

MAY 88

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

MAY 1988

- | | | |
|--------------|---|--|
| SUNDAY 8th. | HANGING ROCK,
9.30 KBCP
10.00 Laverton. | After giving Mum breaky in bed, saddle up the iron horse and follow Ray Thomas to this infamous rock. |
| SUNDAY 15th. | PICNIC RIDE,
Dandenongs,
9.30 KBCP. | Ross Bradshaw will lead us up and a round this picturesque area of outer Melbourne. |
| SUNDAY 22nd. | TATONG,
9.30 KBCP.
10.30 Yarra Glen.
Ross Gabriel leading. | Up to Yea and the back roads to Tatong for a COUNTER MEAL at the towns Pub. Home through Alexandra the Black Spur and break up at Lilydale. |
| SUNDAY 29th. | THE MAZE.
Warragul
9.30 KBCP.
10.15 Hallam. | Join Ian Payne as we travel down to Gippsland for some FUN & GAMES in the amazing Maze. Situated on the Princes Hwy between Darnum and Warragul. |

JUNE.

- | | | |
|--|--|---|
| THURSDAY 2nd. | GENERAL MEETING.
Club Hall 8.15 Sharp. | Come along and show your support for the newly elected committee. |
| SUNDAY 5th. | APOLLO BAY.
9.30 KBCP.
10.00 Laverton. | It's on again. The annual winter Mini Golf tournament. Hail or shine we still play. |
| SATURDAY 11th,
SUNDAY 12th & MONDAY 13th. | BEECHWORTH WEEKEND. | Refer to seperate entry form. |

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|--------------|------------------------|-------------------------------|
| FRIDAY 17th. | DRACULAS THEATRE REST. | Refer to seperate entry form. |
|--------------|------------------------|-------------------------------|

JULY.

- | | | |
|--------------|----------------|---|
| SUNDAY 24th. | ETTAMOGAH PUB. | Those wishing to extend this run to a weekend event please refer enclosed form. |
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MINUTES OF THE MOTORCYCLE TOURING CLUB OF VICTORIA (INC) HELD AT
JIKA JIKA COMMUNITY CENTRE CNR PLANT AND UNION STS. NORTHCOTE

7 APRIL 88

MEETING OPENED AT 8-15 P.M.

CHAIRPERSON HANS WURSTER.

PRESENT 22 MEMBERS AND TWO GUESTS.

APOLOGIES KEN WURSTER, ROSS KING, MURRAY BROWNE, NICK JOHNSON.

MINUTES OF PREVIOUS MEETING ACCEPTED HANS WURSTER SECONDED MICK FAGIN.

SECRETARY/CORRESPONDENCE: SECRETARY ABSENT- AD FOR EMU RALLY IN MAY.

TREASURERS REPORT. RECEIPTS \$320- PAYMENTS \$93- BALANCE \$396-

CAPTAINS REPORT. BEN WARDEN REPORTS IN HIS ABSENCE. AS PER ITINERARY.

IAN PAYNE GAVE A REPORT ON THE BATHURST WEEKEND.

GENERAL BUSINESS.

WELCOME TO ANDREW G.F. 250

WELCOME BA TO VICKY AND KEITH FINLAY.

DONATIONS REQUIRED FOR A K100 (HANS)

ADVERTISEMENT SHOULD BE IN NEXT MONTHS EDITION OF A.M.C.N.

TOM SEVILLE HANDED OUT 80 ITINERIES AT THE JEFFERIES RALLY.

JOHN STATED THAT HE FOUND IT DIFFICULT TO IDENTIFY RIDERS ON CLUB RIDES,
AND WHEN WHEN RIDES RE COMMENCE. IDENTIFICATION SUGGESTED FOR RIDERS.

DISCUSSION HELD ON FEE INCREASES. MAIN COSTS ARE IN POSTAGES AND
STATIONERY.

SHOW OF HANDS REVEALED THAT THE MAJORITY OF THOSE IN ATTENDANCE WOULD
RATHER HAVE AN INCREASE IN FEES THAN HAVE A RAFFLE.

JOHN SUGGESTED THAT IF THE CLUB PATRONISED CERTAIN ESTABLISHMENTS,
MAYBE THE MEMBERS COULD OBTAIN SOME SORT OF DISCOUNT.

TOM SUGGESTED THAT IF A BOX OR CONTAINER TO HOLD THE ITINERIES WERE
PLACED ON COUNTERS IN MOTOR CYCLE SHOPS IT MIGHT HELP TO GENERATE
MORE ENQUIRIES. IAN PAYNE CAN OBTAIN SOME.

ANNUAL GENERAL MEETING DUE NEXT MONTH.

IAN PAYNE STATED THAT BOOKING HAD BEEN MADE AT THE PRIORY FOR THE
BEECHWORTH WEEKEND IN JUNE.

BOOKINGS TO BE MADE FOR DRACULAS RESTAURANT.

WEEKEND TRIP TO THE ETTAMOGAH PUB SUGGESTED. CAMP AT HANS MOTHERS PLACE.

NOMINATIONS CALLED FOR COMMITTEE POSITIONS.

<u>PRESIDENT</u>	<u>NOMINATED</u>	<u>SECONDED.</u>
HANS WURSTER	ROD MISKEN	VICKY PILLER
<u>VICE PRESIDENT</u>		
BEN WARDEN	MICK FAGIN	TONY GUSTUS
TONY GUSTUS	BEN WARDEN	HARRY MILLER
<u>TREASURER</u>		
PETER DWYER	HANS WURSTER	BEN WARDEN
VICKY PILLER	KEITH FINLAY	TOM SEVILLE
<u>SECRETARY</u>		
ROSS KING	GEOFF WEBB	PETER DWYER
<u>ASS. SECRETARY</u>		
TONY GUSTUS	BEN WARDEN	GARRY CLIFTON
<u>CLUB CAPTAIN</u>		
GARRY CLIFTON	ROD MISKEN	BEN WARDEN
ROSS GABRIEL	BEN WARDEN	IAN PAYNE
<u>VICE CLUB CAPTAIN</u>		
ROSS GABRIEL	BEN WARDEN	GARRY CLIFTON
GARRY CLIFTON	HANS WURSTER	PETER DWYER
<u>SOCIAL SECRETARY</u>		
KERRY GOODING	VICKY PILLER	PETER DWYER
<u>EDITOR</u>		
IAN PAYNE	BEN WARDEN	HANS WURSTER
<u>PUBLIC OFFICER</u>		
ROSS BRADSHAW	HANS WURSTER	PETER DWYER

CLUB MAGAZINES GOING BACK TO 1967 AVAILABLE FOR READING

MICK FAGIN SUGGESTED THAT HE SHOW HIS SLIDES AT THE NEXT MEETING.

