

Nov 88

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

NOVEMBER 1988

SUNDAY 6th. SWITZERLAND RANGES
9.30 KBCP.
10.15 Yarra Glen.

Join with Tom Saville as we head for the Yea/Seymour area to circumnavigate these ranges.

SUNDAY 13th. NAVIGATION TRIAL.
Mirboo North.
9.30 KBCP.
10.15 Hallam.

Here's a chance for you to brush up on your directional skills as we partake in this fiendishly devised event around beautiful downtown Sth Gippsland.

SUNDAY 20th. BRISBANE RANGES.
9.30 KBCP.
10.00 Laverton.

Hans Wurster will be our leader as we explore the roads around the Bacchus Marsh/Meredith area. But be warned DIRT roads will NOT be avoided.

SUNDAY 27th. JAMIESON.
9.30 KBCP.
10.15 Yarra Glen.

As threatened, Jack Youdan will lead us by some devious route to this scenic inland town. But, no doubt from recent experience, Mole\$worth will be-bypa\$\$ed.

DECEMBER.

THURSDAY 1st. CLUB MEETING and
PRE-CHRISTMAS SUPPER.
Club Hall 8.15pm.

Our end of year BBQ is being held on Sat. 10th Dec. Therefore this meeting will simply be an opportunity to enjoy pre-christmas festivities with fellow members. Light refreshments will be provided but members are asked to bring a plate. A liquor licence will exist, so, if desired BYO drinks.

SUNDAY 4th. SWANN SERIES.
CALDER.
9.30 KBCP.

Come along and spectate with Club members at this last road race meeting of the year.

SATURDAY 10th. CLUB CHRISTMAS BBQ.
Fairfield Park.
(Melways. P 30-J12)
12 noon to 4pm.

Yes a Saturday and on the banks of the Yarra. This is to be the venue for our annual end of year BBQ and Christmas get together. Map and final details will be printed in the December newsletter. So before you forget, reserve Saturday 10th of December for the MTCV BBQ.

Happy Birthday Australia Rally

Sep. 30th - Aug. 3rd.

10 Members, 9 Bikes

Gary Clifton	FJ1200	K100RS	Andrew Dunn
Ian & Kerrie	XJ900	XJ900	Tony Gustus
Justin Gordon	XJ900	FZ750	Collin Waddell
Rod Miskin	VF1000FII	R65	Jon Riddett
Ben Warden	GPz900		

I missed Ian and Kerrie, Gary, Rod and Justin at 8 am, Friday morning, at KBCP as agreed, being 5 minutes late due to the heavy peak hour traffic. The cooling fan was going full bore and by the time I caught up with the others in Elizabeth St, I was hot and sticky, and exasperated with the traffic.

After words of encouragement from Damien Cog. on the loud-hailer, a few hundred bikes proceeded up Elizabeth St and Sydney Road with a police escort of ten K100RT BMs to Kalkallo. The coppers used some electronic device to ensure that all traffic signals remained green. Many people stopped work and stood along the streets watching us parade by. The 900's fan came on after a while, so I stopped in Coburg and waited for the group to get ahead, then raced to catch up again, passing Andrew Dunn (K100RS) in the process. Travelling with Ian and Kerrie, we passed Rod, Gary, and Justin waiting for us at the weighbridge near Seymour. Luckily for them, the police were a couple of hundred metres around the next bend and they had not reached 'cruising' speed.

First stop Drage Airworld, Wangaratta, where we were greeted by the mayor. Only a hundred or so bikes made it, the others bypassing this attraction. The organisers had expected us about 1 pm and were a little dis-organised when we showed up two hours early. Eventually the food stall got its act together. Later the group discount was finalised, though the ticket collectors did not have change! Two dollars entry fee. Drage airwold is a large aircraft hanger housing a number of old bi-planes and WWII Australian aircraft, and many restored Holdens and Fords. Gary was particularly taken with a convertible HD holden.

On to Canberra via Yass stopping at Gundagai for photos at the 'Dog on the Tuckerbox' and 'Dave and Mable.' Of course, everywhere we stopped there were plenty of bikes to wander around at look at. Most servos seemed to have twenty or thirty bikes littering the driveways.

We arrived in Canberra about 5 pm at a large, vacant industrial estate where we, and 7,000 others, camped. After checking in, paying the \$15 late entry (\$10 pre-paid), we set up our tents away from most people along the fenceline. Once the wind picked up, it became obvious why everyone was camped close together amongst the trees - to get some protection. The 'Taj Mahal', in which Gary and I were based, was sturdy enough, but it did look like Rod would be joining us when his silver bubble preferred life as a silver pancake. Luckily for Rod, the wind tended to die down a little at night.

Bands played till midnight and the local Lions club did the catering - a continuous BBQ. Clumps of decrepit Porta Loos decorated the gently sloping fields. A number of workmens' huts had been converted to other uses including 'Control', Beer and Beer ticket dispensary, Fournales Sales and Showroom complete with Betram Caddart(?), Motorcycle News magazine and Fred Gassit tee-shirt shop, a shooting gallery, and further away, a toilet block with running water.

