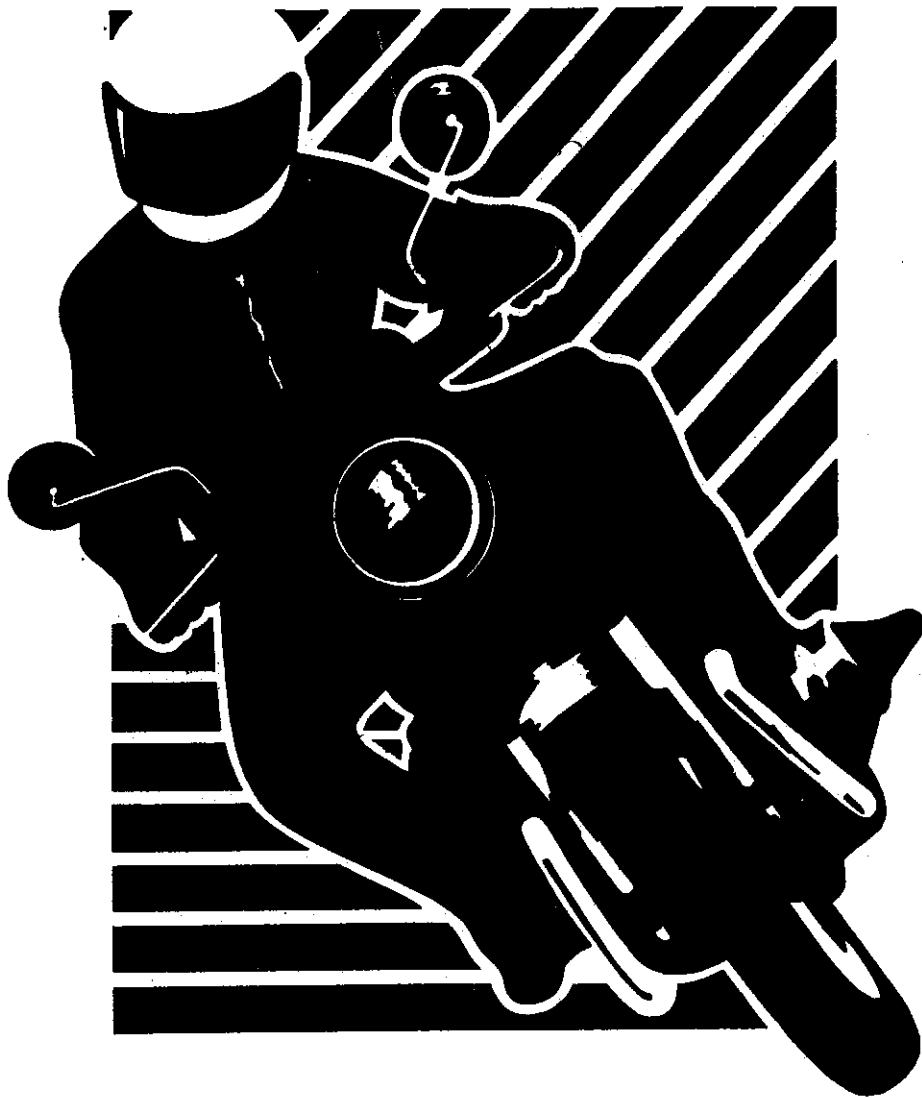


Oct 89

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

OCTOBER 1989

- SUNDAY 8th. AUSTRALIAN TRIALS
CHAMPIONSHIPS.
Tooborac.
(5km South on Lancefield rd)
9.30 KBCP. Come along to view this highly skilled form of motorcycling as the best in Oz battle it out. Includes Solos, Outfits & Classics. Admission charge & on-site eats. Short ride before and after this event.
- SUNDAY 15th. MEENIYAN.
9.30 KBCP.
10.15 Hallam.
Jack Youdan leading. As Jack puts it; "approx 300km in distance over some very interesting roads with a lunch stop at some place interesting," all-in-all it will be a very interesting day
- SUNDAY 22nd. SMEATON WATERMILL.
Daylesford.
9.30 KBCP.
Ross King leading. Come along & view historic Andersons Mill located on the outskirts of Creswick. The mill consists of a 5 storey blue-stone building with an 8.5mt water-wheel.
- SUNDAY 29th. CIRCLE RIDE.
9.00 KBCP
10.00 Yarra Glen
Hans Wurster leading. With the earlier start we shouldn't strike much tourist traffic as we head for Marysville, Eildon & Yea (lunch). Then Seymour, Tooborac, Kyneton, Blackwood, Baccus - Marsh & Melton. Due to the lengthy nature of this ride MINIMAL stops will be made, But for those who complete the ride, Hans has extended an invitation to a BBQ back at his home in Altona.

