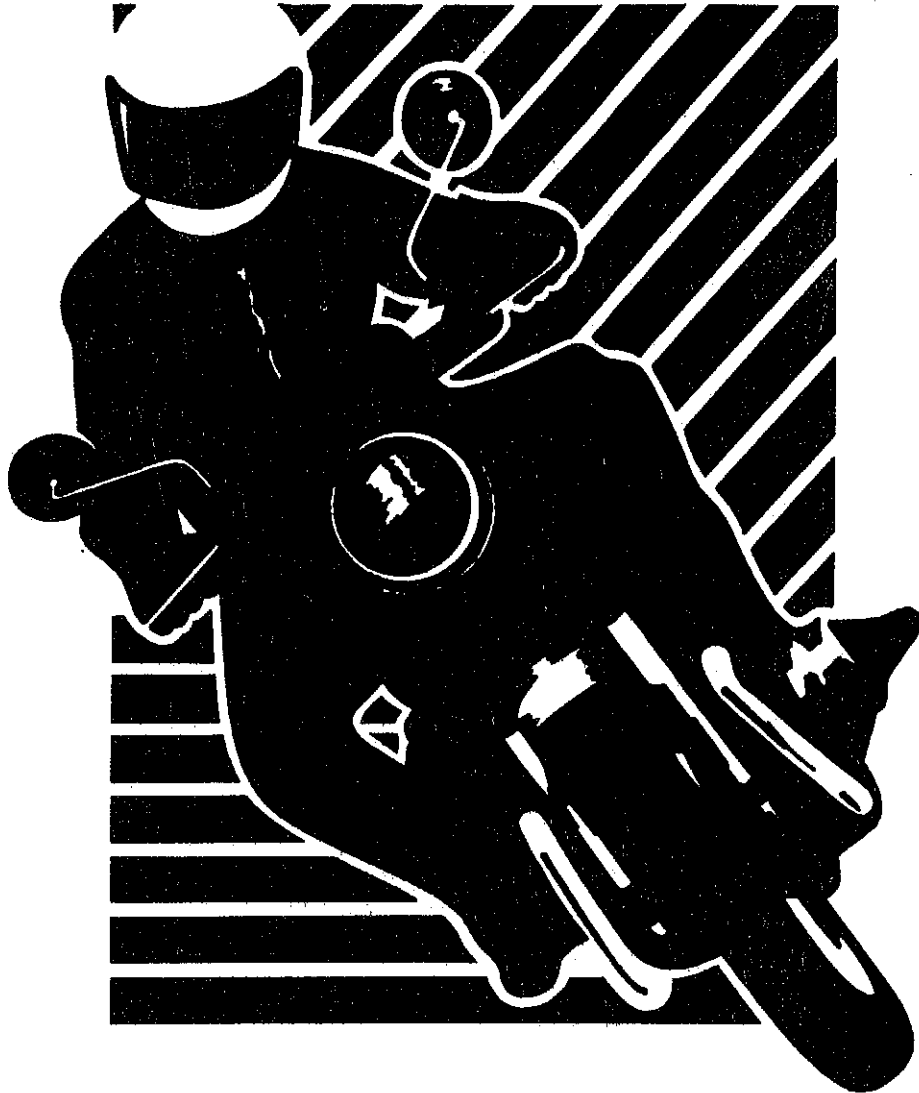


Oct 88

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

OCT. 1988

SUNDAY 9th.	WARATAH BAY. (Ian Payne leading) 9.30 KBCP 10.15 Hallam	After Loch, Wonthaggi and Tarwin Lower we reach our destination of Cape Liptrap. Home via Poowong and and Lang Lang. Approx 400kms.
SATURDAY 15th.	EUROA. Bicentennial Steam Train. 9.30 KBCP	This is a Saturday ride & your chance to see this once in a life spectacle of three steam locos hauling two trains side by side.
SUNDAY 16th.	ASHCOMBE MAZE. Shoreham. (Tony Gustas leading) 9.30 KBCP	We will team up with the QL club and head down the Mornington Peninsula to tackle this unique hedge maze.
SUNDAY 23rd.	CLUNES. 9.30 KBCP	Gary Clifton will take us to the Clunes / Creswick area to show us where the days of his youth were spent.
SATURDAY 29th to TUESDAY 1st.	COBRAM. Camping Weekend. 9.30am. Whittlesea.	We will be camping on the banks of the Murray within walking distance of town. See separate sheet for map and other details.
<u>NOVEMBER.</u>		
THURSDAY 3rd.	GENERAL MEETING. Club Hall 8.15 Sharp.	Usual natter and nibble night.
SUNDAY 6th.	SWITZERLAND RANGES. 9.30 KBCP 10.15 Yarra Glen.	You know the ones south of Yea? no, come on this ride as we follow !!! Tom Saville to this Vic. mountain range.