Saturday morning we spent touring around Canberra visiting Mt Stromlo Observatory, and the Tidbinbilla Deep Space Tracking Station (American). Back to the rally site, along some fantastic roads, for a gymkhana. The organisers had not taken out public liability insurance, so no bike

events were allowed in the gymkhana. It was reduced to boring egg and spoon type races. So Rod, Justin and I headed off to the War Memorial for a couple of hours before it closed at 4.45 pm. As we were going in, we met the QL club including Tony Gustus and Collin Waddell, leaving. We also bumped into Andrew Dunn again, checking up on his grandfather who flew in a Lancaster during WWII.

Ready for a decent feed - I had already had six steak sandwiches by this stage, and Gary was hooked on sausages - we headed into town looking for somewhere suitable, finally settling on an Austrian House, the Chew and Spew running a close second. People in the window beckoning us in may have swayed it. My memory goes a little hazy at this stage, though I remember Gary getting good mileage out of his dry martini - no olive, and garlic bread was one in, all in - due to the close sleeping quarters. The food was excellent.

That night, all bar Gary decided to discretely go and have a hot shower at the horse racing track, a few km away, where we had discovered an open shower block. It was wonderful. Later we once again found ourselves standing around Gary's gas lantern, trying to keep warm, telling tall stories, and partaking of a few ales. Jon Riddett wandered by and discussed his letter in the current AMCN. Another band, camp fires, and, people and bikes everywhere.

As seen on TV, the five litre, super charged Merlin comprising of two cylinders chopped off a V-12 Rolls-Royce Merlin aircraft motor was there in all its awesome power and glory. It runs on kero and nitrous oxide discharging into straight through exhausts. Whenever it fired up, large crowds soon formed. Joy rides were piced at \$10 a lap.

At 11 am Sunday morning an 'estimated' 8,500 people rode to Parliament House to meet Bob Brown, the minister of transport, and to sing Happy Birthday to Australia. All the TV station cameras were there. Afterwards we did a tour of Parliament House (most impressive), then rode up Black Mountain to the Telecom Tower for late lunch. That afternoon we packed up and spent a leisurely 45 minutes travelling the 115 km down to Cooma. (With the advantage of CB radio, Jon Riddett informed us later that there were three radar traps. Ho-hum.) Tea at the nearest pub with Kevin and Peter from the QL club, who also enjoyed the Olympic closing ceremony on TV.

We had hired a cabin for the night to take all six of us at a comparatively expensive \$48. But it was fun. The joke session went a good hour, Rod seeming to have an endless supply of mainly original jokes. Ian wasn't far behind. Rod, being too slack to get his sleeping bag out, left the heater on all night. We sweltered.

Home via the Monaro Highway through Bombala to Cann River, then along the Prince's Highway, taking the back roads through Maffra and around Yallourn power station, battling ferocious cross winds all the way to Melbourne. Round trip of about 1700 km. The GPz was easily the most economical bike, usually a couple of dollars less per tank than the FJ12 and Rods guzzler. Ian and Kerrie were getting better economy than Justin. But at no stage could anyone's economy be described as good.

We thoroughly enjoyed ourselves,

Ben GPz900

A ROVING REPORT.

Where ? Christchurch, New Zealand.
When ? 12.30 pm. Friday October 21.
About ? Things Motorcycle Gangs.

It's the long weekend in NZ, next Monday's the Labor Day holiday, and the outlaw bikie set is on the move.

The Mongrel Mob is having it's national convention in Wellington, and NZ Rail has donated a railway yard-sheds for the event at no charge, very public spirited !

Must be similar events in Christchurch, as Tuam st. is lined with Harleys, Triumphs and some (but alas few) Nortons.

Tuam-st. is sort of our Elizabeth st. i.e. a two wheel Mecca, with main focus on the shop, Christchurch Motorcycles.

This dealer is Harley Davidson to the South Island, but also deals in the sad condition (mainly) used Brit. bikes. Having said that, I note a good condition Hesketh 1000 hiding in a corner, must be the only one in NZ and a " Not For Sale" sign..... pity, but they would probably ask NZ \$ 46,250 !

The point of all this lead up is to get to the point and that folks is.....

Today, Christchurch Motorcycles shop is the focal point of gentlemen wearing rat gear with back patches proclaiming " Palmerston Vigilanties", Nelson Marauders", " Levin Terrors", etc.

(This can't be real but I am reading it with my own eyes.)

Look along the lines of bikes belonging to these gangs (clubs) and see how proper it all is. 89% Harley, 10 % Triumph, 1 % Norton (sad) with ocky- attached bed rolls and gear, not a fairing or pannier in sight ! Man, is this the cool image in having the right gear ? yes, yes, yes and yes.

what's this turning into Tuam st. and intending to park outside this dealer ? Oh no, it's an almost new Gold Wing Interstate with all the top boxes, CB8s, tape decks and plastic imaginable.

Here's trouble, there will be a riot, who calls the cops after it's torched ? Does Christchurch have an ambulance service ?

Gold Wing is now backing into the only space left among the righteous Machinery and what's this ?

Rider is outfitted in the best (worst) rat denim and leather and a back patch says Levin Terrors, those of that persuasion are now welcoming this fellow bro' !