SLIDES ARE OF OLD MOTOR CYCLES.

DOOR PRIZE WON BY H100 HARRY MILLER

MEETING CLOSED AT 9-34 P.M.

PRESIDENT'S REPORT (1988 Annual.)

Time certainly does not stand still as it seems only a very short time ago that I wrote the previous years' report. This would also be obvious to most of us as we glance at the increased speedo readings on our bikes, or as we look into a mirror and see of all things, more wrinkles and grey hairs.

All this aside, it has been a pleasure for me to work with this present committee and office bearers together with the more active of the ordinary members of this club.

At the beginning of this past term of office, our club was finally ' Incorporated ' for the benefit of all members and officers.

During the past year we have organized many and varied day rides, weekend trips and camps. This brings to mind such weekends at Rutherglen, Swan Hill, the Bush camp, Xmas Camp, Clubman Rally, Snowey Mountains ride, Warrnambool, Bathurst and the Barossa Valley in addition to our interesting weekly Sunday rides. I am sure that most of us have many happy memories of those past events.

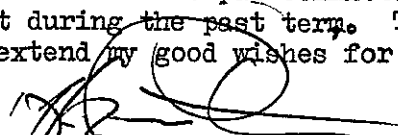
On the Social side we had attended various Restaurants, Breakfast ride, Video Night, Walhalla Cricket against the Quarter litre Club, Ride and BBQ with the Ulysses Club and our own free Xmas BBQ at the Club Hall. All very enjoyable and mostly well attended.

Although this past year saw some of our members injured as a result of crashes and falls on club rides, I am happy to say that all concerned have fully recovered and are back on the road again. Considering the many kilometers covered by each member during the past year on club functions, our good safety record cannot be disputed and I sincerely hope that it does not deteriorate in the future.

On a more sad note it is with regret that our club has lost one of its long serving members in Greg SMITH who passed away from natural causes on 22/3/88. Aged 40, he has been associated with this club since 1967.

Although the financial club membership has remained steady over the past, the number of members attending rides and meetings had deteriorated somewhat, but recently there have been positive signs of improvement. The committee have put in a lot of thought and effort in making the Itineraries interesting for all concerned. The past few rides attracted in excess of 20 riders and another recent ride saw 26 bikes and riders and a number of pillion passengers as well. Good stuff. I hope this trend continues. We certainly want to attract new members to come on rides and eventually join the club. Any enquiries re membership and club activities should be treated with enthusiasm by all our members and appropriate information given. It is imperative for the effective and happy functioning of this club that each member speaks up and makes his ideas or complaints known to the committee especially at club meetings. There is no need to criticize out of turn. Remember, this is YOUR club, operating for YOUR enjoyment, and we, YOUR Committee, need YOUR input and ideas to satisfy YOU.

In conclusion I would like to thank all of the past Committee and office bearers for their enthusiasm and support during the past term. To the incoming new committee I offer my support and extend my good wishes for a successful coming year in office.


Hans WURSTER,
PRESIDENT.

TREASURER'S REPORT

Not wishing to do a Mr Keating act, but there is no good news about our 1987/88 financial results, with a deficit of \$341, in contrast to a surplus of \$139 the previous year. Why is it so, you will ask. The answer is simple - our fees are too low for the services we provide and have, until this last year, been subsidised by raffles. You might recall that in my 1986/87 report, I pointed out that we were only barely able to avoid an increase in fees at that time.

From this year's statement, you can see the reason for the deficit - fees of \$686 and printing/postage costs of \$745, with all of the postage cost relating to magazines. Some of the other costs are one-off ones, but every year there are unexpected expenses beyond the basic costs. Some of our funds have been transferred into stock, which is unavoidable when manufacturers will not produce small quantities of goods; the stock is gradually being sold.

What can we do about it? The simple answer is to raise the fees to a realistic level and it's finished, at least until 1989. An alternative is raffles, but consider these aspects:-

- they are a big pain and require a lot of organisation
- generally, most of the tickets are sold by a few members and the majority (especially those that don't attend meetings) sell a token number or none at all

However, increasing the fees spreads the burden equally over everyone; unless some special project arises, I do not see the need to conduct raffles. The point has been made that Club X charges fees of only \$5, \$10 or whatever, but less than we do or would. Fair enough, but what do you receive for your money? If you want only \$10 worth of services, I am sure we could revise things to suit.

After a continuing and worrying decline in membership, I am pleased to say that it seems to have stabilised and the statistics below might be of interest.

<u>Membership</u>	1977/78	65	1983/84	66
	1978/79	49	1984/85	63
	1979/80	51	1985/86	56
	1980/81	46	1986/87	48
	1981/82	71	1987/88	49
	1982/83	62		

Life members are not included above and some of the early years are difficult to analyse from the records available.

Various forms of advertising have been attempted, the last ad being very kindly donated by a member; however, it seems the most successful method is a personal approach to suitable people and that's something we can all do. Clearly it will be our itinerary that convinces potential recruits to join (or leave) and we as a committee gave a great deal of thought and effort to the weekly events. They contained a variety of destinations, types of rides, with the latter being indicated on the card, plus our full weekend functions. These included both camping and accommodated weekends and it was great to see the effort that the members took to make them successful. After quite a deal of frustration, our incorporation was finalised in 1987 and despite cries of "red tape", it remains a valuable protection that contributes to the status of our club, without in fact having any unfavourable affects.

To ensure the financial viability of the club for 1988/89, these are my recommendations:-

1. that the membership fee be raised to \$20
2. that the membership fee be amended by at least the CPI on an annual basis from 1989
3. that a fee sufficient to cover costs be imposed on the Christmas party
4. that no raffle be held in 1988/89 unless a special project is to be funded.

