

APR 89

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

APRIL 1989

THURSDAY 6th to SUNDAY 9th.	AUSTRALIAN GRAND PRIX. Phillip Island.	Make your own way to the track and meet up with fellow members.
SUNDAY 16th.	VOILET TOWN. 9.30 KBCP. 10.30 Yarra Glen 12.00 noon Yarck.	Yarck pickup? On this weekend the "Famous Last Words" bike rally is held in the Strathbogie Ranges just south of Yarck which many members attend and this pickup allows them to join the ride.
SUNDAY 23rd.	SOUTH MORANG. Go-Karts. 9.30 KBCP.	The calibre of this attraction is un- known, therefore the duration of our stay will depend on the "fun-factor" A long/short ride will follow after the Go-kart action.
SUNDAY 30th.	PORTSEA QUARANTINE STATION. 9.30 KBCP. (combined Q.L. event) Tony Gustus leading.	After traversing the Peninsula back roads and a bite of lunch we will view the new Point Nepean National Park. An organised tour is the only way to see the old fortifications etc. The tour is about 2 hours long & costs \$5 an adul
<u>MAY.</u>		
THURSDAY 4th.	ANNUAL GENERAL MEETING. Club Hall 8.15pm sharp.	The presentation of annual reports, the election of Office Bearers and the selection of Clubperson of the Year will be held on this night. DON'T MISS IT.
SUNDAY 7th.	HILLS RIDE. Diamond Valley Railway. 9.30 KBCP. 10.30 Yarra Glen. Ben Warden leading.	From Yarra Glen, the Black Spur and Yea for lunch. Then Flowerdale, St. Andrews and Eltham where we will look at and ride on this miniature railway attraction.

**** SPECIAL UPCOMING ATTRACTIONS ****

SUNDAY 14th MAY.	BUNDY'S TAVERN.	As this is also Mothers Day, luncheon bookings are required by mid April.
10, 11 & 12 JUNE.	AVOCA WINERIES. WEEKEND.	Booking for accommodation at the Victoria Hotel, Avoca must close by 15th May. See separate form enclosed.
FRIDAY 28th JULY.	CRAZY HOUSE THEATRE RESTAURANT.	Bookings for this night of hilarity will close at the end of June.

MOTORCYCLE TOURING CLUB OF VICTORIA (INC.)

General Meeting Thursday 2nd March 1989

Jika-Jika Community Hall.

Chair: Ross King.

Apologies: Hans Wurster, Graeme Frampton.

Visitor: Barry Gapper

Minutes of the previous general meeting were accepted by Tom Saville, sec. Peter Philferan

Correspondance: None.

Treasurer's Report: Combined January/February report.

Revenue \$26.00

Expences \$89.73

Balance \$798.82

Captains Report: Brief reports given on February rides.

General Business: More attention should be given to the clubs rules when out on rides. Problems arose on the Apollo Bay and Around the Bay rides. Corner Markers should position them selves in more visable locations.

G.P. Camping at Phillip Island very limited now.

The clubs listing in A.M.C.N. should be changed to the clubs full name if possible.

A months itinery should be advertised in A.M.C.N. in their club access section. Tom Saville volunteered .

Door Prize: Gary Osborn won a bottle of anti-freeze.

WHO's NEWS

Club member Colin Waddell came off second best after attacking a car while in Adelaide recently. Col suffered a fractured left knee-cap and a broken bone in his left hand. Apparently his FZ750 suffered little damage.

Stay Upright courses will be held at Phillip Island on April 21,22 & 23. Also a Roadcraft course will be held on April 17 & 18. (Applicable to Stay Upright graduates only). Contact Blythe Osborne on (03) 789-3680.

Interested in four (4) wheel Italian exotica? The Ferrari Register will stage a display of vehicles, \$15 million worth, at the World Trade Centre on Saturday 22nd of April between 10am and 4pm. Admission is \$3 per person.

Box Hill Hospital is running a one session First Aid course on May 10th between 7.00 and 10.00pm. The course deals mainly with vehicle accidents and procedures. Cost is \$15 and bookings can be made by phoning 895-3452.

Mad Dogs and Englishmen - The new Bentley Turbo R Saloon recently captured the British One Hour Endurance Title from Lamborghini by covering more than 225kms in the hour.

The ex-Steve Leyland VF750 recently changed hands for \$1300 - thats \$300 more than Steve sold it for. Boy is he mad!

More Who's News

Labertouche caves ride saw two bikes "fall over" on the recently gravelled access road. Terry & Leanne on the GS750 (very little damage) and Graeme Frampton's K100RT (RH crash bar & fairing damage).

With the RT proving quite a handful in the dirt, Graeme decided a different type of vehicle was required, hmm, what better than a new R80G/S BM.

Also vehicle changes for the Williams brothers. With John swapping his BMW R65 for a Harley Davidson and likewise for brother Bob. But boy, are these bikes tough as John's broken foot testifies from a successful attempt at stopping his bike from over-balancing!

John Clowes now aboard a near new RG500 Suzuki, not that he really wanted to update his RZ500 but this idiot riding a borrowed motorbike decides to do a U-turn on the Black Spur and T-bones John in the process.

Steve Kemke's FZR1000 now sporting a few extra scratches after a recent coming together with a fellow motorist.

Eric Makin's KR1 also suffering from "gravel rash" thanks to a new tyre! Seems the tyre fitting lubricant could be to blame.

Next round of Victorian Superbike Championship will be held at Winton on May 7th.