BBQ

NOVEMBER.

- THURSDAY 2nd. GENERAL MEETING.
Club Hall 8.15 sharp. After the formal part of the meeting is over, a last minute briefing of the Snowy Mountain trip will take place, then riders will sort and pack their gear into Tom's van for the trip.
- SATURDAY 4th to TUESDAY 7th. SNOWY MOUNTAINS.
9.30 HALLAM.
Tom Saville leading. Those going should read the separate article elsewhere in this newsletter and attend the November meeting.

MOTOR CYCLE TOURING CLUB OF VICTORIA (INC)

General Meeting : Thursday September 7th, 1989
Present : 31 Members and Visitors
Chair : Ian Payne
Apologies : Rod Miskin, Hans.
Visitors : Dot, Daughter and Daughter's friend
Mark (BMW K100LT with ABS system).
Michael, Leanne and Wombat 11 from QL
Club.
New Members : Eric (GPZ900), Pam (Andrews girlfriend)
Trevor (XJ900) were welcomed by the
president.

Minutes accepted by Tom Saville and Colin Waddel.

Correspondence : Some Subscriptions received

Treasurers Report : Incoming = \$335.70

Outgoing = \$281.80

Balance = \$630.39

Largest expense for the month was the
Electric Stapler for us on the Club
Magazine.

Club Captains Report : Steve Leyland gave a concise report on all
rides for the last month along with Rider
numbers and weather conditions. See
ride reports in this issue for further
details.

General Business

A very nice Itinerary Holder was presented for use on the committee
table. This unit along with 5 others was produced by Tom Saville,
Andrea and Les Leahy. The other 5 units will be placed in various
bike shops complete with itinerary.
The President thanked Tom, Andrea and Les for the time and effort
put in to produce these excellent holders.

A number of members have been off to Phillip Island again
(" HOONING "). To spectate on these organised days it is
necessary to be invited by a participating rider.

Snowy Mountains Run - Members advised to bring bulky items and non perishable foods etc to the November meeting (2/11/89). Please ensure that all your items are properly labelled.

Subscriptions - Still a number of Subs outstanding. Please get these in ASAP.

Future Rides - Ian Payne requesting ideas for future rides and location for the Christmas Camp.

Christmas Barbeque - Unanimous decision by members to hold on a Saturday.

Tasmania Rally - Tony Gustus advising it is 10th anniversary this year. Apparently amazing Iain (AMCN) is trying to organise 200 people and riders at a discount.

Door Prize - Won by John Ridett (Punishment) (Mag wheel cleaner).

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WHO'S NEWS

Seems hooning around Phillip Island race track may have its rewards! Apparently Tom was approached by a BMW distributor with an offer to race a K Series BM.

Richard Saville, Tom's brother, was punting his XJ900 along towards Yea just as the local constabulary were testing their new Radar gun (Has the facility to print out recorded speed). Richard recorded 188kmph! Just to prove that was no fluke, the week before, Richard had been clocked in a 60k zone at 170kmph! Speed certainly runs in the Saville family.

G.O. road in the WET can be exciting, but the addition of spilt DIESELENE on most left hand corners certainly gets the adrenalin pumping - Only casualties, 2 cars.

Happy holiday to members Andrew Dunn and Pam Hutchinson who are off exploring the mystery of Malaysia.

Mick Fagan riding spiritedly two up through the Junction Hill twisties near Yea was about to "pull out all stops" and nip around Luke (GPX750), who was spoiling his line, but thought better of it. Seems a week of nagging and missing out!!! wasn't worth the effort.

Ben Warden enrolling for a course of Steroids after recently failing to support his stationary but over-balancing ZX10 with pillion. Minor scratches to fairing.

November the 19th has been allocated for another "Claytons" race day at Phillip Island. If interested contact Tom Saville quick.

The auction at the September meeting was a resounding success with a good selection of items selling for in excess of \$230.

The Aust. International Motor Show to be staged at Darling Harbour Sydney on October 15/16 will include a large motorcycle display with many specialist bikes being shown for the first time in Oz.