+++++

At the October General meeting and Committee meeting (Thursday 13th) the forth coming 3 month itinerary is to be formulated.

Therefore ideas, destinations and leaders for Club rides and social outing are eagerly sought by the committee. Please offer your suggestion.

Waffle

Last months auction night proved to be very interesting with an unusual array of bits and pieces going under the hammer.

Steve Leyland picked up a bargain rear tyre for his VF at only \$35. From the goods Steve was selling (suede jacket, denim jacket, ladies jumper & Stag jacket) we suspect he raided the local Brotherhood Bin on the way to the meeting.

Gary Clifton's modeling of Mrs Wardens hand knitted Apple Warmers left a lot to be desired (especially the "OTHER" places it could be worn), but when he confessed to owning one and Tom commented they caused baldness, bidding really nosedived. Hans made an excellent auctioneer, pity about Justin's tankbag being sold well below its reserve!

Our newest member Jon Riddett took an interest in the bike magazines and bought a few bundles but lack of money prevented him buying more. Club members to his rescue with Tom, Tony, Murray, Wayne and Gary buying ALL the magazines available on the proviso they go to Jon. (Gary Cliftons bid of \$10 for HIS OWN magazines just so Jon could have them really beats them all!!!)

Fortunately Wayne Pope had his stationwagon and was able to deliver all the mags home for Jon.

At the end of the auction we found \$149 had changed hands and the Club receiving \$43.70 by way of commissions and donations. Thanks to all who attended.

On Loch ride the WIND proved to be too much with 50% of the riders dropping out before half distance due to the less than ideal riding conditions.

Also on Loch ride, new member & rear rider, Jon Riddett had a close call when the driver of a car, he was approaching from behind, deliberately threw a soft drink can at him! Perhaps the preceeding riders had caused the driver some aggravation?

At Swan Hill (Murray Browne, Rod Miskin and Ian Payne's Claytons Black Night Rally) (Murray had a brief altercation with one of the locals. After the usual name calling one of the watching crowd yelled "50 to 1 on the woman".

No joke, this was one mean female as later we saw her forcibly removed, by a bouncer, from the local disco.

Tatong ride proved profitable for the Treasury with Steve Leyland copping two "On the Spots" and Jack Youdan one. To add insult to injury Steve also exceeded the limits of adhesion on his VF750(cosmetic only) while Jon Riddett layed his R65 down avoiding some of the local fauna. Jon was a bit sore after bodily removing part of the BM's fairing.

The Club may have been fortunate in exploring Labertouche Caves when it did, as a recent Govt. Report recommends limiting access to them. This is to be achieved by NOT improving Entry/Exit points and NO location signs to be erected. Apparently the local Shire called for the report, and if favourable, with the view of generating public interest in the Caves.

THE M.T.C.V. MOTOCROSS

"Traralgon Motocross . . ." said the itinerary, "Jack Youdan leading . . ." "Sounds like a good day out!" I thought.

Sunday arrived. I woke up blurry eyed but early. A quick glance at the mirror confirmed my suspicions . . . (I looked like I felt). The coffee fixed that. Out with the hose and a quick wash for the FZR and then into town to meet the day's group of riders. We left at 9.30 as the sky gave way steadily to cloud. When we arrived at Hallam, the only rider to arrive without petrol (Gary's name will not be mentioned) filled his tank, after some trepidation earlier as to whether or not a power failure in the area would render the pumps inoperable or not. (It didn't.)

There were no other bikes at Hallam (everyone was a little bit surprised at that!) and so we all followed Jack off into the distance. We rode on some pretty fair roads on the way there and the next thing I knew, there were signs in view which read: M O T O X (at first I thought it was an add for a repellent to keep bugs off engines) (Steve . . . You're sick!)

Hans (the Scotsman) left the ride at this point rather than part with any of the hard won retirement money! The rest of our now even smaller group paid our \$5 to go inside and watch the wild men on their chook chasers. The coke was cheap and the hot dogs weren't entirely inedible and most of us ate something while we were there.

The weather whilst not exactly perfect for road riding (how often is it in this state), was excellent for motocross, the track was neither muddy or hard and the competitors (especially the side cars) put on a fairly entertaining display of their suicidal tendencies, which led to some interesting discussions about the state of suspension technology amongst other motorcycle related topics.

Some time after 2 o'clock, we decided to begin the ride home at which point we lost another of our number who decided to stay and watch the racing a little longer . . . And now the fun begins . . .