It's now 1.35 pm. and I am stumbling dazed around the streets of Christchurch absolutely bewildered.... how can it be ? outlaws on new Gold Wings ? do some ride Honda Nifty Fifties ? is the world moving away from stereotypes ? What is happening ?

Can't cope with all this, so am now hiding behind my defense mechanism that says " Kiwis are crazy and it's very different there from Aussie".

Question is, will we see similar aberrations in Australia in the future ?

Jack (FRXT 80 c.i Custom) Youdan.

MRA Events.

MRA Driver Awareness Run. Will be held on Saturday Nov. 19th. and leaves Elizabeth street at 12 noon for a run to Romsey where an overnight rally will take place.

MRA Toy Run. To be held on Saturday Dec 10th. in Victoria Square, which is situated at the top end of Elizabeth St, and is an all day event.

At the KBCP met Steve VF 750, Graeme K100 RT, Robin Kawasaki 500 S, with myself of course on the K100 RS.

We left on time and travelled our normal route via Hoddle st, Johnston st, Kew Boulevarde to the Eastern Fwy then via Templestowe, Warrandyte etc to Yarra Glen where we found Andrea on FZ 750, Tom K100 RS, John RZ 500, Eric Kawa 250 'racer'. The weather was fine and it had all the ingredients for a good ride.

Left Yarra Glen for Healesville then up the Spur where I waved Tom and John through not wanting to spoil their day. Caught up to them again by Narbethong then on through Marysville, Buxton to Yea for lunch by 12 noon. Tom and Steve swapped bikes for a short time and Steve was very impressed with his first ride on a K 100 RS. Also we picked up another rider, Michael, on a R 100 RS around Buxton.

After lunch we refuelled and John and Eric decided to leave the ride heading back to Yarra Glen. The remainder left for the fast sweepers to Seymour where Robin left the ride. Whilst corner marking in Seymour had to wait a considerable time for Steve who had chain/ sprocket problems and was now leaking a lot of oil. After regrouping left for Tooborac, Heathcote then Kyneton for afternoon tea at 2.15 pm. Steve very concerned as his chain was ~~locking~~ doing strange things like riding up on top of the teeth of the sprocket and locking his rear wheel at the worst times such as fast cornering.

After this break we left for Trentham and Greendale. Again whilst marking the corner, Tom came along and told me that Steve had more problems back at Trentham. We both turned back to see what was going on. This particular road is fantastic when ridden fast and when two K's are ridden that way it feels great. We found the rest of the group coming towards us just out of Trentham so we turned and gave it another burst back to Greendale. Here we turned off towards Baccus Marsh on the side roads avoiding the Fwy as far as possible, then by-passing Melton stopped just outside Deer Park where the ride broke up. at 3.15 pm.

Graeme and I ended up at Steve's place for a few stubbies while Steve was dismantling part of his Honda to find out where the oil had gone. It didn't register on his dip stick at all. When taking off the cover over the primary sprocket at the side of the gear box, large pieces of casing fell away obviously broken off when the chain rode up onto the sprocket and jammed. Could have been a lot worse then just one hole in the gearbox.

When I returned home I had travelled just under 500 km for the day. My K 100 RS still performing well (now well run in) and at the time of writing has now covered a 'trouble free' 126,000 km. in 30 MONTHS.

Present;

Ian XJ900 (leader), Hans K100RS, Graeme K100RT, Steve VF750, Harry FZ750,
Jon RZ350, Ben + Vicki GPz900 (rear rider !!!!!)

The day started out to be very uninspiring. I had accidentally left my wet-weather gear at work and after tearing the house to pieces looking for my other set I found my ski gear at ten minutes to ten. Needless to say I was lucky to catch the ride at Hallam.

My BMW was temporarily out of action due to a flat battery so I was forced to take the RZ. The day was windy and the little stroker does not like to be blown around. It also doesn't like gravel (maybe I don't) and to top it off it also uses three times as much petrol as the Beemer.

The ride was relatively familiar following the same route as the Loch ride but with much less wind. A nice loose gravel road had been thrown in by Ian for good measure. At first I didn't really worry and kept up a fairly respectable pace.

In the back of my mind was the fact that I had just been offered a nice trade in on the RZ and with every twitch and slide all I could see were \$\$\$\$\$. It was when my front end broke loose in a particularly bad patch that I decided to take it easy. Well, watching Graeme doing imitations of an Olympic triple jumper in order to keep his violently wobbling K100 in one piece actually slowed me up a bit.

I was not enjoying this.

Some more wind, a little rain and some nice sweeping curves later we were eating lunch at Inverloch where Harry made some friends by giving the seagulls his fish and chips. We filled up and headed for Cape Liptrap.

The roads were dry and allowed for some spirited riding. It didn't pay to sit too close to anyone because the sand on the road stung like fire at any speed.

The road down to the cape was a very long, sandy, damp I was not amused. Still feeling the results of dropping the BMW on my last ride I simply just could not go quick. Poor Ben had to keep stopping because it was easier than riding so slow. Have you ever wished you were somewhere else ?