More Who's News

Andrea still the fastest female around the Phillip Island race track. At least last time there was some real competition, other females, with one being ex-member Christine Young aboard a VFR750. Christines time of 2.44 was still no match for Andrea's 2.21.

Hans on a recent excursion along the GO road, punctures the rear tyre on his BM. The 3 year old can of Finalec he carries fails to do the trick so he prepares to plug the leak. With much pushing and shoving the jobs almost done, but somethings not quite right. He looks up just in time to CATCH the bike as it topples of the centre-stand. WHEW!!!!!!!

The annual Onion Festival will be held in Tasmania during February 1990 with the main event being the Raw Onion Eating Competition. If you want a crack at the \$5000 first prize you'll have to better the U.S. champs record of 1.5kg of onions in 3 minutes.

Snowy Mountains Weekend

Itinerary;

- SATURDAY. Leave Hallam (9.30am) for Omeo.....approx 400kms.
SUNDAY. From Omeo to Three Mile Dam (near Adaminaby)..approx 700kms.
MONDAY. Three Mile Dam to Harrietville.....approx 450kms.
TUESDAY. Harrietville back to Melbourne.....approx 350kms.

Transport;

As the transport van will NOT be leaving or travelling with the bike group, Tom suggests, those going who want their camping gear & non perishable food stuffs carried in the van to bring these items along to the Nov.2nd meeting where the van will be in attendance. Also a list of your immediate fresh food and drink requirements should be presented to Tom who will arrange for its purchase and storage in the van.

Try to keep it to the basics as the van will already contain, a Portable Shower, Gas Stove, Water, Charcoal BBQ, Cooking Pots and a small Fridge. It is envisaged the van & driver (Arthur) will proceed directly to the over-night camp site and set up tents, BBQ's, campfire etc well before arrival of the bikes.

Food;

You must cater for Breakfast and Evening meals, lunch will be obtained at a suitable stop during the day. Try and structure your meals around BBQ and campfire type menus.

Meals required;

- Saturday evening.
- Sunday breakfast & Sunday evening meal.
- Monday breakfast & Monday evening meal.
- Tuesday breakfast.

Again, it is envisaged Arthur will buy your daily requirements during the day.

Drinks;

As required, again Arthur will buy.

Hotel/Motel Accommodation;

Contact Ben Warden.

Tents;

If you don't mind "sharing" large tents can be arranged which will save the need for individual tents. Let Tom know your preference so the necessary arrangements can be made. A large tarp will also be taken in case of inclement weather.

ECONOMY RUN. CASTLEMAINE

Economy runs are normally popular and this year was no exception. Twenty one bikes with eight pillions left KBCP with the weather promising to be fine. Our first stop was only a couple of hundred yards up the road as we topped up our tanks at a Spencer Street servo. I tried to plan as many hills as possible in the ride to chew a bit more fuel.

The first stretch out to Melton was pretty tame but then we headed north over the hills to Gisborne and Lancefield. On any normal ride at normal speed we would have easily made it to Heathcote for morning tea. Today was different. We only made it to Lancefield for a late morning tea. Everyone had really backed off so I decided to shorten our route to Castlemaine so that we would make it for lunch, not supper.

Morning tea brought stories of people lying flat on their tanks, going nothing over 80 kmh and, shock, getting passed by cars. By this stage I could tell who was serious and who was just out for a good ride. Hans, Steve and a few others had corner marked a few times but others such as Terry, Andrew & Pam and Les hadn't been sighted all morning, obviously hanging back at the tail of the ride.

From Lancefield we 'economised' our way north-west to Mia Mia and then across through Redesdale and Sutton Grange. We finally reached Castlemaine and the moment of reckoning at about one o'clock. After the refuel it was down to the pub to discuss and disect results over a counter lunch. The results were as follows:

Terry SRX600	106 mpg	Barry & Rosemary GSX750	57
Michael GPZ550	77	Ray ZX10	56
Les K100	72	Murray XJ900	55
Andrew & Pam K100RS	69	Luke GPX750	54
Graeme GS800	68	Derek & Matthew CBR1000	54
Ian & Kerrie XJ900	66	Hans K100RS	54
Ben & vicki ZX10	66	Steve GPZ900R	53
Trevor XJ900	64	Mick & Barbara R100cs	45
Bob GSXR750	61	Jack CBX1000	41
Martin & Melissa			
	FJ1100	60	
Peter p	GT750	60	
Gary & Velga	GTR1000	57	

There were a few interesting results: Ian and Kerrie achieved 11 mpg more than myself, both on XJ's. Ben and Vicki were 10 mpg ahead of Ray, both on ZX10's. It just shows what can be achieved when you ride carefully. Defending champ, Jack, ran last this year on the big Honda but did win the 6 cylinder section! The BMW's of Andrew and Les put in good results while Graeme's un-aerodynamic GS800 also went very well.