If you are unable to attend the AGM in May, the enclosed Proxy form will enable your vote to count towards the election of the committee.

Footpath Parking; On May 1st 1988 the Road Safety Regulations were amended to allow motorcycles to park on footpaths or reservations anywhere in the State of Victoria, "Provided no obstruction is caused to pedestrian traffic". One point worth noting, is technically, you CANNOT ride onto or off the footpath/reserve. You must push the vehicle!

Rod Miskin out having a ride, then, "Flashing Blue Lights" and an invitation to attend Court. (clocked exceeding 140kph). Apparently Rod gave them a good run for the money, according to the white knuckled/shaking Patrol-car driver.

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TORRUMBARRY WEEKEND

18th/19th FEBRUARY.

What a great weekend this was, with all who attended thoroughly enjoying themselves. This is one event that's definitely worth repeating.

HIGHLIGHTS:

- *Everyone fell off.
- *Beautiful hot weather.
- *Superb campsite on the waters edge.
- *Wildone. the Ski-boat, Great.
- *Everyone managed to get up on two skis and some onto one. Thanks to Murray's patient and expert instructions.
- *The sore muscles the next day.
- *Hans trying to get some color into his legs and ending up like a lobster.
- *The usual "story-telling" around the evening campfire.

ATTEND'ees

Murray-Car, Mark-Car, Clare + Glen-Car, Andrew + Pam-Car, Steve-VF750, Ken + Ann-K100RS, Hans-K100RS, Ian + Kerrie-XJ900, Gary-FJ1200, Tony-XJ900, Peter.P-GT750.

AROUND PORT PHILLIP BAY, SUNDAY FEB. 26.

Boy, is my face red!

After attending this run and committing (under pressure of course) to " do the article" as they say in the classics, I promptly forgot all about it.

Not so Mein Editor who calls nearly four weeks later to remind-- damn, why is his memory so good?

So under threat of expulsion from MTCV (editor says read clause viii, para d(1), sub clause 7 (c) of Constitution), for not doing what promised, here it is.

No, a list of attendees is not available, nor is times, distances, fuel or food consumption rates----- best I can do from memory haze is the following high and low lights.

MTCV -QL Club disagreement at Station Pier start over ride rules, not resolved so both have a win.

Gary Clifton is unfortunate ride leader to try and satisfy both Clubs.

#Big event is stop in Mornington where candy car officers want to stop, chat and joke (we all are suspicious)

Another big event is Graeme and I (mainly him) leaving the corner marker up to Arthur's Seat and losing Ben and Vicki (would you believe our rear rider(s)!

Lunch at a Sorrento hotel beer garden spent convincing all that above corner problem was not deliberate, just partially blind markers.

Smooth ferry trip across to Queenscliffe with full car-bike cargo, must have been 18-20 bikes.

Final fiasco with leader Gary passing through Portarlington shopping area and the following two QL riders deciding to stop for food-- guess what, everyone else stopped until we worked out that Gary is way ahead thinking all following.

Leader disgusted with this and calls " dispersion" there and them, (after we caught him)

Oh yes, the weather was superb, not too hot or cold.

Morals from this story- - - -

- 1 Watch for people who commit to do Club run reports and don't sign an appropriate I.O.U. on the day,
- 2 Make a Constitution clause which covers eye sight testing for corner markers.
- 3 Avoid arranging future MTCV -L combined rides with conflicting run rules-----let's just meet 'em there eh?

Jack 20/20 Vision

Youdan.

Bike census; 28 bikes. (18 MTCV)
Gary FJ1200 (leader), Andrew & Pam K100RS, Ian & Kerrie XJ900.
Tony XJ900, Graeme K100RT, Steve GPz900, Jack GB500, Harry FZ750,
Sam & Rita GPz900, Ray XJ900, Colin FZ750, Daryl XJ900, Lyn GSXR750.
Andrew GF250, Ken & Ann K100RS, John Harley, Bob Harley,
Ben & Vicki ZX10 (rear rider).

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MODIFIED INTERSECTIONS: Example, Parer Rd & Sexton St
in Airport West..

This intersection
had previously been a terminating intersection where the traffic travelling in Parer Road had priority.

With the use of traffic islands, road markings and other signs, the intersection is now what is called a "modified intersection", which means that the give-way requirements which apply to a terminating intersection no longer apply.

At the terminating intersection the driver entering the intersection from a terminating carriageway (the carriageway that does not continue across the intersection) is required to give way to any vehicle travelling along or turning from any intersecting carriageway.

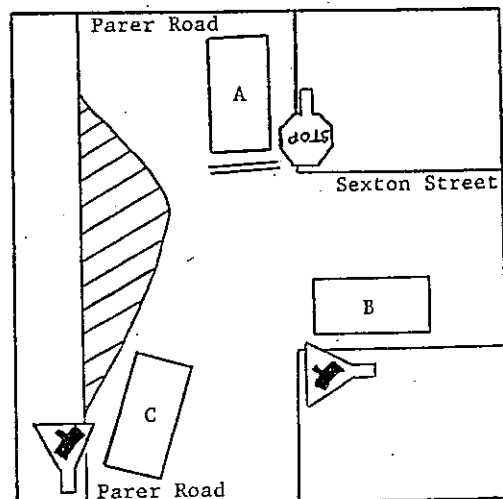
The main purpose in creating a "modified intersection" is to give priority to certain vehicles that would otherwise be required to give way. The Road Safety (Traffic) Regulations 1988 define a modified intersection as "an intersection at which signs, traffic islands or road markings indicate that:

- (a) The carriageway of one highway continues through the intersection;
- (b) The other carriageways do not.