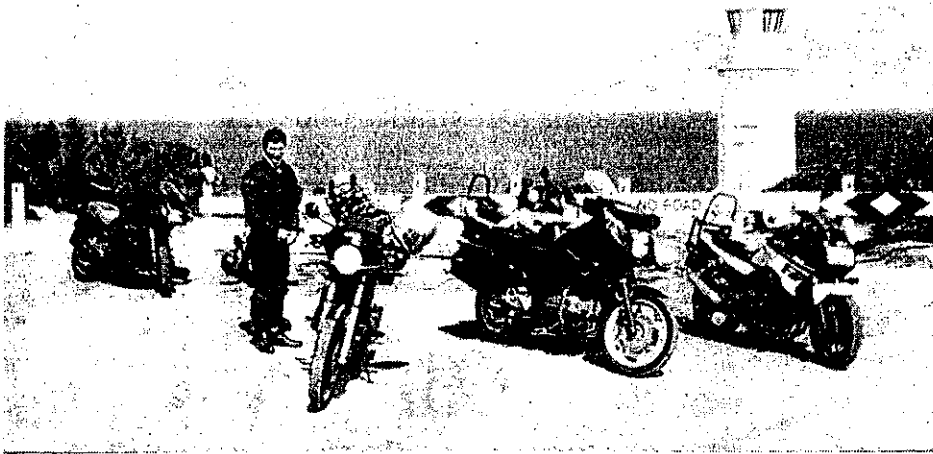
The view from the coast was worth the ride. A several hundred foot drop revealed the waters below. Some very game surfies were riding the waves and dodging the rocks. I thought we were bad but I'd rather ride my CT110 on the Autobahn than play in that water. After some photos we headed off home.

I can't remember much of the day after that, probably because it stopped raining, the roads were all tar (mostly), I don't want to make a fool of myself trying to describe places I haven't got a map to find, and because I enjoyed the ride. I think we went through Poowong and Lang Lang. The roads were good tight and twisty and the group kept fairly close as top end speeds could not be utilised.

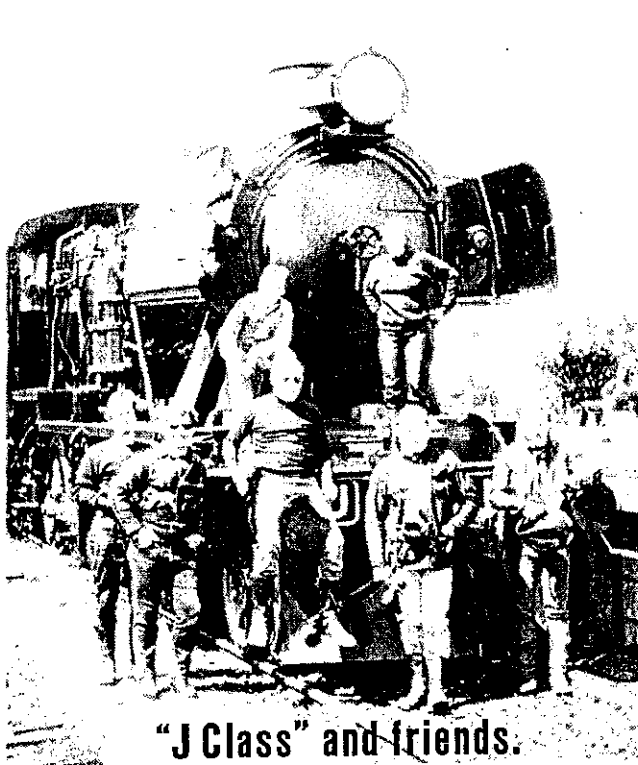
The ride broke up in Pakenham just as it started to spit again. Overall I think it was a very good day and I'm glad I made it.

Thanks Ian.

Jonathon Riddett.



**MTCV at
Cape Liptrap Lighthouse.**



"J Class" and friends.



Iron horse in flight.

EUROA - BICENTENNIAL STEAM TRAIN.

SATURDAY 15th OCT.

Present;

Murray XJ900, Steve VF750, Gary FJ1200, Graeme GPz900, Wayne and young friend CBR1000, Justin + Andrew XJ900, Ian + Kerrie XJ900, Tom R80G/S, Andrea R80G/S, Ross XJ900, Michael K100RT (ex Police) - second ride.

Route;

Tulla freeway to Bulla then north to Romsey, Lancefield, Tooborac and Seymour for morning smoko. Then Mangalore and Euroa, where we discovered that the train was running behind schedule, so it was decided to proceed to Benalla to see at least one train. On arriving we met Ben + Vicki GPz900 and Rod + Rosa VF1000f2 who had made their own way seperately to meet the club.

cont.

Due to mechanical problems the Canberra trains were not expected to arrive until approx. 5.30pm and the running of the trains parallel to Melbourne was cancelled. After learning of this most members elected to head home and only a few staying to see the arrival of the Canberra steam train.

#

WHO'S NEWS

At last meeting Gary Clifton had some great slides he took at Expo. Especially the "Samantha Fox" ones.

Congrats to Wayne Pope and Michelle on the safe arrival of their 9lb son, Damian.

On a recent club ride, Hans was relating to his early run ins with the long arm of the law, they became so frequent, in the end he decided "if you can't beat them join them!"

On Euroa ride, Steve Leyland looking at Tom's R80G/S, "only time I've been out gunned by a "CHOOK CHASER".