Economy Run cont.

It took a while to feed all 28 of us, Hans had gone to visit friends, but we were finally ready to roll after a pretty good lunch.

Peter p, acting as rear rider, got left at Castlemaine for a while as his starter motor was playing up. A couple of riders eventually went back and helped get the bike running. The pace had picked up a bit now that the economy part of the ride was over. we headed basically south to Daylesford, via back roads. Further towards Ballan we went through those two very popular towns of Leonards Hill and Korweinguboora.

Broke up at Wallan. Great weather and a good fun day.

Murray XJ900

WATERFALLS RUN via Great Ocean Road.

Sept 17th.

Leader; Ben + Vicki ZX10, Les K100, Jack GSXR1100, Steve.L GPz900, Rita + Sam GPz900, Ray ZX10, Tim K100RS, Luke VF500, Andrew + Pam K100RS, Mark GSXR750, Steve R80, Derek + Sandra CBR1000, Eric KR1, John RG500, Tony XJ900, Robert GPz750, James RG250 and rear rider Kerrie + Ian XJ900.

Left KBCP at 9.30 and headed off for our days ride to the Great Ocean road waterfalls. Weather was looking OK till we arrived at Laverton servo to pick up Steve, Andrew + Pam and Derek + Sandra so at this point a few of the riders decided to put on their wet weather gear. Smart move.

Down the Geelong road to our first coffee stop at Anglesea then on to Lorne and Erskine Falls, a beautiful sight if you've never been there before. Back to Lorne for lunch, at this point a few riders decided to leave the ride, namely; Jack, Ray, Andrew + Pam, Eric, John and Gary + Velga.

Before we took off to view the next set of Falls we talked a couple of RAAF riders into joining us, Robert on a GPz750 and James aboard a RG250 (On L's) After seeing the falls we headed for Apollo Bay and refueled. Now by this stage we were so sick of the rain that had not stopped falling all day, that it was decided to head back to Geelong along the excellent roads through Forrest and Birregurra.

So after 485kms we finally arrived in Geelong where the ride broke up, Good ride Ben and thanks Steve for the desperately needed coffee and Milo

Sam + Rita GPz900.

Phillip Island Racing

10th September, 1989

MTCV Racers		Best Times [mins.secs]	Supporters	
K100RS	Tom Saville	2.00	IPEC van	Dot and Vicki
KR1-250		2.02	GT750 Suzuki	Richard Saville
RG500	John Clowes	2.02	Tom's van	Anita
FZR1000	Steve Kemke	2.06	Kingswood	Sam and Rita
ZX10	Ben Warden	2.06	Torana	Andrew Murray
GPX750	Luke Richardson	2.10		Velga
KR1-250	Eric Makin	2.11		
RZ250	Harry Miller	2.15		
GPz900	Steve Leyland	2.16		
KR1-250	Andrea Sirninger	2.21		
FJ1200	Gary Clifton	n/a		
GTR1000	Gary Osborn	n/a		
19 people	12 bikes			

Conditions of Entry - (summary of)

1. Only ONE guest per rider allowed in gates.
2. Guests are not allowed to ride on the track.
3. All riders and guests are to supply their own food, fuel and drink.
4. ABSOLUTELY NO ALCOHOL! If caught, instant dismissal from track.
5. Rubbish must not be left on the track, but taken home and disposed of appropriately.

Race numbers will be allocated upon entry and put on fairing screen or headlight. *(The organisers were making a video of the races and the numbers were to identify the riders.)*

Guests will be nominated as flag marshalls for a short period of time during the day. Approximately 1.5 hours.