In addition, these regulations refer to the carriageway that continues through a modified intersection as a continuing carriageway. A driver proceeding along a continuing carriageway through a modified intersection is not deemed to be turning, and is not under regulation 603 (5) required to give way to other drivers entering the continuing carriageway.

The vehicles referred to in the drawing of the intersection of Parer Road and Sexton Street have different give-way requirements as follows:

1. Vehicle "A" is facing a stop sign, and is, therefore, required to give way to vehicles "B" and "C", regardless of whether these vehicles continue through the intersection, or make a right or left turn.
2. Vehicle "B" is required to give way to vehicle "C" when turning right.
3. Vehicle "C" when turning left is required to give way to vehicle "B" if vehicle "B" is turning right into the same carriageway.



ANTHOLOGY OF AN ACCIDENT.

The exhaust howled as I changed down two cogs for the tight right hander. My FZ squirmed under heavy braking then I released the lever, pulled the bike down, shifting my body to the inside, knee out and down as the footpeg briefly kissed the tar and I exited the corner with a howl and screech of tyres. Down the short straight I looked briefly into the mirror, damn, twin headlights, that FZR still there. Here's another right, through that and down another straight, look!, an FJ 11, Kill!.

He enters the next bend, a left hand hairpin, on the inside line, I take the outside, near the centre line, lean and push him; almost get him as he uses the FJ's grunt to pull away from my FZ, with the FZR still lurking in the background.

Two more hairpins and I try the same, finally passing the FJ on the last one, pulling the throttle to the stops to do so. As it ^agve way to let me through, the FZR goes through too.

All the way down the mountain, flat stick down the straights, hard on the anchors, into the corners and power out with my Pirelli! squirming under me, the exhaust howl must've been heard for miles.

All the time, that bloody FZR 1000 right on my tail. Look here's the last lefthander before the picnic grounds. Haul on the anchors, set up the corner, down I go, hit the apex then power it out.

Good, sweepers now, hitting about 150-160 K's now when the FZR finally passes me and pulls away, Bye mate have fun, I'm going OK though.

Look, here are some nice smooth bends. I hook into them, passing an aging VF Honda on the outside on the first lefthander. I throw the FZ into the next right, dragging the footpeg all the way. Wow, never done that before, another left then a right. I'm leaning, the foot peg scraping. I hit the apex, then the ground hits me. The FZ flew straight from under me then I rolled and slid on my arse for 20 metres, I stopped. Am I O.K.? I seem to be. I get up to look at the bike, what a mess, when the VF finally caught up and stopped. The rest is history. \$1300-00 worth of damage and 5 weeks off the bike. Was it worth it? Yeah what the hell, it was tunza fun. The big question still remains, How much stooging was Tom really doing?

REFLECTIONS

Thinking about this incident later I believe that though I had a lot of fun on the ride, it wasn't worth the risk of injury. What happened was that I allowed myself to get carried away. That was a mistake, sure, go quick and have fun, but dont go to such extremes, it just ain't worth it as some others in the club could testify. This happens with new and inexperienced riders as well, with some of our club's senior riders acting the lair at times no wonder some people get discouraged with such a pack of Sunday RACERS. Remember kiddies we are a TOURING Club.

Harry "Hang Off"

Rod & Rosie Vf1000f2, Ken & Ann K100RS, Sam & Rita GPz900,
Ben & Vicki ZX10, Gary & Velga GTR1000, Ross & Zarina GSX1100EFF, Gary FJ1200,
Terry & Leanne GS750, Ian & Kerrie XJ900, Murray XJ900.

In hot and humid weather we head to Berwick the south to Clyde, Koo-Wee-Rup and the Sth Gippsland Hwy (a bridge under repair caused a few pulses to race!) where we journeyed down to Phillip Island and the Penguin Complex, purchase our tickets then off to Cowes and food.

With quite a few take-away's most seemed content with the goodies from the Gourmet Pie Shop. (Gary & Velga seen pigging-out on huge slabs of lemon-meringue pie.Yum Yum). Back to the Penguins and find Tony Gustus, then battle our way through the estimated, 3,000 plus crowd. Fortunately with the elevated walkways, lights and two large viewing stands it is quite easy to see the penguins arriving from the sea and walking up the beach. Also plenty of penguin chicks amongst the dunes waiting for their parents (even saw a feral cat scrounging for leftovers).

Unfortunately this is the moulting season and not many penguins are to be seen. A look through the display area is also worth the visit. After several hours at the complex we head for home (minus Gary, Velga, Ross & Zarina who have already gone) sticking to the Bass Hwy on the lookout for petrol, with some spirited riding we soon arrive at Tooradin and a "blue light reception" phew, not for us but some poor Katana rider.

We bid goodnight to Sam & Rita then head for the Freeway, Stud rd and Rod's home in Mitcham. Along the way we attract a screeching & screaming V8 - Holden wagon hell bent on keeping up with us. The waving female passenger looks familiar !!! it's Wayne, Michelle and baby Damian.

At Rod's we enjoy a fine selection of eats and drink, games of pool and lots of yakkity yak through which we learn some steamy gossip!(Damian's toiletry habits and its Vicki's birthday-"Happy Birthday to you, Happy Birthd....."
All to soon the lateness of the hour becomes apparent,"Its 2am" so home and bed.

Thanks Rod, Rosie and the Miskins
for a great night.