Planning on going to the AGP Rally and want to be amongst friends? Contact Tony Gustus as the QL Club are pre-booking a large area at the Rally site for this purpose.

STAY UPRIGHT courses will be held at the newly upgraded Phillip Island racing circuit on November 25, 26 & 27. For details contact Blythe Osborne (03) 789-3680.

Just another reminder to Club ride leaders, it is your responsibility to arrange for the EMERGENCY KIT to be present on your ride.

The RED CROSS have produced a first aid book aimed at the motoring community. called "Motorists First Aid" it explains the principles of first aid, emergency treatment and life saving techniques involved in vehicular accidents. Its good value at \$5.95 and is available from Red Cross shops and RACV offices.

New procedures to transfer the registration of a second hand vehicle took effect in March of this year. Basically it means that a registered vehicle can now only be transferred with a current roadworthy certificate (unless sold to a licensed motor car trader) or the number plates must be removed and the registration suspended. For the roadworthy certificate to be current it must not be more than thirty (30) days old.

Steam train enthusiasts are a strange lot? At Benalla one of them approached the MTCV group to ask us would we mind moving out of view while a group of them took photos of the train. He said to make his conversation with us look good would we sort-of BEAT HIM UP!!!! - so we did. Can you imagine headlines in next Steam magazine - Brave railfan maliciously attacked by bikies. As I said strange people.

Want to see the legendary "Flying Scotsman" locomotive in steam and actually hauling a load of carriages? Here's two occasions for just that;

- 1/ Sunday November 6th. Run to Seymour side by side with an R Class hauled train on an afternoon/evening trip. Contact Steamrail Ph. 629-4806.
- 2/ Sunday December 11th. return solo trip to Albury, departing Melbourne at 7.30am and arriving back in Melb. at 9.30pm. Contact ARHS booking officer, Jim Mason Ph. 544-4310 between 7 and 9pm nightly.

The problems were:

- 18,500 km - replaced blinker globe; over tightened tappet cover bolt and stripped thread: - drilled and tapped and fitted oversize bolt.
- 19,900 km - instrument mounting bracket in top fairing sub-frame broken; *top* fairing sub-frame replaced under warranty
- 22,500 km - replaced standard fork springs with "Linkos"
- 23,850 km - instrument mounting bracket broken (again) in new *top* sub-frame, welded and braced at K and W Motorcycles
- 26,890 km - front axle thread stripped and speedo cable collar wrenched out by careless tyre mechanic; thread re-cut, cable fixed
- 35,300 km - new cam-chain tensioner
- 40,840 km - replaced warped front right hand side disk
- 41,740 km - welded and strengthened a broken steering head/*top* sub-frame mounting bracket.
- 43,000 km - replaced front brake caliper oil and dust seals (pads binding) but not before I warped and glazed another disk
- 47,243 km - replaced front disks with Daytona floating disks
- 48,640 km - replaced fork seals
- 53,200 km - left hand side muffler fell off at speed, replaced with second-hand as new muffler (\$35, K and W)
- 55,026 km - welded and strengthened instrument mounting bracket (!)
- 59,650 km - welded and strengthened broken *middle* fairing sub-frame
- 61,132 km - replaced speedo drive "slotted" collar in front wheel
- 62,700 km - replaced Linko fork springs with made to order springs from Apex Spring Works, Collingwood. Failed within week. Re-installed Linkos and added 1 inch spacers.
- 66,350 km - replaced rear caliper seals (pads binding)
- 67,150 km - welded/strengthened broken *middle* fairing sub-frame, different place
- 67,800 km - replaced battery
- 77,150 km - replaced cam-chain tensioner
- 80,230 km - replaced cam-chain
- 80,450 km - replaced cracked/rusted header pipes with second hand set
- 88,100 km - welded/strengthened broken *middle* fairing sub-frame,
- 91,835 km - replaced speedo drive bevel gear and slotted collar
- 94,830 km - replaced cam-chain lower rubber
- 95,550 km - welded/strengthened gear change lever pivot on footpeg mounting bracket
- 95,850 km - welded/strengthened cracked mounting bracket on rhs muffler
- 96,650 km - replaced lower engine mounting bolt (fell out)
- 98,022 km - welded/strengthened *top* fairing sub-frame, 2 places
- 113,994 km - replaced floating disk carrier; replaced top steering head bearings
- 117,399 km - removed sticking side stand switch and soldered wires
- 119,340 km - replaced seals in clutch master cylinder; replaced fork seals
- 123,466 km - cleaned tank and carburettors
- 128,400 km - replaced clutch; strengthened number plate