THE RIDE HOME

You may (all you people who didn't come on this outing . . .) wonder why I called this article "The M.T.C.V. Motocross" (then again I'm probably kidding myself about my title writing talents).

Please allow me to explain . . .

As we innocently followed Jack on his route home, the roads became narrower and rougher and I began to wonder when our BMW riding leader was going to have some mercy on my poor FZR (and my rear end!) when all my nightmares arrived at once - A DIRT ROAD IN THE RAIN!!! . . .

"No!" my wrists screamed as we hit the first set (and the only set) of corrugations on the stony road (they never stopped).

"I hope this ends soon" I thought as I bounced and bumped and slid along the longest stretch of dirt my poor bike had ever endured. But it went on and on and on and before long, I found I was getting to enjoy finding lines through the mud and gravel (if the road had been a little longer, I may have found the nerve (or stupidity) to try getting it to slide a bit). I was **almost** disappointed when we finally broke out onto sealed road again. We rode on over the best roads we had ridden on that day (or at least they seemed the best) in the rain until we reached Noojee and stopped to watch the army load their wounded into an ambulance. It seems they had some kind of accident in a landrover. We left after sampling the Noojee coffee and rode back to Pakenham where we broke up . . .

The story usually ends here but I spent another 2½ hours finding Healesville, after doubling back and trying to find a shortcut through Gembrook and ending up spending an hour or so on another dirt road in the rain and this time the dark somewhere near Woori Yallock, looking for a sign pointing to somewhere familiar and waiting to hit reserve. I guess some of us never learn eh! By the way, if you can't work the title out yet . . . DON'T ASK!

See ya!

Steve Kemke FZR 1000

From the carpark, Ben (GPz900) leads Steve (FZR1000), Jon (RZ350), Steve (VF750), and Graeme (K100RT) as rear rider.

First bit of news is Jon who usually rides that 650 BMW that looks something like an ex police bike from earlier this century. Rolls up on a RZ350, apparently he still has the BM, the RZ's just a fun bike! Is that to say the BM's not much fun?

I cant work out why anyone would want a second bike, I'm flat out keeping one on the road.

Anyway we found Jack (K100RS) and Max (GPz900) patiently waiting at Hallam with Gary + Velga (GTR1000) fronting just as we start to leave. Nothing unusual so far! Morning smoko was, as usual, at Drouin. On the road to Poowong we experience some minor cyclone force winds, at Poowong Max leaves us. I'm not exactly sure why but I think it might have something to do with the wind. He leaves with an open invitation to come and watch the Collingwood / Melbourne footy match after we finish the ride (sounds good to me).

From Poowong through to Loch (stayed there for at least 5 seconds) and keep heading south. By this time the wind has become more like MAJOR cyclone force, smart man that Max. By the time we reach Korumburra and lunch, Gary + Velga have already left us as do Jack and Graeme. Thought their luck was running out and take the highway home.

Ben, Steve, Jon and myself, being the suckers for punishment that we are, head for Warragul. At this stage I realize Ben's GPz is being tossed about a lot more than my VF. Seems as though a full fairing becomes a disadvantage in severe winds! At Warragul, Jon, who also had a tough time with the wind, heads for home.

I think thats where the ride officialy ended with Ben, Steve and myself heading off to watch the footy.

We make Max's place at Willow Grove 10 minutes before the first bounce and watch the mighty Magpies put up a titanic struggle against the combined forces of Melb. and the Umpires to go down by a mere 13 points. Oh well. Max's mum, a one eyed Melbourne supporter, flicks the channel to watch the replay. Not forgetting my manners and appreciating the hospitality, I thought it must be getting close to the time we left. (talk about rubbing salt into the wound).

Of to Noojee via dirt and winding roads with very dark clouds overhead. At Noojee we stop for fuel and I make the comment "I'm glad thats over", but am told thats just the beginning with another 15km of dirt on the way to Poweltown (ever had one of those days). But its worse as its now dark and raining, visibility what's that?

Despite the low turnout, the wind, the footy result, dirt roads, rain, night riding and the below ZERO temperatures, it was a pretty good ride. on which I covered

480 klicks. Thanks Ben.

Steve Leyland.

Day Ride.

Tatong via Whitfield.

I met up with the ride at Yarra Glen and as the weather was looking a bit impending I donned my rainsuit.

We set off without any drama and headed for Yea easily passing any traffic that got in our way. About ten minutes before Yea the oncoming traffic began flashing lights at us. We instinctively became aware of a much neglected instrument and where its little needle was pointing.