Peter Dwyer Treasurer

30.4.88

MOTORCYCLE TOURING CLUB OF VIC.(INC).

STATEMENT OF RECEIPTS AND PAYMENTS

1.5.87 to 30.4.88

<u>For Comparison</u> <u>1986/87</u>	<u>RECEIPTS</u>	<u>1987/88</u>
\$		\$
693	Membership Fees	686
818	Raffle ticket sales	-
222	Supper fees	210
-	Christmas party fees	5
64	Auction Proceeds (nett)	43
13	Cheque account interest	18
132	Sale of badges,stickers	65
-	Sale of t-shirts	77
740	Prepayments-accommodation	1006
-	-membership	32
	Donation-AMCN advert	50
	-postage	13
	Deficit	2205
		341
<u>2682</u>		<u>2546</u>
	<u>PAYMENTS</u>	
370	Printing-itineraries	270
100	-magazines	256
106	Supper supplies	215
522	Raffle prizes	-
39	Door prizes	52
239	Postage-magazines,etc	219
23	-PO Box rental	23
152	Christmas Party-supplies	148
20	-liquor licence	22
-	Purchase t-shirts	141
50	Trophies or prizes	83
4	Bank Fees	
728	Accommodation fees	1006
60	Emergency kit	-
40	Hall-rental	25
50	-deposit on keys	-
40	Death notice etc (deceased member)	18
-	Registration fee-incorporation	68
139	Surplus	
<u>2682</u>		<u>2546</u>

FINANCE REPORT 1987/88

Cash Book Balance

Balance brought forward 1986/87

\$687 Cr

Add receipts

2205

Deduct withdrawals

2546

Cash Book Balance 30.4.88

346 Cr

This is represented by:-

Cheque account State Bank of Vic.

95

Cheque Account Capital Building Society

251

346

Assets

Adhesive badges

50x.50c

25

1x1.00

1

Badges-metal

26x5.00

130

Patches-cloth

50x3.00

150

Windcheaters

3x12.00

36

T-shirts

10x7.00

70

412

Duplicator and accessories

309

Electric typewriter

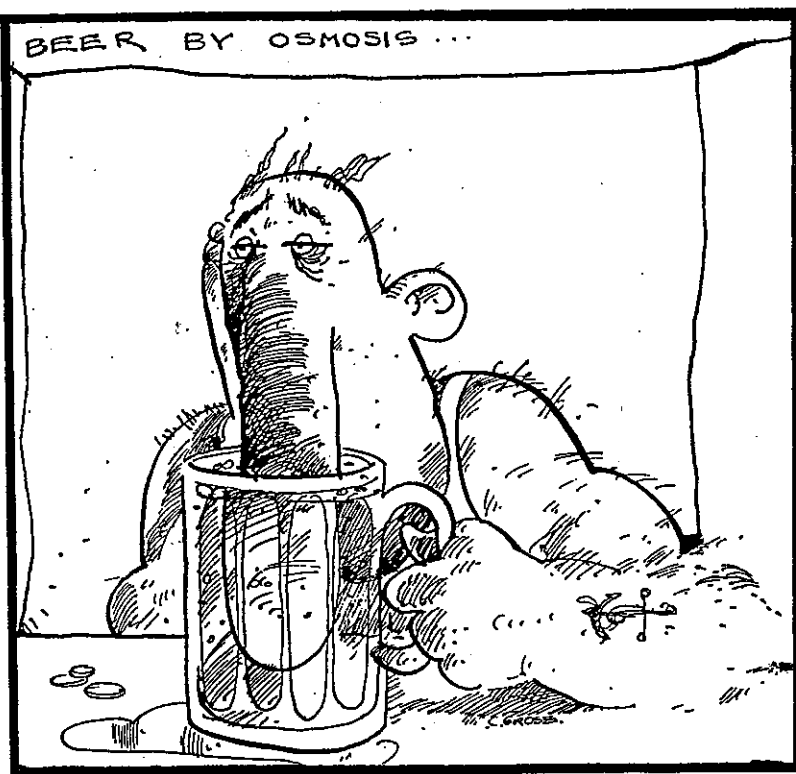
300

Urn

60

Value (at cost)

669



IT'S ENOUGH TO DRIVE A
MAN TO DRINK.



Lies, Damn Lies, and Statistics Vice President's Report, 1987-8

As unofficial club records officer the above statement seems most applicable. Referring to the Ride Attendance Statistics sheet we can all see the raw data, but the hard part is drawing appropriate conclusions, comparisons and trends.

Little problems arise as how do you define a member? For this table, I have defined a member as a person who is, or becomes, a financial member during the year. Otherwise the visitors row of entries is inflated with "members".

A quick comparison between this table and last years table reveals that we picked up 8 new members over the year, and lost 10, including long standing members, the Duffy's and the Morgan's. The visitors row remains artificially high because various girlfriends, wives and the like are not members, and though familiar faces, must remain in the visitors column. Maybe we should institute some sort of associate membership.

The use of the letter "P" to define a rider carrying a pillion may seem obscure. Why not use "P" to denote the person who was the pillion? Take Ken Wurster and Anne Hall for example. Anne is not a member. Ken would only get a "*" for being a rider and Anne would disappear into the visitors row. The only way to indicate Ken was riding with a pillion is to give him a "P".

Last year (86-87) there were 40 active riders, 15 of whom attended 10 or more rides/functions. This year (87-88) there were 48 active riders, 28 of whom attended 10 or more rides/functions. Quite a large improvement. This large increase over last year can be attributed to the surprisingly good weather we have experienced, especially in this last March - April period. Throughout the year, the average number of bikes per ride was 11.7 for 50 rides with an average of 14.7 people per ride. For the three non-riding functions: Yum Cha, Video Night and Camal's Lebanese Restaurant, 21, 10 and 12 people attended respectively.