GPz900 TYRES

Front

No.	date	make	from	price	odometer [km]	tyre life [km]
1	11.10.84	Stock Dunlop 120/80	—	—	—	10,850
2	7.1.85	Stock Dunlop 120/80	K&W	\$60	10,850	16,010
3	8.5.85	Avon Super Venom 110/90	Pablos	\$89	26,890	13,810
4	9.9.85	Pirelli MP7 Radial 120/80	Pablos	\$139	40,700	10,855
5	17.12.85	Avon Super Venom 120/80	Pablos	\$94	51,555	14,255 *
6	3.4.86	Avon Super Venom 110/90	Pablos	\$95	64,970	17,830
7	28.10.86	Pirelli Phantom +1 110/90	K&W	\$93	82,800	8,732
8	31.12.86	Pirelli Phantom +1 120/90	K&W	\$60 s/h	91,532	10,415 %
9	13.3.87	Pirelli Phantom +1 120/90	K&W	\$50 s/h	100,687	16,712
10	17.8.87	Avon Super Venom 110/90	Pablos	\$106	117,399	18,444
11	9.4.88	Pirelli Phantom +1 120/80	friend	\$60 s/h	135,843	9,537

Rear

No.	date	make	from	price	odometer [km]	tyre life [km]
1	11.10.84	Stock Dunlop 130/80	—	—	—	17,500
2	2.2.85	Stock Dunlop 130/80	K&W	\$65	17,500	12,650
3	12.6.85	Avon Super Venom 130/80	Pablos	\$112	30,150	8,706
4	29.8.85	Pirelli MP7 Radial 130/80	Pablos	\$177	38,856	11,214
5	2.12.85	Avon Super Venom 140/70	Pablos	\$126	50,070	13,300 *
6	15.3.86	Dunlop K700 Radial 130/80	Pablos	\$132	62,530	11,710
7	20.8.86	Dunlop K700 Radial 130/80	K&W	\$130	74,240	11,280
8	21.11.86	Dunlop Arrowmax 140/80	K&W	\$60 s/h	85,520	6,012
9	31.12.86	Yokohama R101 130/80	K&W	\$60 s/h	91,532	6,171 %
10	18.2.87	Dunlop stock 130/80	K&W	\$20 s/h	96,443	2,940
11	5.3.87	Dunlop K700 Radial 130/80	Hobart	\$146	99,383	10,667
12	30.5.87	Dunlop Arrowmax 140/80	friend	\$80	110,050	10,690
13	29.9.87	Dunlop Arrowmax 130/80	K&W	\$105	120,740	13,241
14	6.3.88	Dunlop Arrowmax 130/80	K&W	\$120	133,981	6,572
15	14.5.88	Dunlop Arrowmax 130/80	K&W	\$130	140,553	4,827

* added 840 km due to broken speedo drive
 % added ~1260 km due to broken speedo drive
 s/h = second hand

The bike was sold on the 5.10.1988, the rear tyre having about 1000 km left and the front tyre possibly 2,000 km left depending upon riding conditions.

Front sprockets replaced at: 27,700, 43,884, 61,102, 76,100, 96,443, 116,884, and 142,367 km. Replaced rear sprocket at 61,102 and 121,075 km.

Chains replaced: 27,700, 43,884 (not O-ring), 48,640, 61,102, 75,348, 96,443, 121,672, and 142,367 km. Accessory chains were DID heavy duty and recently RK.

Ben (GPz900)

At the start;

MTCV; Ian/Kerrie XJ900 (leader), Steve VF750, Graeme K100RT, Hans K100RT, Justin/Andrew XJ900, Michael RZ250, Nick GSX1100, Lyn GSXR750, Gary/Velga GTR1000 & Danny Z500. QL; Collin FZ750, Dean GF250, Tony HB Suzuki, Colin FJ1100, Neal CX500, Spider/Sharon FJ1200, Peter FJ1200, Q.Bert/Lea CBR1000 & Stretch XL500.

As Tony could not lead due to prior commitment (party at Tarwin Lower) and would meet us at the maze, he had asked me to lead the group. So selecting the most direct route we made our way along the SE.Freeway to High st. where a fire in Ashburton necessitated a detour

Three dead ends later we found ourselves in the VR carpark, (it is a maze run quipped Spider).eventually we made it back on to High st then the Mulgrave Fwy, with a tail wind down the Dandenong/Hasting's road we were making good time, that is until the flashing of vehicle lights alerted us to the presence of Mr Plod. His position, no doubt aided by Collins earlier coversation with a bus load of policemen as to what we where doing!

On through Tyabb, Bittern, Merricks then finally the Maze at Shoreham, where the delights of Devonshire teas were sampled in the tea rooms. After failing to negotiate a group discount we headed for the Maze, at this point Tony, Ken, Sue, Debbie, Nick, Wombat, Frank, Linda and Family arrived.

This hedge maze is in two sections with a large garden dividing them, the first section being the easier.After the usual running amuck, Collin being marooned in the hedge keepers tower and trying the"LEFT HAND RULE" (the Waddell theory of mazes,- if you keep bearing left at every corner you will eventually find the exit), we departed for Portsea with Tony now leading.

The Cape Schank road and its twisties proved too much temptation for the group and the 20 or so bikes were off like a pack of swarming bees through Boneo and the back roads to Portsea. (the poor old day trippers didn't know what hit them). A counterlunch at the Pub was next on the agenda, funnily the staff and patrons didn't seem too enthused by this invasion of 30 plus bikers especially when they re-organised the available single tables into two long rows,(very generous of the couple dining at a large table exchanging it for a smaller one!) to enable the group to sit together.

After a couple of hours merrymment, good food and good company the group began to disperse, much to the relief of some of the diners,the young female ones especially. Graeme led the main MTCV group now in the pouring rain (lets give Arthurs Seat a miss) along the Nepean Hwy,the Mornington Esplanade,through Frankston and home.