Looming out from behind a tree we saw a most unhappy looking, grey haired old traffic cop. They actually seem so upset when someone obeys the law, you almost feel sorry for them. I went past at about eighty, just to really rub it in.

He must have been desperate because at the turn off in Yea a new Falcon police car was waiting for us and pulled out just as the rear rider made the turn. I saw him and I can't figure out why so few of the rest of the group did. The police car was almost certainly fitted with an Electrotector so regardless of how far behind he was I stayed on the limit. The rear rider nearly ran up my mudflap. The police car flew past as if we were standing still. The whole time I had been sitting on the speed limit the rest of the group had been getting further and further ahead.

Not good for their wallets. Rounding a bend I saw Steve and Jack being given an interview. Evidently thrown off guard by Jack's obvious respectability (Steve kept his lid on !) the constable gave them a stern warning.

We stopped and waited for them to catch up. I walked up and cleaned their mirrors for them when they arrived and after much joking we continued on. No more drama.

We turned off the highway and headed for Tatong where we were to have lunch. By this stage I had nominated for rear rider as I was feeling a bit offcolor and didn't feel like pushing things.

Ross decided to take a dirt road shortcut. No problem really. A bit bumpy but it was good dirt.

We arrived at the Tatong pub for lunch but the \$15.00 take it or leave it lunch put some of us off. I didn't feel like a roast so Ross took some of us to the "local" fish and chip shop. Fifteen minutes later we arrived. After we had our Hamburgers the rest of the ride caught up and we headed back to Mansfield.

We went via the road that goes to Jamieson and took the Mansfield turnoff. This proved to be a painful decision.

On the way up the bitumen before the gravel a four wheel drive decided to use us for target practice, sending Jack, Graham and myself everywhere. Perhaps he didn't like BMW's.

The dirt section saw drama. I altered the finish on the duco and improved the aerodynamics of the fairing by removing the screen. A massive earthquake opened up an enormous chasm and I got hit by lightning and a volvo fell on my head and Wayne Gardner passed me and, .. and ,...

I made a slight mistake !

I was rear rider and I was following Graham at a very safe (?) pace when a very tight left hander saw a small roo or a wallaby spooked by the other bike jumped of the side of the bank in front of me. I jerked as a reflex and maybe touched the brake. I definitely closed the throttle and the weight transfer made the front end give way and down I went. The bike stopped dead, I did not, and I ended up going straight through the windscreen. My shoulder dislocated in the process. Ever tried touching your helmet with your elbows whilst keeping your fingers on your naval?

Graham realised I was gone and came back for me. (Thanks mate)
A car had come round the bend behind me and nearly hit the bike.

They helped me up and all the pieces were picked up and put in the panniers.

Upon regaining the tar we learned that Steve, reaching the limits of his tyres had added yet another set of scratches to the VF. Now all the bike needs is a new tank, seat, radiator, mirrors, fairing, bars, and it would be good as new. Actually he did very little damage just proving the full fairings these days are more of a liability than an advantage. An FZR or similar could have been a write off in a similar mishap.

As it turns out my damage bill was quoted at around \$600.00. For less than \$10.00 and some very carefull repair work you would be hard pressed to tell the bike had been down. Super Glue is a wonderful thing!

I didn't mention that Steve got his bike bogged in mud after Jack told him that the grass in front of the toilets was too wet, because I didn't want to embarrass him.

The ride broke up at Healesville. Allowing for everything that happend I still enjoyed the day although my shoulder still reminds me of it. Thanks for a good ride Ross.

Jon Riddett. R65 BMW.

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RALLY'S

Ettamogah Pub Run...29th & 30th October.

Live bands, full catering and walking distance to pub.

\$8.00 to Party Unlimited, PO BOX 826 Wodonga 3690.

Capital Rally...5th & 6th November.

50kms west of Canberra. BYO food. Details Ph. (062) 542142.

Oyster Rally...12th & 13th November.

30kms N.W. of Batemans Bay NSW. Fully catered plus OYSTER eating competition! Details Ph. (044) 727207 AH.

AGP Rally...6th to 10th April 1989. Phillip Island, Victoria.

\$15.00 entry prior to 30th November. \$30.00 entry thereafter.

Details Ph. (03) 211 5127.

THE BIKE CLUB BIKE

Well, ... I've finally joined this **organisation** (Hans, please not that I am refraining from calling us a "Motley Crew").

I've got this little white card (No. 40) which says so, not to mention 14,000 pages of rules and regulations, a sheet of paper entitled "information for new members and... an interesting literary effort boldly named "Good Vibrations" (I have always thought vibrations in motorcycles were things to be avoided - but then, I've been wrong before).