The ride with the "biggest numbers" was Eildon on 17th April with 25 bikes and 31 people, 23 of whom were members. (This ride was somewhat bloated by a number of members meeting us at Eildon after coming directly from the Famous Last Words Rally.) Other rides with relatively high attendances were Widderin Caves (20 people), Economy Ride (22), Apollo Bay (22), Reefton Spur (21), Night Ride (22), Torbreck River (20), Yarram (20), and Around Port Phillip Bay (25). The worst attended rides were Breakfast Ride (6 people, very wet), Colac (6, wet in Melbourne only), Clubman Rally (4 people, dates mix-up), Snowy Mountains Highway (5 people) and Bathurst (5 people). The last two are weekends requiring very large distances to be travelled.

Breaking the year down into two monthly intervals it can be seen that there was a gradual increase in the number of bikes: 80, 91, 100, 108, 91, 114 with March/April being the peak period, January/February the "dead" time equal to the winter months. Enough of statistics.

HIGHLIGHTS AND LOW LIGHTS OF THE YEAR

We visited Widderin Caves twice on both occasions with Tony Gustus leading. They could both be called epic rides, the first ending at 9.15pm after visiting the Melville Caves and then Castlemaine for an excellent counter tea. On the second occasion we found ourselves lost down less well-known caves at Bacchus Marsh. Tony Gustus also led us to Labertouche Caves. A lot of fun was had by all and a large quantity of mud was brought to the surface by all members who explored. Anne managed to fall into the underground creek and Steve lost his torch to the apparently shallow depths, much to everyone's amusement. Climbing up the slippery muddy rope proved a formidable and exhausting challenge, especially for the pushers.

The Rutherglenn weekend at the Victoria Hotel was very successful as the first wineries ride of the year with 19 people participating. Swan Hill and Barossa Valley weekends were most pleasant, apart from the few mechanical troubles, primarily Colin's bike leaking petrol uncontrollably, and being difficult to start.

Jack won the Annual Economy Ride, riding his K100RS achieving 20.19 km/l, and Rod won the Poker Ride with a pair of Aces.

Wonthaggi State Coal Mine was very informative and well worth the \$2.00 entrance fee for the 1 hour guided tour by an ex-mine manager. During the Bendigo weekend we visited the Goldmine, the Bendigo Pottery shop, a Eucalyptus farm, we climbed the lookout in the city centre, and stopped at the local Sunday market. At Maldon we visited another goldmine - by this stage we were expert mine tourists - and later had our first and only steam train ride for the year.

Two weeks later Apollo Bay saw the second hottest September day on record at 31 degrees C and millions of bikes down the Great Ocean Road. And 35 degrees C was forecast for our ride to Wilson's Promontory on the 1st November. It reached 36 degrees and a few of the members had their first swim for the 87/88 summer. We drank litres and litres that day. It was too hot.

The Upper Yarra Dam barbecue with the Ulysses Club produced a combined total of 30 bikes. The Ulysses Club members provided most of the food and drink, as we huddled around the smoking fires. Many thanks.

The Historical Relics ride into the Otways while enjoyable suffered from the lack of visible historical relics. We received a tank full of dirty petrol and had to stop six times to drain the carbies on our return journey, while it poured rain. Ian and Kerrie stayed with us throughout our ordeal, eventually arriving home at 10.15 pm.

Thanks to Ross Bradshaw for organising and leading the Navigation Trial around Mirboo North. It was very successful and great fun. I think we won!

The Calder round of the Swann Series was moved to two weeks later so we substituted a visit to Glenrowan, and the Ned Kelly audio/visual museum. Expensive but probably worth the money. Racing at Calder was on the new track including the Thunderdome. After a bit of walking we found a magnificent vantage point and thoroughly enjoyed the racing.

There was a spate of small (and not so small) accidents over the summer period: Ross Gabriel dropped his GSX1100 on the Labertouche Caves ride when a stick got entangled between the wheel and motor; Russell had a minor bingle on the Reefton and Black Spur ride; on the Violet Town ride Eddy (2nd ride, 1.1 Yamaha) crashed on Merton/Euroa road, and a short time later Ian and Kerrie came to grief on the Strathbogie/Boho South Rd, Kerrie spending 10 days in hospital with a bruised kidney and broken arm; and Vicki and I crashed into the back of a car on the GOR, spending 8 and 1 weeks off work respectively. Most of the crashes were at low speed.

On a brighter note, the Q-L Club walloped us in the Walhalla Cricket match. Rod and Tom were our best hitters. A late inclusion to the itinerary was the night ride to Steavenson Falls near Marysville. The highlight of the night was staggering up to the top of the falls in pitch darkness, trying to avoid walking into trees and rocks, which proved impossible. A continuous string of one-liners pouring forth from Gary, Rod and Ian kept us in fits of laughter.

Another couple of spills include John Williams dropping his bike on the Torbreck River Ride and Andrew Murray on the Eildon Counter lunch ride. There seems to be a real problem with new riders crashing due to lack of concentration or trying to keep up. They are not used to the distances and speeds and consequent fatigue.

The Around the Bay ride led by Gary Clifton has very successful. The weather was magnificent. The highlight was the trip across the heads by ferry, and a police motorcyclist pulling Gary over wanting a ride on his new FJ1200. "But only if I can ride yours!" quipped Gary. Speaking of close calls, and there were quite a few, our fearless leader soon to retire gets to keep his ID ... That piece of good news wraps up a most enjoyable year.

Ben (GPz900)

AROUND PORT PHILLIP BAY - 10th April 1988

Gary Clifton FJ 12	Murray Browne XJ 900
Nick Johnson XJ 600	Harry Miller FZ 750
Ben Warden/Vicki Piller GPz 900	Ian Payne/Kerrie Gooding GT 750
Brian/Vicki (Qld) GTR 1000	Peter Philferan GT 750
Hans Wurster K100RS	Andrew Dunn K100RS
Bob Williams R65	John Williams R65
Ross Gabriel GSX 1100 EFF	Mike Nicholson GSR 750
Andrew Murray GF 250	Jack Youdan CBX
Rod Miskin VF 1000 fii	Steve Leyland VF 750
Mick Fagan/Barbara Fagan R100RS	
Peter Moreland/Sue Moreland GPz 1000Rx	

Departed from KBCP at 9.30 am and travelled along Beach Road until we reached Brighton where we were joined by Mick/Barbara, Mike Nicholson, Bob and John Williams. We then proceeded in the glorious sunshine to Mornington for morning tea.