Thanks Tony, thanks QL Club for a great day.

Ian and Kerrie.

At Whittlesea was Hans K100RS, Steve VF750, Justin XJ900, Ray XJ900, Ian + Kerrie XJ900 and Peter P. GT750.

Hans led us out to Kinglake West, Flowerdale, Strath Creek, Seymour then Shepparton for lunch. On through Numurkah and then our destination of Cobram. After becoming lost and asking a local we eventually found our camp sight of Little Toms, which is an excellant spot right on the waters edge.

After erecting our tents it was decided to wash the dust from our throats, firstly at the Central Hotel, where along with a few games of snooker we met the unusual local identity "Doll" (the ex-garbo) then secondly at the Top Hotel where we ascertained this was the better place to eat. After quenching our thirst we headed back to camp for a swim, as it was now quite hot.

Hans and Kerrie were the first to break the ice followed by Ray and Steve, the editor being a bit reluctant was helped in (thanks for the gravel rash, Ray) and lastly Justin. Peter P had returned to his Motel in Strathmerton from where he would be making his annual trek up into central NSW. (It was two years ago on this exact weekend and on a similar journey that Peter had the accident which resulted in his badly fractured elbo)

Being now refreshed we gathered some firewood for the evening campfire, changed clothes and headed out for dinner. And it was here that we met another local identity "the loud foul mouthed yobbo" who was gunna fight us one at a time or all at once! After persevering with him for some time, Hans finally shut him up with a superb verbal broadside that was both eloquent and straight to the point (ie. shut your mouth or I'll shut it).

After an excellant meal we armed ourselves with some take-away refreshments and headed back to camp and our roaring fire, where the usual story telling (I remember once coming into this corner at 200+km, 4th gear at 11,000rpm.....) ensued late into the night.

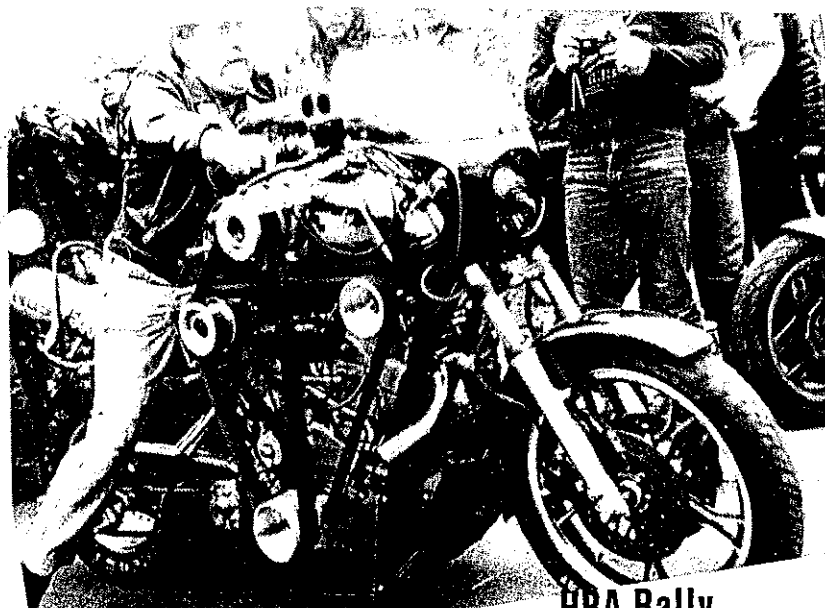
Sunday dawned fine and warm, after breaky Hans packed up and headed the short way back to Melb, via Albury and Omeo. Then a little later Ray decides he also will head home. Something about the kids wont be home and...ah...the...lawn needs mowing. The remainder (Steve, Justin, Ian & Kerrie) elect to go sightseeing and ride through Tocumwal, Deniliquin, Echuca, Barmah, Picola and back to Cobram. After a paddle in the Murray to cool down, the gathering of more firewood, we decide to eat out again. The pubs in town don't serve a Sunday countertea so its across the border to Barooga and a chinese banquet at the local pub. The couple of ominous Harleys out the front do little to inspire our confidence, especially after hearing from a local about the outlaw bikie gang that live in this area. But just to make sure we check our bikes regularly during the meal. The banquet proved good value and even temporarily satisfied Steve's appetite. Back to camp and more tall stories over a few ales around the campfire.

COBRAM cont.

Monday dawned even hotter than Sunday so it was with some remorse as we pack up and head home. Our elected leader, Justin took us down to Benalla, Violet Town then south enroute to Merton. Somewhere along this stretch we missed a turn off and had to proceed along some dusty gravel roads. Still the abundance of wild life made up for this, Two snakes, one rabbit and a wasp in Justins helmet. Along to Yea then Kinglake West, where the ride broke up and we went our seperate ways home with the XJ notching up another 963kms for the weekend. This was a most enjoyable weekend with an excellant camp site and superb weather, it was unfortunate that more members did not avail themselves to this weekend.