FOR SALE ** FOR SALE ** FOR SALE ** FOR SALE

Club member, Martin Bastock is selling his bike as he is unable to ride due to the injuries received in the "United Airline Disaster"

1985 YAMAHA FJ1100.

50,000kms, 12 months reg, NEW battery, wheel bearings, head-stem bearings, brake pads, chain & sprockets.
White Power suspension back & front. Distinctive White wheels.
Regularly serviced at Pablo's.
Needs tyres.
Immaculate condition.
\$5,000 ONO.
Contact Martin at home on (03) 861-7628.

BUSH CAMP - WELLINGTON RIVER.=====11th-13th MARCH.

At the carpark I arrive to find an unfamiliar face with an XJ900 and girlfriend, he began asking questions about the Club and seemed interested. I assured him that a single bike (mine) was unusual (in fact it was a first for me!) and that there would be a whole heap of them at Hallam. He thanked me and went on his way. So at 9.30am, the official starting time for the ride, there was Steve-VF- GPz900, (Doesn't seem quite the same) I take the Freeways to Hallam and find Ian + Kerrie XJ900 (Leader), Jack K100RS and Peter.P GT750 (rear rider).

After some small-talk, like, "what do you think of the GPz" which I went go into just yet, and, "where's all the members?" and "do you think it'll rain". After donning the wets, just incase, we were off down the Highway with a short break at Moe for eats then the back roads to Heyfield for lunch, provisions and fuel. After a couple of pots in the Hotel we are ready to go. Ian is now heavily laden, with Kerrie even carrying supplies, and with about 70kms of twisty road ahead he reckons he'll be taking it easy, so would I take over and lead.

Having not yet tested the Kwaka on the more challenging roads, how could I refuse! so off leaving the others in a cloud of exhaust fumes. Up until the beginning of this road I was reasonably happy with the Kwaka. Plenty of power, high speed stability and good looks. All of which the Honda wasn't, but this is the test of how it compares with the Honda in the tight stuff, where it counts.

Now I know what you are all thinking, its an unfair comparison. How can you compare this Kwaka to a LEGEND, well your right there is no comparison.

With peaky power and heavy steering I really had to work hard, and after about 10k's I thought I was getting the hang of it and was going pretty quick, when Jack and his silver streak blasted past. It was about here that I started to want my Honda back. For most part I could keep Jack in sight but wasn't feeling comfortable so he gradually got away.

A little further down the road there was this plastic bag and ice on the road and a little further along, a six-pack esky then six beer cans and more ice. Terrific, as if I'm not having a hard enough time as it is without Jack leaving obstacles! Seems as though his nights entertainment wasn't secured properly, and with 70kms back to the nearest pub, I could see Peter.P becoming quite popular (he was the only other to buy beer).

On arrival at the site we found Hans, who was very happy to see us, as time was getting on and he was a little worried that no one else was coming.

After pitching the tents we set about gathering firewood, as Hans had already gathered some, he and Kerrie went for a swim, brrr. While all this was happening, Tom + Andrea R80G/S, Eric KR1-250 and John RG500 rolled in. We then heard about John going down and wiping off his RZ and also Eric put his KR down which will cost about \$1000 to fix. Take it easy fellas! Also about the same time Ray Tomass arrives, oh well you just can't help Bad Luck. (just joking Ray)

cont.

BUSH CAMP cont.

With the arrival of Tom, his R80 and his nifty little wood saw, wood collecting took on a whole new meaning. We all took it in turns to hack into the logs, with the saw, to bring them into manageable lengths for Tom and his R80 to tow back to camp. This ensured plenty of wood for the duration (more like 3 weeks supply). Jack had his eye on this huge log for a seat (about 3 feet in diameter and 5 feet long) its shape made it possible to roll, with some effort, back to camp. But the rest of us thought it would make a nice addition to the already massive pile of wood that was going to be our campfire. So it ended up on top. Sorry Jack.

As Ian and I were excersizing our basic Boy Scout skills (trying to light the campfire) Tom said, "try this" and threw what seemed like a bucket of petrol onto the embers. "WHOOOF" instant fire, no worries.

Time to whip out the food. Being fairly basic I only had meat & bread, but every body else had, noodles, veges, potatoes, sauce, salt+pepper, in fact everything needed for a proper meal. Talk about being organised! (Hope there's plenty of leftovers). With eating out of the way, now down to some serious drinking so out comes the Bundy, Whisky and, it seems Jack's dilemma isn't as serious as first thought, as from his first-aid kit he produces a large bottle of SHERRY.

A roaring bonfire, interesting conversation and loss of memory saw Saturday night out. I awoke Sunday morning to the buzzing of half a dozen huge (1½" long) insects trying to carry my tent off into the bush. Someone said they where March flies, appropriate, but I think they'd be buggers at any time of the year.

A couple of members were already active preparing breakfast when I arose. A few twigs & some fanning soon brought Jacks fire back to a blaze then not long after all the others where up and about. Not feeling real good myself, I just had a cup of tea (heart-starter). After breakfast the main topic of conversation being, "what to do with the day?" Tom suggested a days trip to the Peak, even though there was about 50km of unmade road. Hmmm. Jack had to work the next day, so he was already packed also Eric and John were soon on their way home and Peter P. had left earlier for Church. So the rest of us were left to make up our minds as to what to do! But before any decision was made, it started to Rain, then Pour and then Bucketed down, which kinda put a damper on it. Fifty k's of muddy, winding road wasn't looking so attractive anymore. I had a felt hat and wet-weather but some weren't so well equipped, so a make-shift humpy was erected using a spare ground sheet, ropes, ocky straps, big sticks and a couple of trees. It not only kept us dry (sort-of) but was an excellant water catchment container. The only real entertainment between showers, was everybody having a turn at setting up my GPz.