Timetable

30 minute practice (two groups)

Races: 2 lap warm-up, 6 lap race, clutch start

1.	250 - 350 cc	5.	250 - 350 cc
2.	500 - 750 cc	6.	500 - 750 cc
3.	900 - 1200 cc	7.	900 - 1200 cc
4.	250 - 1200 cc	8.	250 - 1200 cc
-	lunch	-	free time

Weekend Notes

We all piled into the IPEC van, care of Gary and Dot, for the trip to San Remo Pub for tea on Saturday night.

Track conditions: howling, gusty north wind; surface dry

Gary Clifton and Gary Osborn did a few laps during the practice session, but did not race.

Results - afternoon 250 race: Eric 1st, Harry 3rd, Andrea 4th; open: Tom 2nd K100, 3rd KR-1.

Gary Clifton and Sam took photos all day, while flag marshalling.

Tom and Steve Leyland have to buy new boots (worn through to socks).

Luke overbalanced while gridding up - broken indicator.

Andrea still winner of girls class - yes there was another girl this time.

Unreliable stop watches - at least two failed (of 6).

Thanks to Tom and Andrea for organising motel accommodation on Phillip Island on Saturday night. About 14 people availed themselves of this opportunity.

Highlights of the day:

Steve K - "tank-slapper while running 4th in last race, dropping back to 5th place"; guy behind said "smoke was pouring off my boots". Also "completely missing the start as I had not returned from the warm up laps of the first race".

Luke - "watching Tom ride".

Steve L - "staying on"; and "number of Touring Club members getting good results".

Vicki - "the relief on discovering Ben had only run out of fuel when he failed to return on the last lap of the race I was timing", and "the excitement of being on southern loop and flag marshalling".

Gary C - "the whole day".

John - "surviving the day and the wind".

Eric - "massive loss of rear end traction" (thought he would quit while ahead).

Harry - "not dropping it".

Sam & Rita - "flag marshalling"; "being here". Biggest disappointment: "not riding".

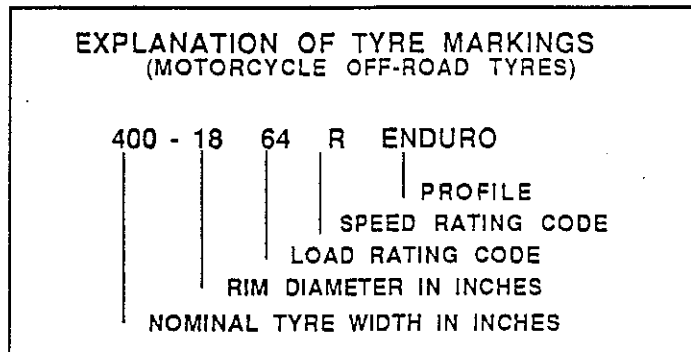
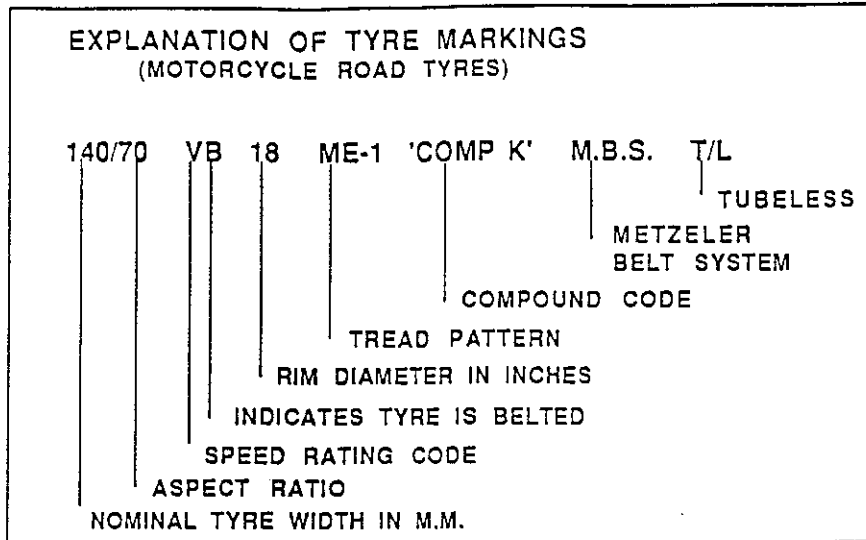
Andrew M - "flag marshalling".

Tom - "holes in boots".