A policeman on a motorcycle followed us from Mornington, passing the entire group. He eventually caught up with Gary and pulled him over at Mt. Martha. This was only to ask if he could have a ride on Gary's new bike. Gary, of course, agreed providing he in turn could have a ride on the policeman's bike. The policeman hesitated for a few seconds but eventually said "no".

After we sorted ourselves out it was up to Arthur's Seat, where we all had a photo session and the necessary pit stop (personal type) and from there it was only a short ride to Sorrento for lunch and join the ferry. Coming down the road from Arthur's Seat Ben stopped to have a chat with the policeman and offered him a ride on his bike. The policeman declined.

A moment of excitement enroute to Sorrento, we came around a bend and I saw what looked like a bronzed aussie without the cossie, however on closer inspection he was wearing a flesh coloured towel. Bother!

On arriving in Sorrento we went straight to the Ferry departure point and parked our bikes in the queue (we were the first vehicles in the queue). We then adjourned to the hotel and take-away shop for a spot of lunch. The take-away crowd enjoyed eating their lunch in a rotunda in the park near the waters edge. The rotunda, naturally, proved to be an excellent vantage point for Ian and Murray to once again ogle anything passing by.

The ferry arrived at about 1.45pm; we all paid our \$10.00 per bike (amount included a pillion) and rode on to the ferry. The ferry was full with the last cars being loaded on sideways. As we were departing some of the locals or possibly other tourists provided much entertainment by riding their jet skis across the wake of the ferry. They looked like they were having a great time.

The ferry ride across to Queenscliffe was uneventful, blue sky and calm water. What more could you ask for? On docking the cars unloaded fairly quickly however Ben was not quite dressed and looked like being the last off the boat, but our trusty leader Gary (who happened to be the first bike on) was waiting for us. Before we could ride off a group of Harley bikies came cruising on to the ferry amidst shouts from various people on the ferry and for those of us left on and trying to get off it was a case of shut your eyes and ride boys. Once off the ferry Peter P. caught us up and we travelled back to Melbourne via Port Arlington and Geelong. Harry's speedo cable seemed to cause him some minor problems along the way. At the back of the group the ride seemed to be very quiet and the group eventually pulled up at Laverton and we all said our goodbyes.

Thank you Gary for a very interesting and different ride. I think everyone enjoyed the opportunity to travel around the bay and the weather certainly made it a very pleasant trip.

Vicki

Eildon Counter Lunch - 24 bikes, 29 people (21 members) 17th April, 1988.

GTR 1000	Gary Osborn/Velga	K100RS	Hans Wurster
GTR1000	Brian/Vicki - Qld	K100RS	Jack Youdan
GPz1000	Peter/Sue Moreland	K100RS	Ken Wurster
GPz900	Ben Warden/Vicki Piller	GT750	Ian Payne/Kerrie Gooding
GSX1100EFF	Ross Gabriel	GPz250	Sally Gleeson
GSXR750	Martin/Jan	FJ1200	Gary Clifton
GSX250	Andrew ?	XJ900	Ray Thomas
GF250	Andrew Murray	XJ900	Bob Steckelenburg
VF1000	Rocky Ristic	FZ1000	Andrew Sirninger
VF750	Steve Leyland	FZ750	Harry Miller
XJ600	Nick Johnson	RZ250	Mitchel Matthyssen
Velocette Thruxton 500cc Tom Saville			
(XJ900 - Tony Gustus joined at Thornton and then stayed on at pub)			

In another 60km I would need petrol, but with a little exuberant riding, we probably wouldn't even reach Yarra Glen. Images of being towed up Christmas Hills with the club tow rope (would Peter bring the emergency kit?) sprang to mind. Better get petrol! Now if only we can find an open service station, do battle with the 3AW/Children's Hospital fun run participants, and more particular the police controlling the traffic flow. "No Vicki, I did not hear that tram ding ding ding-ing us". Ear plugs, half asleep, too busy with the traffic are my pathetic excuses. And was there a vintage car rally somewhere? and what was happening in Collins Street?

Another fantastic autumn day: Clear skies, 22°C forecast, little wind, the morning air still a little crisp. Wonder who will be at KBCP after our advertisement in Motor Cycle News?

KBCP was chock-a-block full of cars, and worse, an attendant. Though early, a few other riders had huddled together in one corner, having already done battle with the attendant. Rocky on a VF1000F was there are a direct result of our advertisement. When Hans and Ken arrived, we left, 9 minutes late (Ken and Steve were still talking, helmets off, when we were half way over the Flinders Street bridge). Sally was rear rider to Yarra Glen. Steve and the Queensland pair, Brian and Vicki, made up the rest of the field from KBCP.

Normal Route: The Bouley, Warrandyte, Kangaroo Ground, Christmas Hills and Yarra Glen. All good stuff.

Twelve bikes were waiting for us at Yarra Glen. Notably Tom on his latest toy, a Velocette Thruxton 500cc (498) - [have I got that spelling right Jack?]. Tom seemed to spend the majority of the day fiddling with it (don't mention oil leaking on the back wheel). Very occasional rider, Bob Steckelenburg now rear rider, was testing his new, traded in on a car, XJ900, and was most impressed. By the way, it is for sale: 1986, 30,000km, \$4,000, mint. A couple of new riders claimed they had been with the club before.

Healesville, the Black Spur and Marysville came and went, quickly. It's strange: in space no-one hears you scream (Alien); in your helmet, you can't hear anyone scream, especially the pillion. (Collected Gary and Velga waiting in the main street of Healesville, and a couple on a GSR750 in the Black Spur).

Howl, flash, gone. Hmm. So much for passing the leader. At least Rocky remembered I was leading and waited, albeit apologetically at the Buxton/Maroondah Highway intersection. (He later admitted that he never knew that red K100's went that fast! Wonder who that could be? Ho-hum.)

Scream, flash, av-gas smell, gone. Hmm. Another one. I wasn't going to pursue Mitchell on his first ride back since a broken ankle. He pulled over further up the highway. Maybe we will have to resurrect the old armbands. (Anybody who has them please return them - there are at least 4 sets.)

On to Eildon via Taggerty and Thornton. A number of club members - Ian/Kerrie, Gary, Tony, Ross and Rod had attended the Famous Last Words Rally held near Yarck and joined the ride at Thornton. They all looked, and were, considerably worse for wear. Rod had accepted discretion as the better part of valour and headed straight home to bed to nurse his head and guts.