By now my disappointment, with it, was well known and both Ray and Hans have owned one, so their advice was invaluable and with Tom having air-pump and pressure gauge setting it up was made easy.

cont.

BUSH CAMP cont.

Later in the afternoon, when the rain had just about cleared, Tom and Ian tried their hand at fishing. Ian didn't have a lot of luck but Tom pulled in a 10 inch trout, legal size but hardly a meal and I for one took more pleasure watching it swim away between the rocks after Tom let it go. A bit later saw the arrival of Les Leahy on his new K100, fitted with matching silver Luftmeister fairing, it certainly was the centre of attraction while Les pitched his tent.

Eager to tryout my Kwaka's new suspension settings, I journeyed the 14kms of winding road back to Licola & replenish everybody's dwindling supplies. Even though the road was still wet the improvement in handling was obvious and I started to think I may have been a little harsh on the Kwaka earlier.

Back at the camp and time for tea which we cooked and ate while standing around the still blazing fire. the rain hadn't fazed it a bit, lucky as it came in handy drying out our wet clothes. Sunday night was dry and with Tom and Les entertaining us with stories of the bygone era of the club it went all too quickly. And the fire burned on and on and on.

Monday morning the sky was blue and the temperature warm, perfect for packing up and heading home. After breakfast, Tom, Andrea, Les & Ray packed and took off about 9am, the rest of us (Hans, Ian + kerrie, Peter and myself) were ready by 10.30, but what about the fire? Jack's seat wasn't even half burnt and was looking like we needed the CFA to put it out. I know it's not wise to leave a smouldering log but with the closest combustibles 15 feet away and wet it was not a risk.

With Hans leading and Peter bringing up the rear we headed for home, I was surprised how dry the road was and it wasn't long before Hans disappeared. Nothing unusual about that, but I was still enjoying the ride.

Moe for lunch and home by mid afternoon. Despite the one day of poor weather and because of the good company, I had a great time as did everyone else.

Steve GPz900.



Rush Camp Festivities

<u>AT KBCP</u>	:	HANS	K100 RS	STEVE	GPZ 900
		KEN	K100 RS	TERRY & LEANNE	GS 750
		GRAEME	K100 RT	BEN	ZX10

<u>AT HALLAM</u>	:	TOM & ANDREA	R80 GS	SAM & RITA	GPZ 900
		GARRY & VELGA	GTR 1000	IAN	XJ 900

The weather looks O.K. and I'm looking forward to a visit to the caves.
At KBCP Murray arrives in a car, hands me the First Aid Kit etc and says
" Don't believe anything Ben says!"

We discover that Ben, Vicki and Murray rode down yesterday (Saturday) to
refresh their memory as to where the caves were and actually went through
them as well.

Ben informs that I'll get through - " Vicki did, you will ! " Also there is
some gravel on the way.

The six bikes take the normal route out to Hallam where we pick up
Tom/Andrea, Sam/Rita, Garry/Velga and Ian.
Tom has a strange tangle of rope and wood attached to the rear of his bike.
We are informed that this is to lower ourselves into the caves as some one
has knocked the knotted rope off.

Now I've been through caves before and they have steps and lights and
sometimes a guide, so whats this nonsense about ropes?

We leave Hallam and ride through Pakenham., Longwarry etc to Drouin where
Ben advises this is a lunch stop and suggests we stock up with food and a
drink because we'll be hungry and thirsty after the caves.

Leaving Drouin we head off towards the caves. I see sign posts to Jindivick
and Neerim but have no idea exactly where the caves are. The sealed road
turns into light gravel then we take a few turns onto more gravel and dirt
roads (tracks?).

The scenery is excellent - deep valleys, fern covered hills, fresh air.
We come upon a real stretch of gravel, the type they put between railway
sleepers. I see Steve nearly lose the GPZ, but he normally rides like
that. Suddenly the rear tyre on the K100 slips and I drop the bike.

Mmmm, RT definitely doesn't mean " Road Trail ".

Those behind stop and pick me and the bike up only to see Terry's GS750 fall
over.

Ken plugs my mirror back on, we survey the bent engine protect bar and torn
fairing and head off again.

After 7km of this stretch of road/track/gravel we come to the end. ie. it
stops. Everybody parks the bikes and begins changing into a variety of
protective clothing. (Overalls, plastics, dustcoats etc). Out come the
torches, some people even have " Miners lights " on their head.

A 100 metre wander back down the road and we go over the side into the bush, eventually we stop near a large outcrop of rock.
Tom drops the rope ladder down a 20 foot hole and Ben says lets go.

I am bewildered, where is the guide! Where are the steps and lights. At this stage my hip and knee really start to hurt from the fall. Oh well, four girls are going down the rope ladder, better follow.

It is difficult to accurately describe what these caves are like inside. One must crawl over and under rocks, jump across 2 metre crevices, be a contortionist, weight lifter and not suffer from claustrophobia - by torch light! All goes well until Hans can't fit through the same hole Ben did, we must find an alternate route. "Over the top" Ben and Hans decide. The going is slow. There is a string to follow but it is missing bits in the middle. Occasionally there are white arrows painted on the rocks for a guide. Ken and Tom seem to find short cuts and do it easy.