Ben - "sliding the whole plot at 180km/h on the kink between southern loop and Honda hairpin; destroying rear tyre - very slippery; fairing distorting in cross wind; doing 240km/h indicated down main straight - and this time no smoke blowing; overpowering a new GSXR-1100 down the main straight; running out of petrol on the last lap; the thrill of racing".

Ben (ZX10)

**TYRE
TALK**



1. ASPECT RATIO

THIS REFERS TO THE HEIGHT OF THE TYRE COMPARED TO ITS WIDTH. SO, e.g., 120/90 H18, THE HEIGHT OF THE TYRE IS 90% OF ITS WHICH IS THEORETICALLY 108mm. THIS IS, HOWEVER, A CLOSE APPROXIMATION AS SOME ASPECT RATIOS MAY BE 87/88% WHICH WOULD NORMALLY BE DESIGNATED AS 90%.

2. SPEED RATINGS

SPEED RATINGS ARE DESIGNATED IN CODE SIMILAR TO THE LOAD RATING. THERE IS A CHART WHICH COVERS 19 DIFFERENT SPEED CATEGORIES. THE MORE FREQUENT ONES ARE AS FOLLOWS:

SPEED SYMBOL	SPEED M.P.H.	SPEED K.P.H.
R	106	170
S	112	180
H	131	210
V	143+	230+

3. CONSTRUCTION CODE

THIS SYSTEM DETERMINES THE VARIOUS CARCASS ASSEMBLIES:

CROSS-PLY DESIGN
120/90H18 ME99 T/L

BIAS-BELTED DESIGN
120/90 HB18 ME99 T/L

RADIAL-BELTED DESIGN
120/90 HR18 ME99 T/L

4. TYRE COMPOUNDS

METZELER TYRES ARE PRODUCED IN FOUR COMPOUNDS:

1. TOURING COMPOUND - TOURING
2. STREET COMPOUND - SPORTS/TOURING
3. SPORTS COMPOUND - HIGH PERFORMANCE
4. 'COMP K' - RACING

5. LOAD INDEX DESIGNATION

DESIGNATION OF THE LOAD RATING OF A TYRE WILL BE DISPLAYED AS A LOAD INDEX. THE LOAD INDEX IS A NUMBER INDICATING THE MAXIMUM LOAD CARRYING CAPACITY OF A TYRE AT THE SPEED DESIGNATED BY ITS SPEED SYMBOL. (REFER TO METZELER FOR LOAD INDEX CHART)

6. TUBELESS TYRES

TUBELESS TYRES ARE DESIGNATED BY THE ADDITION OF 'TUBELESS'. TYRE TO BE FITTED WITH AN INNER TUBE ARE DESIGNATED BY THE ADDITION 'TUBE-TYPE'.

A week earlier I had changed the GPz900 exhaust system for a 4 into 1, primarily to shed weight (the standard was stuffed anyway), went on a diet and blasted up & down the Kew Boulevard about 15 times. All in preparation for this big day, I'm not that serious about it, really!

As the exhaust system was only going to be a temporary fitting, I tried to get away without fitting NEW manifold gaskets. Wrong, anyone who has changed the exhaust on a GPz900 would know what a DUMB mistake that was, which eventually mean't missing out on Saturday overtime just to do the job again properly. Starting to be an expensive exercise already!

After changing the plugs & brake fluid I was finished about mid afternoon and with the exhaust now sounding half reasonable I was begining to regain some enthusiasm.

Set off about 4pm, all OK until the first set of traffic lights, strange, No back brake!! but I stayed calm assuming it would be a simple adjustment and kept riding down to the Fairhaven Motel to meet up with the others. Namely; Tommy K100RS (now how sporting was that), Andi & friend Anita driving the van (mobile garage with KR1 inside), Tom's brother Richard (waterbottle), John & Eric (RG500 & KR1 in the back of a ute), Gary "The Brick" Clifton on the mobile FJ12-Chicane & Dot (Gary's ONLY friend in the IPEC van), Steve Kemke FZR1000 & Ben + Vicki ZX10.

My frustration must have been obvious as it didn't take Tom long to throw open his toolbox & start ripping into my bike looking for that rear brake adjustment screw, all the activity got Ben interested & soon I had my back brake again, thanks fellas.

Now for more important matters, Where & When do we eat? The San Remo pub was as good a place as any & here we met some other familiar faces, non club members but some I recall like Gary who rides a RZ500 & has occasionally participated in Club outings also a young bloke I've seen at Bob Janes in Elizabeth St. Can't remember his name so I just call him KID-GSXR750. Over the meal there was much talk about the following days events. Anticipation was building!