Too early for lunch, so we headed up the Mt. Pinninger (543m) Road to the lookout offering magnificent views of the various arms of Lake Eildon, the Eildon State Park, the dam wall, and Eildon town centre. The Lake was dotted with house boats, and a few speed boats and water skiers were in action. With the sun streaming down, cameras were a-clicking.

I had ridden up the 50m goat track to the absolute top of lookout (forgetting there was an easier way around the other side). The new couple on the GSR750 hit a rock and laid the bike down - no damage, and Andrew (GF) had a minor spill after locking the front brake in gravel going down. Ho-hum.

Back down the mountain and onto the dam wall where for more photos. At this stage we were able to gauge accurately how many bikes/people there were on the ride: 24 bikes. Quite amazing, especially on top of last weeks 20.

Eildon and a leisurely counter lunch with the Q-L Club dregs who had made it from the Rally site, under Tony's direction.

After fuelling up at Eildon, we headed into Fraser National Park and onto Alexandra and Yea via the sweeping Molesworth road. Peter P. riding with the Ulysses Club gave us a wave as we dawdled through Yea. Brian and Vicki caught-up. And then no-one came. Bother.

News began to filter through - Andrew Murray had crashed his GF250 way back on the twistie Fraser National Park Road. The bike was rideable with some cosmetic damage. Andrew had sustained some bruising and the usual torn chest muscles. Eventually he did arrive. Yea became the unofficial dispersal point. Nick took up rear riding position - Andrew was sitting on 80 km/h and was in considerable pain. About 10 bikes made it to Kinglake West, the planned dispersal point.

Not wanting to risk Andrew passing out and crashing - he had a nasty lump in his lower abdomen and was possibly bleeding internally - I organised Nick to pillion Andrew to hospital, and to leave Andrew's bike at the local milk bar to be picked up by Harry and Nick later that evening.

After a couple of hours waiting at the hospital, we discovered thankfully, that no serious injuries were sustained. Just a bit sore and sorry for himself.

A round trip of 350km saw the chain stretch significantly (gloom) and the running-on problems with carburettors (doom) noticeable below 3,500 revs. But when riding with 20 other fanatics on a glorious day small problems such as these fade into insignificance.

Ben and Vicki (GPz900)

BAROSSA VALLEY WEEKEND 22.4.88-25.4.88

Our attempts at interstate events in recent years have not exactly been a raging success, perhaps through limited appeal (Bathurst, Snowy Mountains) or expense (W.A. and north Queensland). However, none of the above seemed to affect the Barossa weekend and 14 members and friends made the 750km (more if you got a bit lost) journey to Angaston on the edge of the Barossa. The response required accommodation at both of the hotels in town, but being close together there was a lot of foot traffic between each, checking out the meals and talent in the bars.

After about two weeks of sunny weather, naturally a cold front arrives on the Friday when most were travelling, but followed by two perfect days, then another cold front for the return on Monday. Although there was obviously a heavy German influence in the area, our hotels were not operated by some Viking-like couples given to much shouting, stein waving and lederhosen, but quite agreeable people who were relieved to find that "the bikies" did not destroy the place (well, not too much). Even the (large) family dog didn't try to bite us.

The main purpose of the weekend was of course to sample the wineries and this daunting task began on Saturday morning; daunting because there are 50 wineries in the Valley. After the first visit, which was to Seppeltsfield—a little town in itself—it was obvious that we would be lucky to "do" 10 of them. Also obvious was the fact that, at least in the case of the large ones, there had been quite a few amalgamations and centralising of the wine processes, not to mention that you could buy their products in Melbourne quite freely anyway. Nevertheless, it seemed only right to join the tippl...er, wine buffs and sample everything, making wise pronouncements in the process. A cheeky little wine, eh what? Definitely from a north facing vineyard. Ah yes, an '81 traminer, wouldn't you say, Fritz? and so forth.... The small family operated vineyards were more authentic and free of the tourist trappings that are springing up like wildfire. Watch for the "Big Grape", "Big Bottle", McDonalds, etc. next time. Leaflets printed in Japanese also give an indication of the market thrust.

Angaston was a bit of a backwater (Tanunda seemed to be where the yuppies hang out), but this did not deter some of our members who went to the local football club disco (hello, Ken and Rod) and found diverse distractions there. One person forgot to obtain a front door key and was locked out till 7am, at least that's his story. Said he threw stones at the hotel bedroom windows, but he should have known that trick only works if you have a guitar and a good singing voice.

Sunday was for most a visit to the Birdwood Museum, though some had slipped off to Adelaide, not, we trust, to wander idly along Hindley St. waiting for something to happen. Birdwood has a remarkable collection of old and not so old cars, weird and wonderful old motorcycles which looked exceedingly uncomfortable and hard to control and sundry old relics (eh?) in the old flour mill. After that, more wineries. At night, a slightly more up-market dinner at the Angaston Barossa Bistro, but add to your MCTCV Food and Accommodation Guide that hot water alone doth not good coffee make and the prices for items not listed on the menu are er...elastic. Mind you, the paper aeroplanes thrown at the lanterns, each other, the waitress, threat of a food fight, etc may have caused the coffee machine to have a seizure and the chef to have on display numerous knives and choppers.

Monday was the long trip back and I must say it was one of the worst I have made, with intermittent rain, strong winds, heavy traffic from Ararat onward, with long traffic jams caused by (when you eventually got close enough to see) advanced geriatrics trundling along with a caravan at 60kph.

However....was it all worthwhile? Yes, and it was good to see the effort the members had made to undertake this quite long (and not inexpensive) journey in such numbers; maybe we can look forward to something similar in '89.

Peter Dwyer XJ900



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

Thank you for your enquiry about the Motor Cycle Touring Club.

Our club was established in 1955 and currently has a membership of approximately 50.

For membership we like prospective members to attend three rides, then apply for membership at the following meeting.

Meetings are held on the first Thursday of the month, commencing at 8-15 p.m. at the Jika Jika Community Centre, Cnr. of Union and Plant Streets, Northcote.