Maybe you're wondering by now, what this has to do with bikes and bike clubs? O.K., I'll cut out the waffle and get back on the subject.

You see, I was sitting here wondering what to do and feeling a little cheesed off (tomorrow is the economy ride and I have to work), when I picked up the afore mentioned publication and started flicking through its pages. Hans, I noticed you and Margaret were in a box on the way to Ettamogah (Tch! Tch!). Anyway, when I got to the end of the magazine, I found a list of members and their bikes.

"Now..." I wondered, "What kinds of bikes do M.T.C.V. members ride?" And then I decided to write it all down to see what it looked like. (Hence this literary refuse you are reading now!)

Of the 44 bikes listed, not surprisingly, 36 were Japanese and the remaining 8 were of a well known Bavarian make. For the trivia fiends amongst you, that is 81.81818181...% Japanese and 18.18181818...% B.M.W. (which is slightly more surprising). There were 7 Hondas, 4 Suzukis, 17 Yamahas and 8 Kawasakis. 36 bikes were of 750cc or over leaving 8 bikes of less than 750 (81.81818181% and 18.18181818% again.)

Now we lunge headlong into the gory details! We have amongst our numbers 9 (Mr. Average) XJ900s, for those who couldn't decide what else to buy. 4 K100Rs (yuppie bikes), 3 GPz900s (Kawasakis for Kamikazes) although I gather their numbers have a tendency to fluctuate. 2 R100s (very traditional guys). 2 FZ750s (Andrea's bike is **not** an FZR), 2 GTR 1000s (these Kawasakis will probably last longer than their smaller siblings), 2 FZR (these are the **real** bikes for real people), the 2 remaining BMWs are an R80 and an R65 (obviously the owners aren't sick of fixing them yet!) There is someone riding a GS1000g in there somewhere too! (I'm not sure, but maybe his next bike will be an XJ900?) 2 GSX1100s (an EF and an EFF for those who like power but don't mind the handling.) A couple of big bore Yamahas (FJ1100 and FJ1200), a GF250 Suzuki, a Z500 Kawasaki, a GT 750 Kawasaki (I assume it still runs) and you can't play "snap" with the Hondas. 1 flying jelly bean (CBR1000), 1 CBX 1000 (a **wide** tyre muncher), a VF1000FII, a slightly worse for wear VF750 (any takers?), an unchopped 750 four (very rare!), a GB500 (I don't know this one - enlighten me!), and last the baby bike of the club, a 175CD! Quite a variety (if you leave out the XJ900s). I am surprised not to find a Ducati or a Guzzi or 2 in there somewhere, although, the owners of these Italian masterpieces are probably very busy fixing electrics and starter clutches and don't have time to get to a meeting and join up! (Did I say I wouldn't use the term Motley!)

Well, I'll be a... I just read this back. I seem to have taken some Mickey out of almost everyone! So here's some ammo for the return fire. There are only 43 bikes on the list. (I included my own to keep the "real" bikes in numbers.) I forgot to mention the KR1 (Kawasaki and looks really sweet!) and 2 others who joined at the last meeting. But then it would have ruined the figures eh!

Seriously though, I'm very happy to have joined the company of others who own, ride and enjoy their bikes whatever make/model they may be. Stay upright guys! (I didn't, as many of you, if not all of you, know by now. But the FZR is healing steadily!)

If any of you still want to lynch me, I'm the one on the right in the Sovereign Hill "some of the group" photo (sitting on the black shoe!).

See you soon

Steve Kemke FZR 1000

SHEPPARTON RUN.....SUNDAY SEPTEMBER 25.

Not a bad day after the VFL Grand Final, unless of course you are one of the 2,527,832 people who were hoping for a Melbourne win.

The Club members at KBCP are---

Ray XJ 900

Steve VF 750 F

Peter GT 750

Gary FJ 1200

Martin / Mellisa FJ 1100

Hans K 100 RS -- home painted wheels, paint still

hanging on!

Ian/ Kerry XJ 900 - Kerry's oh-so-tight boots are loosening up, only part crippled now.

Jack CBX 1000.

We leave more or less on time with Gary leading (well after all Ralph, it is your ride) and Peter rear rider. Both looking glorious in those yellow arm bands.

Against a head wind, it's via Romsey and Toorobac to Heathcote for a break and some sunshine. Interest here is a new (906.5 ~~K~~m only) P-D R80GS ridden by Army people from Seymour camp and Gary trying to hide an L plate onto Steve's bike.... Trying to get him further bookings eh?

We get to Shepparton via Murchison around 1 PM, and preference is divided between a Pizza outlet and Fish and chippery (no such word).