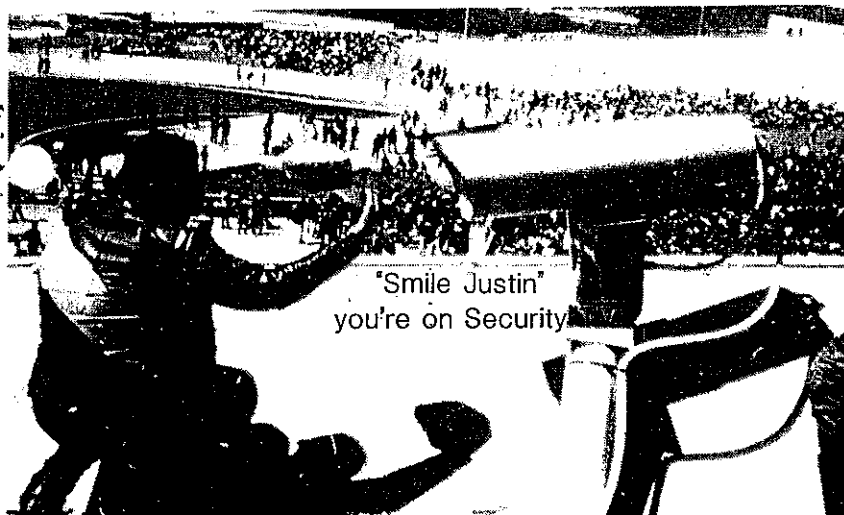
Ian + Kerrie.

* * * * *



5000cc V-Twin

HBA Rally
Canberra.



"Smile Justin"
you're on Security



Ashcombe Maze

A Rose amongst two.....Thorns!

Membership list cont.

% Williams, Robert	14 Burt Cres., Moorabbin, 3189	555-9640		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

Life Members - 5

Full Members - 52

Total - 57

* changed address or phone number

+ new bike since last listing

life member

% new member

MOTORCYCLE TOURING CLUB OF VICTORIA INC. MEMBERSHIP LIST

28-10-88

Members	Address	Home	Work	Motorcycle(s)
Barnes, Mick	5 John St, Williamstown, 3016	397-1640	543-2644	Suzuki DR 600
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	Kawasaki GTR1000
* Brew, Max	RSD 9090 Wilkes Rd, Willowgrove, 3825	051-271-222		Suzuki GS1000G
# Brown, Ken	294 McKinnon Rd., McKinnon, 3204	578-3403		Kawasaki GPz900
* Browne, Murray	2 Ethel St, Oak Park, 3046	306-5430	662-1688	Honda 175CD
# Carron, Fred	38 Valentine St, Ivanhoe, 3079	49-2776		Yamaha XJ900
Clifton, Gary	3 Green St, Prahran, 3181	51-9383		Yamaha FJ1200
% Clowes, John	3 Moore Ave, Croydon, 3136	723-3940	723-4041	Yamaha RZ500
Dallalana, Danny	133 Mitchell St, East Brunswick, 3057	386-0453		Kawasaki Z500
Davis, Mike	12 Rolland Crt., Montmorency, 3094	439-2378		
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
Faldon, Bruce	71 Banff St, Reservoir, 3073	460-2979		BMW R100RS
% Frampton, Graeme	8 Norval Tce, Altona Bay, 3028	369-6332	646-1129	BMW K100RT
				GPz900
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
Green, Vince	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
Heath, Robyn	5 John St, Williamstown, 3016	397-1640		GPz500S?
+ Inglis, John	15 Robin St, Altona, 3018	398-3832		Kawasaki GTR1000
Johnson, Nicholas	6 Inverness Crt., Croydon, 3136	725-8953		Suzuki GSX1100EFE
% Kemke, Steve	3 (Lot 18) Hazford St, Healesville, 3777	059-62-4773		Yamaha FZR1000
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			
% Makin, Eric	3 Moore Ave, Croydon, 3136	723-3940	350-3600	Kawasaki KR1 250
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
Moreland, Peter	38 Kidderminster Drv., Wantirna, 3152	221-6346		Yamaha FJ1200
% Mountney, Terry	6 Labassa Grv, Keon Park, 3073	460-1519		Suzuki X7-250
Murray, Andrew	11 Calvin Cres., East Doncaster, 3109	848-1916		Suzuki GF250
Osborn, Gary	11 Aberdeen Rd., Blackburn Sth., 3130	877-3231		Kawasaki 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
% Riddett, Jon	20 Pine St, Surrey Hills, 3127	288-1946		R65LS
				RZ350
Saville, Tom		848-7867		BMW K100RS
				Yamaha FZR1000
				BMW R80 G/S
# Shearer, Len	798 F'treegully Rd, Wheelers Hill, 3170	561-2857		
Sirninger, Andrea		848-7867		Yamaha FZ750
Spackman, Terence	27 McDowall St, Mitcham, 3132	873-4208		Yamaha SRX600
Stekelenburg, Bob	9 Hastings Rd., East Hawthorn, 3123	82-1866	592-0636	Yamaha XJ900
Thomas, Ray	PO Box 242, Rosanna, 3084	458-4984		Yamaha XJ900
Waddell, Collin	439 Lwr Heidelberg Rd, Eaglemont, 3078	45-1433	344-2293	Yamaha FZ750
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