Enclosed is a run itinerary which outlines the club activities through until

Should you have any other queries, please do not hesitate to contact any of the committee members at the telephone numbers listed on the itinerary card.

Safe riding,

Yours faithfully,

Dear Member,

By accident I discovered a letter the club sends to prospective members who apply by mail for further information regarding the club and its activities. I felt the letter needed updating and generally expanding. This article is therefore a proposed reply to queries. Please offer constructive criticism and improvements. Special emphasis has been placed on the corner-marking system, the area most new riders are unfamiliar with.

Thanks in advance,

Ben.

Information for Prospective Members

April, 1988

Thank you for your enquiry about the Motor Cycle Touring Club of Victoria, Inc. The MTCV was established in 1955 and currently has a membership of approximately 55. It is an all makes club for motor cycle owners and pillion passengers wishing to enjoy the many interesting and varied roads and sights of Victoria in the company of other motorcycle enthusiasts.

Not wishing to generalise too much, club rides are between 300 and 500km long, every Sunday. Hence the club attracts the more mature person, usually riding a big-bore sports/touring machine, who can afford his "habit". Of course new riders on smaller machines are well looked after, especially by using our corner marking system. In an effort to cater for a broad spectrum of tastes the rides vary in length and style. Weekends away range from bush camping to Hotel accommodation. Social functions include the occasional film night, restaurant, or fun park. Unnecessary dirt roads and major highways are avoided where possible.

An itinerary detailing the clubs activities for the next four months is produced in easily managed card format for the members convenience. It contains a list of meeting times, dates, and destinations of the upcoming rides and functions, and other useful information.

Rides depart (unless otherwise specified) from King's Bridge Car Park (KBCP), corner of Flinders and Spencer Streets at the times given on the itinerary. The times are strictly adhered to: being five minutes late may mean missing the ride, though quite often there is a second pick-up point, also noted on the itinerary. To save time, arrive with a full tank of petrol; we make appropriate stops en-route, and return late afternoon.

Due to the distances involved, a reliable, roadworthy bike (especially tyres), with the suspension set appropriately, is highly desirable. Victoria's weather is at best unpredictable, so wear warm protective clothing. Carry wet weather gear. Sun glasses and ear plugs help reduce eye strain and fatigue-inducing wind noise.

No liquor is to be consumed on Club rides. When riding with a large group of riders, eight hours abstinence seems reasonable and responsible in the light of the ever increasing drink/driving penalties and more importantly the security it offers the other riders. Where deemed appropriate, and a committee person is present, this law is dispensed with. The Club seeks a sensible compromise.

General meetings are held on the first Thursday of the month, commencing at 8.15pm at the Jika Jika Community Centre, Corner of Union and Plant Streets, Northcote. These are run along fairly informal lines with supper provided afterwards. A monthly magazine is produced and available at the meeting, along with new itineraries, badges, and other Club paraphernalia. Prospective members must attend at least three rides/functions before applying for membership.

The Corner Marking System Explained

There is a "leader" and a "rear rider". Ideally, no-one passes the leader and the rear rider passes no-one. When the leader comes to an intersection, at which he is deviating from straight ahead, or there is any likelihood of confusion, he will point to the side of the road indicating that the following two riders are to stay there "corner-marking" until all the remaining bikes have passed through, and the rear rider arrives. The corner-markers then proceed until next required to "corner-mark".

By corner-marking we mean indicate (by preferably blinking or pointing to) the direction the following riders should take. Good corner-markers work as a team positioning their bikes to indicate the direction taken by the leader.

Two bikes are left to corner mark for the various reasons. If someone takes a wrong turn, one of the corner markers can chase and bring the errant rider back. The remaining bike continues to perform his function of corner-marking, and the ride continues to "flow". The majority of riders are not inconvenienced, and little or no time is lost. If someone breaks down, gets a puncture or crashes, the two following riders stop to offer assistance. In time the rear rider will arrive with the "Emergency Kit", which contains a First Aid kit, a tubeless tyre puncture repair kit, a can of Finelec or similar, and a tow rope. Most mishaps are catered for.

Eventually the leader runs out of corner markers. By leap-frogging up the corner markers the leader can be informed of the incident and the estimated time delay. Therefore it is important that corner markers never leave their corner until the rear rider, or his messenger arrives. After an in-ordinate amount of time has elapsed (usually greater than 10 minutes) since the last bike passed through, one bike may leave the corner and (normally) back-track down the corner-markers to render assistance and determine the cause of the hold-up.

If on arrival at an unmarked intersection there is any doubt as to which way the leader has gone, proceed straight ahead. At "Y" junctions, take the major road; at large round-a-bouts (though often marked), go straight ahead.

Using a corner marking system makes for a smooth ride. Riders can travel at their own pace; if they wish to travel faster, they will end up corner-marking more often; if they ride at a leisurely rate then only occasionally will they be required to corner-mark. Effectively, riders can travel at any speed they wish. Other advantages of this system are that no-one ever gets lost, and there is no need to be constantly looking at a map - in fact you don't even have to know where you are going! - combined with the added security of riding in a group.

New riders are very welcome, so come along and join us. Enclosed is the current itinerary. Should you have any queries, please do not hesitate to contact any of the committee members at the telephone numbers listed on the itinerary.

Yours faithfully,

(Secretary)