Hooray, the tower in central Shepp. is locked up and we don't have to climb up to look over downtown Shepparton. Well you can't have everything.

The roads up were so good, Gary brings us back the same way. Well almost, don't remember a gravel section and

Michelton's winery on way up (we did not visit the winery incidently.

Break up point is just that, a donut caravan in the middle of nowhere near Romsey (I think) Kerry cannot resist, and buys some "nowhere" donuts, probably with a I- have- crossed- the- Lancefield- plains certificate.

Before we breakup, a debate ensues as to the distance travelled, statements vary widely from 400-500 Km, but of course my number is correct. (497.653)

Thanks for the run Gary,

Jack (Lousey 14 K.P.L.) Youdan.

MOTORCYCLE TOURING CLUB OF VICTORIA (INC.)

General Meeting Thursday 1st September 1988

Jika-Jika community Hall

Present: 28 visitors and members.

Chair: Hans Wurster

Apologies: Ross King, Ben Warden, Vicki Piller, Sally Gleeson, Martin Bastock, Ken Wurster, Harry Miller

Hans extended a welcome to a new member John B.M.W. R65.

Minutes of the previous general meeting were accepted by Geoff Webb, sec. Peter Philferan.

Secretary's Report:

Ettamogah Pub Run. Oct. 29&30 th.

Thunder Rally 8th & 9th Oct.

2nd Ken Rumble Memorial Rally 26th & 27th Nov.

Treasurers Report: no report

General Business:

Collin Waddell is currently riding a borrowed FJ 1100, after his own GP z 900 was written-off on the Ettamogah Pub ride.

Phillip Island GP next year. rally has been organized near the race track \$10 prepaid before December, 330 after. Details in AMCN.

Terry Mountney has a X7 250 for sale.

HAPPY BIRTHDAY AUSTRALIA RALLY - CANBERRA.

The MTCV group :-

Gary Clifton (FJ1200), Rod Miskin (VF1000F2), Justin Gordon (XJ900), and Ian + Kerrie (XJ900) took part in the Friday morning start for this trip.

Other MTCV memberes seen at the Rally:-

Andrew Dunn (K100RS), Tony Gustas (XJ900), Collin Waddell (FZ750), Daryl Woodman (XJ900) and Jon Riddett (R65LS).

The Ride up:-

A fairly slow ride until Kalkalo where our police escort departed and the pace quickened. Petrol at Euroa then on to Airworld at Wangaratta for eats, a look at the aircraft display (special discount admission price for motor cyclists) and a few words of wisdom from the Mayor of Wangaratta.

Unfortunately the main contingent had moved on leaving only us MTCV members to be photographed with the Mayor.

After our civic duty done it was off again stopping only at Albury and Tarcutta for petrol and a few tourist pics of the "Dog on the Tuckerbox" at Gundagai.

On to Yass and finally the rally site in North Canberra, signed in and set up camp.

Highlights:-

(a) The rally site (part of an industrial subdivision) was well laid out with tarred road access, toilets, food + drink, music and trade displays.

(b) Watching & hearing the 5000cc V-Twin Merlin powered drag bike taking pillions for the ride of their life.

(c) The sightseeing- New Parliment House, very impressive (the security check of all visitors & their belongings seemed a bit much), Mt Stromlo Observatory, Tidbinbilla Deep Space Tracking Station (with the GREAT bike road connecting them) and Telecom Tower at Black Mountain.

(d) The major highlight was being amongst the 12,000 strong group who rode to Parliment House for the presentation of the gigantic birthday card to the Minister of Transport, Bob Brown. "UNBELIEVABLE"

Probably the only low spot was the incessant WIND that transformed tents into windsocks and faces into bright red beacons.

Come Sunday afternoon packed up and headed for Cooma, probably the most un-economical (read Fast) section of the whole trip. Obtained overnight accomodation, showered and headed for the nearest pub.

Woke up early Monday morn (thanks Rod) to find it fine and warm, after breaky off to Bombala, through the dirt to Cann River and smoko at Orbost. Bypass Lakes Entrance then through Heyfield for a late lunch at Moe.

After filling tanks and tummies we head down the Princes highway to eventually break up at the Narre Warren Shell servo, say our goodbyes and finally arrive home just on 4 o'clock with the trip meter clicking over its 1,717 kilometre. This four day trip proved to be most enjoyable, aided no doubt by the good time had by all and the great company. Thanks guys.

Ian + Kerrie.

Weather forecasts are generally as reliable as Harleys so I was pleased to hear that rain was forecast. My trusty barometer, reliable as a Yamaha, indicated it was going to be fine so I decided to include a couple of dirt roads I had in mind for the days ride, just for variety.