After $1\frac{1}{2}$ to 2 hours we emerge out the side of a hill to daylight.
No Steve, that is not perspiration on my forehead, it is condensation.

We walk up to the road and back to the bikes for photographs, a wash in the creek and refreshments. (Smart thinking Ben).

The ride home is uneventful. I nearly drop the bike again in the same place. Tom and Steve swap bikes, everyone enjoys the sealed road and some high speeds are attained.

We arrive at the Shell Servo at Narrewarren at 3-45pm to break up.

Andrea would like to thank everyone for the assistance given to her in the caves. (Her leg is still not 100% since the accident).

Thankyou Ben for a great day and great experience.

GRAEME

K100 RT

888

THE CHANCES OF BEING KILLED (PER KM).

Motorcycle.....1 in 5km.

Horse.....1 in 6km.

Bicycle.....1 in 10km.

Car.....1 in 100km.

Train.....1 in 500km.

Aircraft.....1 in 500km.

Bus.....1 in 800km.

Bulga National Park

Sunday 26th March, 1989

8 People, 7 Bikes

K100RS	Jack Youdan	R80 GS	Graeme Frampton
XJ900	Ian/Kerrie	R80 G/S	Frank Bloxham
GPz900R	Eric (2nd ride)	K100RS	Andrew Dunn
ZX10	Ben Warden.		

While awaiting the hordes to arrive at KBCP, I whipped out the camera and took a photograph of Graeme and his pristine red R80GS. After crashing the RT last week, and flogging the 900 to Steve a few weeks before that, he was left without a mount. Enter R80, 26 litre tank, one sided swing arm, 21 inch spoked front wheel, and latest shaftdrive technology. So much for that block of land, his missus had muttered.

No-one else arrived so off to Hallam with Jack leading and Graeme running in the beast at the tail. *Keep it below 4,000 rpm for the first 800km*, were the salesman's instructions. Alas, tachos don't come standard on R80GS's; they cost an extra \$200.

At Hallam, Jack described how he had pre-ridden the route the weekend before and the RS had misbehaved on the way back, running on two cylinders only. On inspection a number of problems became apparent: the fuel filter was partially blocked; there was a cracked fuel line; the grommets over the injector synchronizing vacuum points were cracked and perished; and the spark plugs were 20,000 km old. It appears as if the recommended replacement intervals had been "misinterpreted", e.g. plugs 10,000 km, fuel filter 15,000 km. (On reflection, I wonder if that other well known BMW thrasher/crasher has changed his coolant?)

As evidence of his pre-ride planning, Jack handed each of us a photocopied map of the route and destination, and a Forest Commission handout on the Tarra-Valley/Bulga National Park flora and fauna. Also volunteers were called for rear rider and article scribe, Graeme and myself.

On to Drouin and morning tea via the usual back roads through Pakenham and Bunyip. Where was everyone, apart from visiting relatives on this Easter Sunday ? It came to light that Steve Leyland, Ken and Ann, and the Inglis' were last seen heading for Ayers Rock, route unknown due to the widespread flooding in northern South Australia. Hans was circumnavigating Victoria - about 4,000 km worth for the 4 day weekend; Murray was water-skiing, Tony Gustus gone rallying, Gary Clifton back from Canberra and off to Eildon, and Collin Waddell was home recovering from a crash in Adelaide two-up on his FZ750, awaiting (8 weeks) for this cracked and pinned knee cap and broken bone in his hand to recover.

Back on the freeway to Trafalgar (where Max Brew was expected and missed), then south to Mirboo North and Boolara for lunch. It was quite warm and jumpers began peeling off. Most of us refuelled at Boolara at 58.9 c/l as a precautionary measure.

The fifteen kilometres of tight swervy into Boolara after the fast sweepers up out of Trafalgar was a delight. Following close to Jack, I noted with interest the completely different lines each of us took. I stayed left of the white line, while Jack took a wider line, compromised by the slower steering characteristics and narrow handle bars of the BM. It was not dangerous (though those two cyclists got a bit of a fright), just different.

Andrew retired home with a nail in his rear 18,000 km old tyre, and to watch the Japanese Grand Prix live. I had replaced my rear tyre the day before, after running a plug in it since just before the Labertouche caves ride, but excessive soap (used to help the tyre slip over the rim) was being flung out over the tyre wall leading to the occasional slide.

The bike is handling much better with the rear damping set at position No. 4 (hardest) after heeding the suggestion of an early Two Wheels overseas road test of the beast around a race track. (I was having trouble, especially on the last Great Ocean Road ride, with the rear tyre over-heating (I think) and sliding all over the place).

After lunch we headed for Bulga National Park via the Midland Highway and forty kilometres of the Grand Ridge Road: all tight, twisty, gravelly dirt. The chook-chasers were in their element, Graeme itching to pass. It seems we see Frank every 6 months, so long as there is plenty of dirt. What you didn't need on this road was a big, heavy road bike with short travel suspension and fat tyres. It was like riding on marbles, but after last week's deep gravel (Labertouche Caves ride), it was relatively easy, and a bit of fun, for the first three kilometres. In the middle of nowhere, I got bored, stopped and took photos of Graeme's and my bike. Red on a green background - hmm, hope they turn out.

Bulga National Park was tourist city, cars everywhere. There was almost not enough room for the bikes to park - which was difficult anyway due to steep incline of the road - but we squeezed in. Kerrie set a strapping pace around the ten minute tourist walk through the rain forest and over the suspension bridge. Before we knew it we were back at the car park.