MOTORCYCLE TOURING CLUB OF VICTORIA INC. MEMBERSHIP LIST

2-5-88

Members	Address	Home	Work	Motorcycle(s)
Adams, John	3/4 Chomley St, Prahran, 3181	51-2870	654-3644	Honda CX650
Arrowsmith, John	6 Wenden Rd., Mill Park, 3082	404-3660		Kawa GPz1000RX
Barnes, Mick	5 John St, Williamstown, 3016	397-1640	543-2644	Suzuki DR 600
Bloxham, Frank	41 Albert St, Mt Waverly, 3149	277-5212	420-8277	BMW R80 G/S
* Bradshaw, Ross	1/13 Orchard St, Heathmont, 3135	497-1586	603-4111	Kawa GTR1000
Brew, Max	Wilkes Rd, Willowgrove, 3825	056 352473		Suzuki GS1000G
# Brown, Ken	294 McKinnon Rd., McKinnon, 3204	578-3403		Kawasaki GPz900
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, 3056	386-0453		Kawasaki Z500
* Davis, Mike	12 Rolland Crt., Montmorency, 3094	439-2378		Honda 400 Four
Dunn, Andrew	16 Foch St, Ormond, 3204	578-9489		BMW K100RS
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
Finlay, Keith	41 Bradshaw St, Essendon, 3040	337-9881		Kawasaki Z1300
Fitzsimmons, Wayne	67 Oakhill Ave, Reservoir, 3073	478-0252		
Gabriel, Ross	46 Diamond Ave, Glen Waverly, 3150	232-1272		Suzuki GSX1100EFF
* Gleeson, Sally	557 South Rd., Moorabbin, 3189	555-4779		Kawasaki GPz250
Gooding, Kerrie	2/3 Leroux St, Oakleigh, 3166	563-2410		
Gustus, Tony	18 Kingston St, Mordialloc, 3195	587-2921	791-6099	Yamaha XJ900
Heath, Robyn	5 John St, Williamstown, 3016	397-1640	488-2411	
Inglis, John	25 Hook St, Altona Meadows, 3028	369-2371		Kawasaki GPz900
+ Johnson, Nicholas	6 Inverness Crt., Croydon, 3136	725-8953		Yamaha XJ600
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	6 Leakes Rd., Laverton North, 3026			Honda VF750
* Mathysen, Mitchell	1/30 Junction St., Ringwood, 3134			Yamaha RZ250
+ Miller, Harold	25 Velma Gr., Ringwood East, 3135	870-3402		Yamaha FZ750
Miskin, Rod	18 Linlithgow St, 3132	874-5569	420-2237	Honda VF1000FII
Montague, Ivor	4 Russel St, Sth Caulfield, 3162	578-8056	651-5862	Kawa GPz1000RX
+ Moreland, Peter	38 Kidderminster Drv., Wantirna, 3152	221-6346		Yamaha FJ1200
Moreland, Sue	38 Kidderminster Drv., Wantirna, 3152	221-6346		
Osborn, Gary	11 Aberdeen Rd., Blackburn Sth., 3130	877-3231	699-4955	Kawa GTR1000
Payne, Ian	2/3 Leroux St, Oakleigh, 3166	563-2410	568-6600-311	Kawasaki GT750
# Philferan, Peter	19 Aird St, Camberwell, 3124	813-3518		Honda 750 Four
Piller, Vicki	13/125 Separation St, Northcote, 3070	489-8578	344-7887	Kawasaki GT750
Pollett, Brenda	13 Eden St, Cheltenham, 3192	583-7848	689-8422	
Pope, Wayne	82 Harley St North, Knoxfield, 3180	725-3467	387-7077	Honda CBR1000
Saville, Tom		848-7867		BMW K100RS
# Shearer, Len	798 F'ntreegully Rd, Wheelers Hill, 3170	561-2857		Yamaha FZR1000
Sirninger, Andrea		848-7867		
Steklenburg, Bob	9 Hastings Rd., East Hawthorn, 3123	82-1866	592-0636	BMW R80 G/S
Thomas, Ray	PO Box 242, Rosanna, 3084	458-4984		Yamaha XJ900
Warden, Ben	51 Airlie Rd., Montmorency, 3094	439-8015	344-4047	Yamaha XJ900
* Waddell, Colin	439 Lwr Heidelberg Rd, Eaglemont, 3078	45-1433	344-2293	Kawasaki GPz900
Watterson, Darren	4 Bainbridge Crt., Kilsyth, 3137	725-3444		Kawasaki GPz900
Webb, Geoff	11 Stymie St, Kingsbury, 3083	460-3559	470-1455	Honda CX500
Whalley, Bruce	13 Park St, Coburg, 3058	383-1846	604-7379	Kawasaki Z500
* Williams, John	35 Flowerdale Rd., Moorabbin, 3189	555-3459	555-4858	Ducati 750GT
Williamson, Craig	46 Heather Ave, Essendon, 3040	337-4764		BMW R65
				Honda CBX750FE

Woodman, Daryl	93 Noga Ave, Keilor East, 3033	336-3327	651-2791	Yamaha XJ900
Wurster, Hans	21 Medford St, Altona, 3018	398-5575	392-3235	BMW K100RS
+ Wurster, Ken	21 Medford St, Altona, 3018	398-5575		BMW K100RS
Youdan, Jack	22 Fort St, Mt. Waverly, 3149	232-3564	311-6555	Honda CB500
				BMW K100RS

* changed address or phone number since last listing

+ new bike since last listing

life members

Life Members - 5

Full Members - 50

Total - 55

Waffle

BAROSSA VALLEY GUZZLERS: 11 bikes, 14 people,

Ross King XJ900, Peter Dwyer XJ900, Gary Clifton FJ1200, Rod Miskin VF100F2, Jack Youdan K100RS, Ian Payne + Kerrie GT750, Peter P. GT750, Tony Gustus XJ900. Collin Waddell GPz900, Ken Wurster + Ann K100RS & Ben Warden + Vicki GPz900.

At Famous Last Words Rally; Rod Miskin not feeling too well in the morning, couldn't decide whether it was the Beer, Port, Stones, Muscat or potatoe chips.

I believe CRONULLA Rugby team is sighning Tony Gustus up to teach them how to tackle! Ask the editor.

Christmas carols will never be the same again, especially the rally version of "the 12 days of Christmas"



Peter Moreland celebrating his birthday on the Eildon ride. Thanks for the cake. For a present Peter bought himself a new Yamaha FJ1200.

Also on Eildon ride Tom Saville seen riding an early model 500cc single Velocette.

Vested interest!!!! Vicki Pillar nominated for treasurer/ Ben needs a NEW BIKE.

Would any member who has the ORANGE ARM BANDS or COMMITTEE BADGES please return them?

EMU RALLY; 6.7 & 8 of May. Food, refreshments on site. Gymkana and live band on Saturday. Proceed down Western Hwy to Ararat and follow rally signs from Mt Langi Ghiran turnoff.

LOST BALLS RALLY: May 28 & 29. Located central NSW. No gymkana but a Golf comp? Enquiries to; Bertrand Cadart, PO BOX 93 Carnegie 3163.