Thirteen bikes departed KBCP with Ben and Vicki just catching us as we were leaving. On our way to morning tea at Wallan we passed through 'blink and you miss them' towns such as Oaklands Junction, Bolinda and Darraweit Guim. Gary and Velga did a good bit of Sherlock Holmes work and caught up with us out the back of Tullamarine Airport after missing us at KBCP.

We arrived at the tram museum right on opening time and had to wait for them to get one of their trams out of the shed. They've got a couple of hundred metres of track which they give you a ride on. The tram fare becomes your admission and they give you a speel on trams and such at the same time. There is no power between this short section of track and their main shed so the tram has to run off a big extension cord, literally, before it reaches the powered section. If you've seen 'Malcolm' the movie you'd have some idea of what our tram conductor/tour guide told us. We heard it all, all the classes and various models with full cabin, half cabin, round sides, flat sides, 2 door, 3 door, canvas doors, automatic doors, single seats, bench seats, plain windows, sliding windows and much, much more! At one stage he was trying to tell us how slippery tram tracks can get. A bit like telling Greg Norman how to hit a golf ball!

After about an hour and a half we finally got going towards a late lunch at Heathcote. Paul and Karen and kids on the FJ1100 and comfy chair left us at the tram museum as they had plans for later in the day. Back roads were the order of the day. After a pleasant lunch in the sun at Heathcote we headed out towards Redesdale and Sutton Grange skirting around Lake Eppalock back waters along the way.

The value of an easily visible corner marker was demonstrated on a couple of corners by Graeme and Rod. They scooted around the corner, saw the corner marker at the last moment and gave us a demonstration of the finer points of how to get smoke to pour off the rear tyre. It was a reasonably uneventful ride overall, nobody fell off, great roads, good weather, no earthquakes, fires, famine or pestilence.

More back roads saw us passing through Metcalfe, Kyneton, Pipers Creek, Newham and Mount Macedon. We broke up at Gisborne at about four o'clock after, what I hope was, a pleasant jaunt in the country for all concerned.

The good ladies and gentlemen of this fine motorcycling club attending this pleasurable touring function included:

Gary & Velga	GTR1000	Ian & Kerrie	XJ900
Graeme	GPZ900R	Justin	XJ900
Rod	VF1000F	Murray	XJ900
Steve	FZR1000	Gary	FJ1200
Ben & Vicki	GPZ900R	Hans	K100RS
Steve	VF750F	Peter P	GT750
Mark	RZ250	Paul & Karen	FJ1100 & chair & kids

Murray XJ900

DIFFICULT RUBBER REMOVAL?

Ever tried to get a rubber handlebar grip off without damaging it and found it's firmly glued on? Try this: give the grip a generous all over coat of Vaseline, or any other one of your favourite lubricants, and pull it off inside out. It comes off very easily but now you'll have to turn it back the right way. Easy, just put it on a broom handle or such like and repeat the procedure.

Murray XJ900

MOTORCYCLE TOURING CLUB OF VIC INC.

COBRAM CAMPING WEEKEND

The Date Saturday, Sunday, Monday, Tuesday (Cup Day), October 29th to November 1st, 1988

The Place State Forest at Cobram on the Murray River, about 250km from Melbourne.

To Get There

Meet at the Whittlesea servo, 9.30am Saturday OR, if travelling alone, take the Goulburn Valley Highway to Cobram. In the township, proceed along Mookarrii St, turn left into Wondah St and go to the end of that street past the sports oval (marked 10 on map) and enter the State Forest. Head towards the River and to either Little Toms Beach (marked C) or Big Toms Beach (marked B). Unfortunately, due to a holiday weekend being selected, the sites may be crowded and you may not be able to find a place close to the beaches. The tracks to those two beaches are accessible, even if wet; however, if you go further into the Forest, beware of the clay tracks if wet—they are then impassable to cars and bikes.

