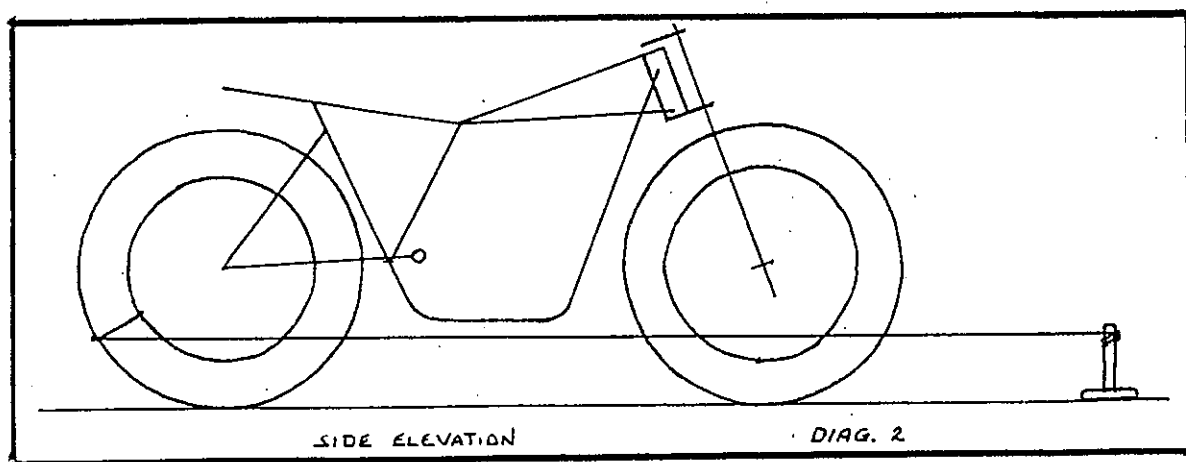
LEATHER HATS.

You may have noticed Gary Clifton proudly wearing his new leather hat. These are made by talented lady member Andrea Sirninger. Many styles are available and Andrea offers a special discount for club members.

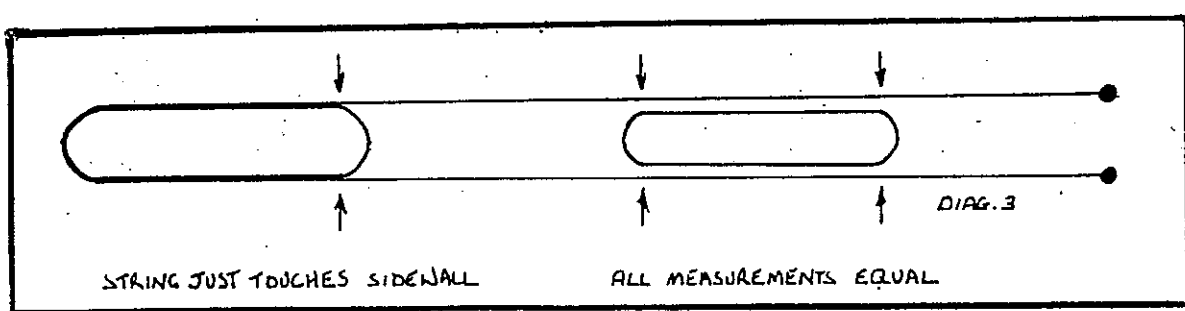
GOING STRAIGHT.



Place bike on flat level ground (up on centre stand), wind string around back tyre and tie each end to an axle stand (or similar) and pull string tight. Diag 1.



Point front wheel straight ahead and rotate back wheel so that string is held as high as possible without fouling on any of the bike's fittings. Make sure the string is parallel to the ground, adjust at the stand end. Diag 2.



Now with the stands apart, move them together until the string is just touching the side walls at the front of the REAR tyre. Now measure the distance between the string and the four points it passes on the front wheel. Diag 3.

If they are equal, wheel alignment and frame is OK. If not adjustment of the rear wheel is necessary, If both measurements on one side of the front wheel are larger than the other, the rear wheel is pointing slightly to that side. Loosen axle and adjust wheel accordingly, then string line wheels again. A few attempts may be necessary.

Once satisfied repunch adjustment reference marks on rear wheel adjusters.

PS. Only suitable for chain drive bikes...



The Pan Man

Sovereign Hill



Some of the Group

More Waffle

#####

New Bikes; Ben Warden, Red GPz900 A1 model.

Nick Johnson has swapped the XJ600 for a GSX1100EFE.

Bon Voyage to Ross King heading off later this month on a trip to UK and Egypt.

Ben + Vicki and Ian + Kerrie are doing IT. - Going to Expo of course.

When will your number come up? Three out of the last four rides have seen riders crash. ie/ Ballarat 1 x GPz600, Zoo - Nil, Ettamogah 1 x GPz900 & Lake Mtn 1 x FZR1000.

Ettamogah;

Hans astounded all by quoting average speeds, fuel consumption, distance per petrol tank ect for the ride. Courtesy the Skyline's trip computer. He also punts it just as hard as the K100RS. Speeds of 180kph were needed just to pass him.

Colin, Tony and Justin succeeded in out singing??? the amplified back ground music in the pub.

Gary a bit sore on Sunday, MUST have been the numerous swan dives he performed in the pub, bus, cabins ect ect.