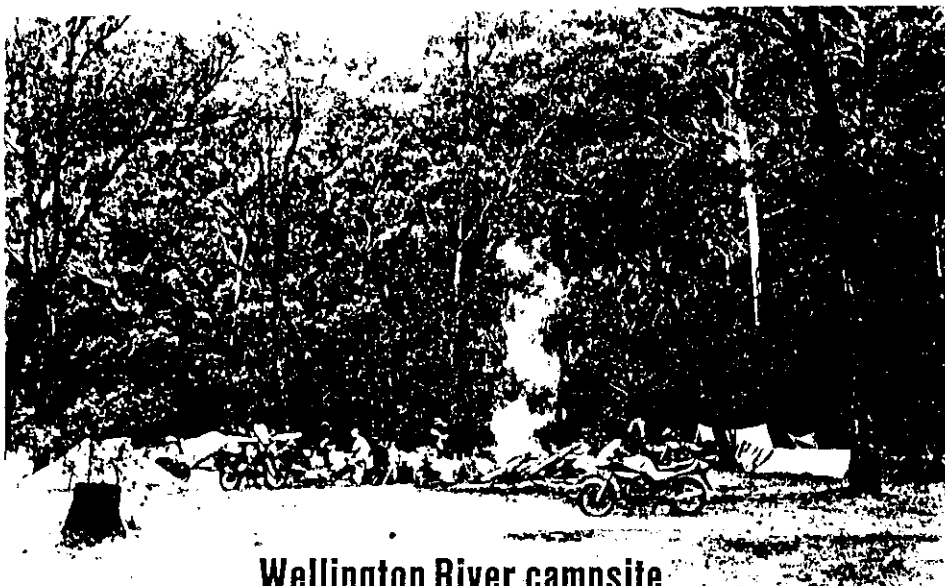
After visor cleaning we were on the road again heading for Traralgon. Jack had switched into fast mode and was going like the clappers. I'm glad he knew the road because I had never been on it before. A set of great wide sweeping corners, reminding me of the roads around Tidbinbilla (south of Canberra), ended all too quickly in more gravel. We stopped at a ridiculously signposted lookout offering a fair view of a neighbouring hill - a good 100 metres away. Amazing.

Working our way along this now poor road - gravel patches on the bitumen, then dirt sections - we reached Traralgon for afternoon tea and fuel at the large Shell service station. Eric (GPz900) is planning a trip to three hundred kilometers west of Alice Springs to a gas drilling platform, so we organised a day to do a few things like valve clearances, steering head bearings and fork springs.

Back on the highway to Moe, then normal back roads to Narre-Warren Shell service station where we broke up. A round trip of about 450 kilometres. Thanks Jack for an entertaining ride.

The bike has done 13,800 km and is running very well. New softer front brake pads have cured the front end shuddering under brakes, and the blue spots on the disks have gone. Disk runout was measured at Bob Martin Engineering as 0.15 and 0.08 mm, both on the large side, but within Kawasakis 0.30 mm specs.

Ben (ZX 10) Vice P.



Wellington River camnsite

In an effort to formalize our meetings, an Agenda will be printed in the newsletter for use at the following months meeting. In future relevant issues from members will be included for discussion, therefore your input is desired.

AGENDA
MAY GENERAL MEETING

- 1/ Open meeting.
- 2/ Apologies.
- 3/ Visitors.
- 4/ Minutes of previous meeting.
- 5/ Business arising.
- 6/ Correspondence.
- 7/ Reports;
 - (a) Treasurer.
 - (b) Club Captain - i/ Preceding rides.
ii/ Forthcoming rides.
- 8/ General Business.
 - (a) Increased hall hire charges.
 - (b) Ideas for future rides to be included in Aug/Nov itinerary.
 - (c) Responsibilities of committee members ie/ Some encroachment occurring leading to "one man band" situations.
 - (d) Road rules of the Association.
 - i/ Not being adhered to?
 - ii/ Procedure for inter-club rides?
 - (e) Other topics for discussion.....
Note. Closing date for June newsletter - Thursday 25th May.
- 9/ Close meeting.

PROXY FORM.
MOTORCYCLE TOURING CLUB OF VIC. (INC)

I,.....
hereby nominate.....
to the position of.....
Signed.....Date.....

I,.....
hereby second the nomination of.....
to the position of.....
Signed.....Date.....

I accept the above nomination.
Signed.....Date.....

(Please photocopy if more are required).

Completed nominations will be received up to the start of the elections at the Annual General Meeting.

BUNDY'S TAVERN.
Award Winning BYO
Hungarian Restaurant.

Olinda Rd,
Monbulk.
(Melways 124,F1)

Full A la Carte Menu.

SOUPS.....	\$3.00	ENTREES.....	\$5.00
MAIN COURSES...	\$12.50	DESERTS.....	\$4.00

Vegetarian Menu also.

Large range of Beverages.

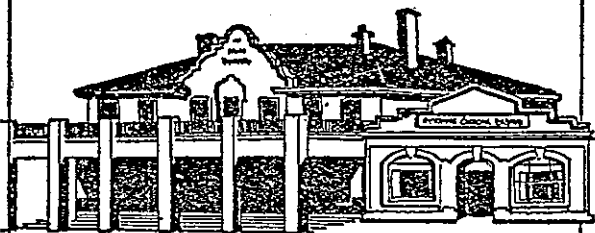
With hearty meals and roaring log fires this is an ideal setting to celebrate the Editors forthcoming birthday. But alas May the 14th is also "Mothers Day" and bookings will be scarce, therefore to secure your place reply by April 15th.