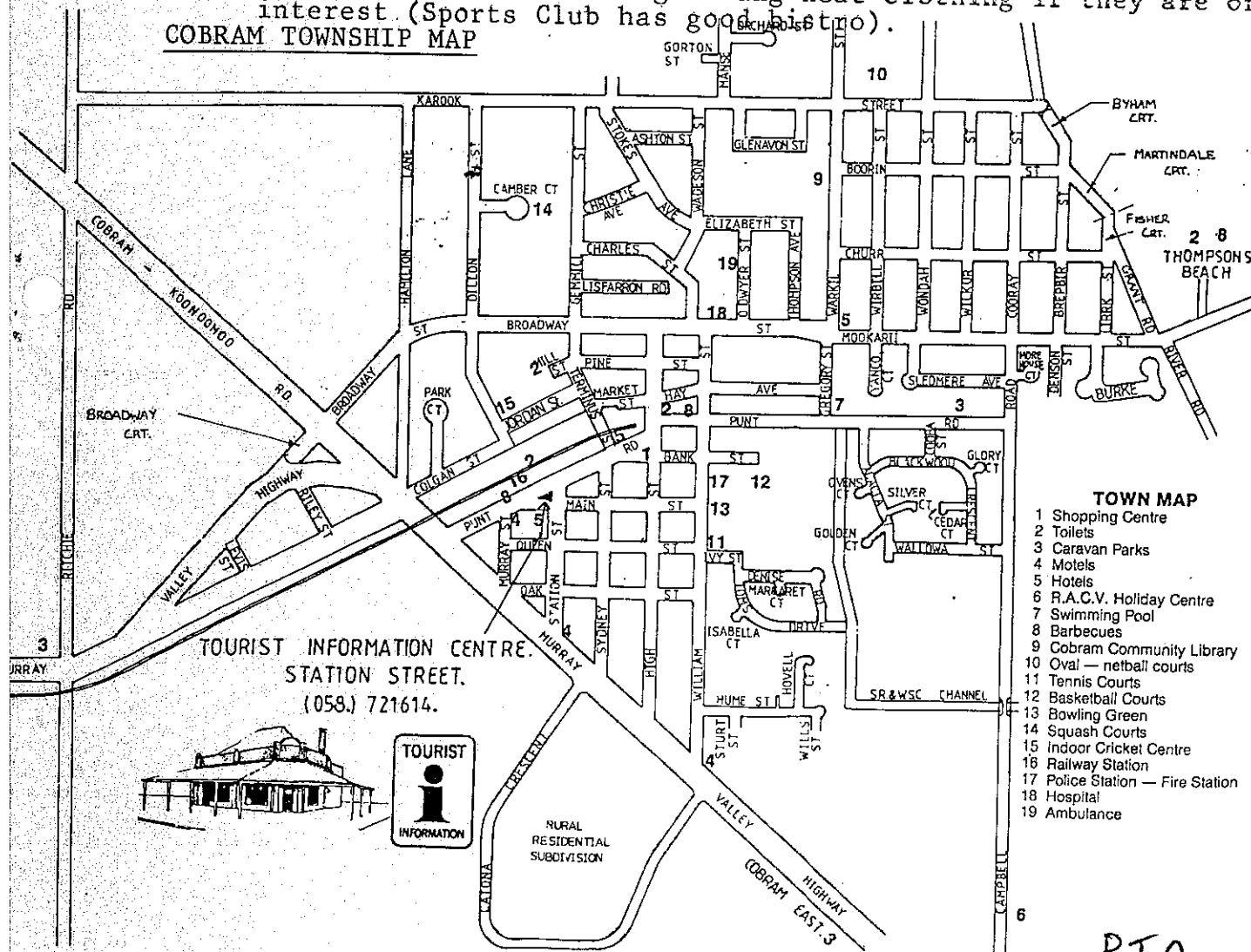
You Need to Bring

Everything, as this is a bush camp; however, there are a few wood fuel barbeques at the beaches, but both beaches are within (brisk) walking distance of the town if you don't want to cook anything.

What to Do/See

Obtain brochures from the Tourist Information Centre in town. There are Pokies at Barooga—bring neat clothing if they are of interest. (Sports Club has good bistro).

COBRAM TOWNSHIP MAP



PTO

RED LINE TOUR

- 1 Information Centre
- 2 Log Cabin
- 3 Civic Centre
- 4 Thompson's Beach
- 5 Murray River Bridge
- 5A Cobram-Barooga Golf Club
- 5B Barooga Sports Club
- 6 Binghi Boomerang Ranch
- 7 Seppelts
- 8A Brentwood Orchard
- 8B Brentwood Factory
- 9 Murray River View and Houseboat Moorings
- 10 R. J. Cornish & Co. Orchard
- 11 Dairying and Irrigation
- 12 P. Pullar & Co. Orchard
- 13 The Monument
- 14 Grant's Poultry Farm
- 15 Murray Goulburn Co-operative

BEACHES

- | | |
|---|-------------------|
| A | Dead River |
| B | Toilet facilities |
| C | Big Toms |
| D | Little Toms |
| E | Scouts |
| F | Scott's |
| G | Barooga |
| | Artificial Lake |
| | Toilet facilities |
| | Boat ramp |

PTO