MOTORCYCLE TOURING CLUB OF VICTORIA INC. MEMBERSHIP LIST

2-8-88

Members	Address	Home	Work	Motorcycle(s)
% Bastock, Martin	1/4 Swinton Ave., Kew, 3101	861-7628	606-5080	Yamaha FJ1100
Bloxham, Frank	41 Albert St, Mt Waverley, 3149	277-5212	420-8277	BMW R80 G/S
Bradshaw, Ross	1/13 Orchid St, Heathmont, 3135	720-5317	603-4111	Kawa GTR1000
# Brown, Ken	294 McKinnon Rd., McKinnon, 3204	578-3403		Suzuki GS1000G
Browne, Murray	2 Ethel St, Oak Park, 3046	306-5430		Honda 175CD
# Carron, Fred	38 Valentine St, Ivanhoe, 3079	49-2776		Yamaha XJ900
Clifton, Gary	3 Green St, Prahran, 3181	51-9383		Yamaha FJ1200
Dallalana, Danny	133 Mitchell St, East Brunswick, 3057	386-0453		Kawasaki Z500
Davis, Mike	12 Rolland Crt., Montmorency, 3094	439-2378		
Dwyer, Peter	P.O. Box 57, Altona, 3018	398-2322	398-2322	Yamaha XJ900
Fagan, Mick	33 Flowerdale Rd., Moorabbin, 3189	555-7651	663-2201	BMW R100CS
% Faldon, Bruce	71 Banff St, Reservoir, 3073	460-2979		BMW R100RS
Gabriel, Ross	46 Diamond Ave, Glen Waverley, 3150	232-1272		Suzuki GSX1100EFF
Gooding, Kerrie	2/3 Leroux St, Oakleigh, 3166	563-2410		
% Gordon, Justin	46 Euston Ave, Park Orchards, 3114	876-1981	763-0900	Yamaha XJ900
% Vince Green	223 Victoria St., Taree, 2430	065-523-105	065-51-0088	Yamaha XJ900
Gustus, Tony	18 Kingston St, Mordialloc, 3195	587-2921	791-6099	Yamaha XJ900
* Inglis, John	15 Robin St, Altona, 3018	398-3832		Kawasaki GPz900
Johnson, Nicholas	6 Inverness Crt., Croydon, 3136	725-8953		Suzuki GSX1100EF
King, Ross	23 Nicholson St, Essendon, 3040	370-9479	688-3400	Yamaha XJ900
# Leahy, Les	3/5 High Rd., Camberwell, 3124	29-6505		Yamaha RZ350
Leyland, Steve	Honeyhush Caravan Park			Honda VF750
	6 Leakes Rd., Laverton North, 3026			
Miller, Harold	25 Velma Gr., Ringwood East, 3135	870-3402		Yamaha FZ750
Miskin, Rod	18 Linlithgow St, Mitcham, 3132	874-5569	420-2237	Honda VF1000FII
% Murray, Andrew	11 Calvin Cres., East Doncaster, 3109	848-1916		Suzuki GF250
Osborn, Gary	11 Aberdeen Rd., Blackburn Sth., 3130	877-3231		Kawa GTR1000
+ Payne, Ian	2/3 Leroux St, Oakleigh, 3166	563-2410	550-6428	Yamaha XJ900
# Philferan, Peter	19 Aird St, Camberwell, 3124	813-3518		Honda 750 Four
				Kawasaki GT750
Piller, Vicki	13/125 Separation St, Northcote, 3070	489-8578	344-7887	
* Pollett, Brenda	13 Eden St, Cheltenham, 3192	583-7848	555-5355	
* Pope, Wayne	82 Harley St North, Knoxfield, 3180	763-8692	763-6000	Honda CBR1000
Saville, Tom		848-7867		BMW K100RS
				Yamaha FZR1000
# Shearer, Len	798 F'treegully Rd, Wheelers Hill, 3170	561-2857		
+ Sirninger, Andrea		848-7867		Yamaha FZR750
% Spackman, Terence	27 McDowall St, Mitcham, 3132	873-4208		Yamaha SRX600
Thomas, Ray	PO Box 242, Rosanna, 3084	458-4984		Yamaha XJ900
Waddell, Collin	439 Lwr Heidelberg Rd, Eaglemont, 3078	45-1433	344-2293	Kawasaki GPz900
+ Warden, Ben	51 Airlie Rd., Montmorency, 3094	439-8015	344-4047	Kawasaki GPz900
Webb, Geoff	11 Stymie St, Kingsbury, 3083	460-3559	470-1455	Kawasaki Z500
Williams, John	35 Flowerdale Rd., Moorabbin, 3189	555-3459	555-4858	BMW R65
* Woodman, Darryl	22 Tangyes St, Pascoe Vale, 3144	350-3742	609-9383	Yamaha XJ900
Wurster, Hans	21 Medford St, Altona, 3018	398-5575		BMW K100RS
Wurster, Ken	21 Medford St, Altona, 3018	398-5575		BMW K100RS
Youdan, Jack	22 Fort St, Mt. Waverley, 3149	232-3564	311-6555	Honda GB500F
				BMW K100RS
				Honda CBX1000

* changed address or phone number since last listing + new bike since last listing # life members % new member

Life Members - 5

Full Members - 39

Total - 44