VICTORIA HOTEL

AND

PYRENEES CELLAR BISTRO

138 High Street, Avoca, Vic. 3467 • Phone (054) 65 3362



**HOT MEALS • COLD BEER
7 DAYS A WEEK**

AVOCA WINERY WEEKEND. 10/11/12 JUNE

This winery weekend will be in the Pyrenees Region of Central Victoria. Approx 180km N/W of Melb. We plan to stay in the Victoria Hotel which offers traditional accomodation, with cooked breakfast included in the tariff. Due to accomodation shortage expected on this holiday weekend, bookings will fill quickly. Therefore if you wish to sample the cellars of the regions 7 wineries forward your reply before 15th of May.

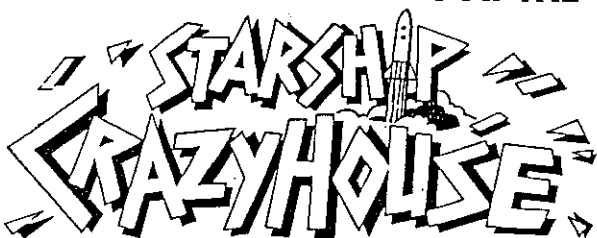
Other accomodation is available at;

Avoca Motel (054) 65 3464.

Avoca Hotel (054) 65 3018.

Avoca Caravan Park (054) 65 3075.

**THE FUNNIEST & BRIGHTEST
NIGHT OUT IN TOWN IS AT THE**



**FULLY LICENSED
CABARET RESTAURANT**

CRAZYHOUSE.169 EXHIBITION St.MELB.

For your \$32 you get:-

- # Quality 4 course meal-(Choice of 5 main courses)
- # Fully licenced bar (Open till 1am)
- # Two hour Comedy/Singing/Dancing Show.
- # After show Disco.
- # Cocktail Bar (6.30 till 1am).

So if you enjoyed "Draculas" you'll dare not miss this night of mirth and mayhem in the good company of fellow members.

TO BOOK ANY OF THE ABOVE FUNCTIONS, PLEASE REFER TO OTHER SIDE OF THIS FORM.

BUNDY'S TAVERN

HUNGARIAN RESTAURANT

SUNDAY 14th MAY
12.30PM

I will be attending this luncheon.....YES / NO

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

No. of ADULTS..... @ \$10.00 DEPOSIT PER PERSON.

TOTAL \$.....
=====

BOOKINGS CLOSE 15th APRIL

21st

AVOCA WEEKEND

10,11&12 JUNE

Please book the following for me:-

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

....Single room @ \$16. orDouble room @ \$30. for Saturday 10th..\$.....

....Single room @ \$16. orDouble room @ \$30. for Sunday 11th. \$.....

TOTAL \$.....

I ENCLOSE A DEPOSIT OF \$10 PER PESON PER NIGHT.....DEPOSIT.....\$.....
=====

Note. Tariff includes a cooked breakfast.

BOOKINGS CLOSE 15th MAY

CRAZY HOUSE THEATRE

RESTAURANT

FRIDAY 28th JULY
6.30PM

I will be attending this function.....YES / NO

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

No. of ADULTS.....@ \$32 PER PERSON:

TOTAL \$.....
=====

BOOKINGS CLOSE 25th of JUNE & MUST BE ACCOMPANIED BY FULL PAYMENT

Please send Remittance to; THE TREASURER (Ms V.Piller) 13/125 SEPARATION St,NORTHCOTE,3070

CHEQUES MADE PAYABLE TO: Motorcycle Touring Club of Vic,Inc.

The following people were nominated at the April General Meeting, nominations will still be accepted upto and at the Annual General Meeting. If you are unable to attend but would still like to vote please complete the "*Form of Appointment of Proxy*" and pass it on to someone who will be at the meeting.

President

Peter Philpheran
Ian Payne

Vice President

Murray Browne
Andrew Dunn
Jack Youdan

Treasurer

Vicki Piller
Peter Dwyer

Secretary

Tony Gustus

Assistant Secretary

Graeme Frampton
Andrew Dunn

Club Captain

Steve Leyland
Ben Warden

Vice Captain

Steve Leyland
Hans Wurster
Graeme Frampton

Social Secretary

Tony Gustus
Kerry Gooding

Editor

Ian Payne

Public Officer

Ross Bradshaw.

If you wish to nominate someone else for any of the above positions, please complete the form on the last page of the magazine and forward it to the Committee as soon as possible.

Thank You



Vicki Piller
Treasuer.

FORM OF APPOINTMENT OF PROXY

I _____ of _____
being a member of _____
(Name of Incorporated Association)
hereby appoint _____ of _____
being a member of that Incorporated Association, as my proxy to vote for me on my behalf at the general meeting
of the Association (annual general meeting or special general meeting, as the case may be) to be held on
the _____ day of _____ 19 _____ and at any adjournment
of that meeting.

Signed _____

The _____ day of _____ 19 _____

Date	May	June	July	August	September	October	November	December	January	February	March	April	Total
1	8	15	22	29	5	12	19	26	3	10	17	24	31
2	9	16	23	30	6	13	20	27	4	11	18	25	32
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5	12	19	26	2	9	16	23	30	7	14	21	28	35
6	13	20	27	3	10	17	24	31	8	15	22	29	36
7	14	21	28	4	11	18	25	1	9	16	23	30	37
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10	17	24	31	7	14	21	28	4	12	19	26	2	40
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