The next day was an early start, about 7.30am (its Sunday remember) and at the track its cold & windy, very windy. First we are briefed by the organisers & wished a good days ride, Tommy's able to arrange a garage for \$50 (about \$6 each) Not bad being able to work on your bike in Gardner's Rothmans Honda workshop, on a concrete floor & out of the wind.

Mirrors & indicators were either taped up or removed, headlights, taillights & reflectors all taped up, centre-stand and in some cases side-stand removed. While all this was going on the other participating Touring Club members roll in, like Luke GPX750, Harry (Hangoff) RZ350 - Yep thats right RZ350 & Gary O. GTR1000 also Velga, Andrew Murray and Sam & Rita.

PHILLIP ISLAND cont.

Waiting for the 30 minute practice session to begin, I'm sitting on the 2nd row near pit lane, Steve Kemke & the Brick in front, Tommy beside me & Gary O and Ben just behind. Were off, but by the time I reach the first right hander, Tom has disappeared and half a dozen other bikes have passed me then by Southern Loop another half a dozen bikes had passed. Memories of my first club ride flashed by as I try to follow the pack, almost get into trouble at Southern Loop (it being a double apex bend with the second being tighter than the first) in fact the whole track is fast and difficult to ride quickly, those who had negotiated the circuit at previous 'claytons' race days were doing far better than those on their first outing. I found myself going into corners too slow, cranking the power on too early and either braking too late or too early. Also using all the road takes some getting used to!

Anyway that was practice, now for some racing!
First up 250-350cc Class, 10 bikes front up for the 6 lap race with Eric on his KR1 dicing for the whole race with another KR1 rider. Their positions constantly changing but in the end it is Eric by half a fairing with Harry 3rd and Andrea a close 4th. Good entertaining stuff.

Next race 500-750cc with John & Luke representing the MTCV in this one, there off, but before the first lap is completed news comes in that Gary has thrown his RZ500 away, bike unridable and wrist in an air-bag. As the others flash by it is obvious KID-GSXR750 is the one to beat, each lap saw him further ahead with lap times around 1m55sec. Now thats not bad, as it turns out he is running slicks & burning Av-gas. Needless to say the KID won that race.

Next up the 900-1200cc class, er hang on I just have to go to the toilet. After practice Gary Clifton retires the Chicane and took to taking photos, Gary O does likewise and to tell the truth I was also considering a similar discretion as there was a lot of desperates out there who thought they were accumulating championship points, and what with the wind getting stronger. But it had cost me a lot to get to this point so out I went. It didn't take the leaders long to leave me behind so I couldn't see what happened but apparently Tommy managed a 2nd on his K100 against FZR's & GSXR's with a FZR1000 taking it out. Steve Kemke & Ben where in this race but I'm unaware of their placings.

The free-for-all was next, 250-1200cc. Now with 30 or so laps up my sleeve I was starting to get the hang of a few of the corners, especially the ones where Gary & Sam were clicking away and this race was what I considered to be my best, so good in fact that I started to get out of shape on some of the corners! One incident had been while I was keeping company with Eric & another 250 he was dicing with when I thought it was time to leave these 250's behind, onto the main straight and open it right up but then on the very next corner I over-cook it, which saw me in all sorts of trouble, a shake of the leg to clear the undies and I think I'll mix it with these 250's for a while longer.

cont.

PHILLIP ISLAND cont.

Now while we were racing around playing GP hot-shots those that weren't, were playing flag marshalls so there where plenty of familiar faces around the course for you to wave to while scraping the footpegs.

Another point of interest in the same race was Ben running out of fuel 2 laps from the finish, apparently he was doing quite well up till then, "Ho Hum" With all those adrenalin rushes and throwing the heavy kwaka around certainly builds up an appetite. Ah lunch time at last. Thanks Dot, Gary & Vicki for the feed.

After lunch and due to the many retirements (crashes, break-downs or just plain fear) the agenda was changed around a bit to enable a full grid of bikes for the afternoons races, from memory it was something like 750-250cc then 350-500cc then Open class followed by free time.

In the 750-250cc race the pace setter was once again KID-GSXR750 blitzing every challenger and setting the track on fire.....until he fell off. Yep he threw away a brand new Slingshot, lots of damage with the Kid not too good either (arm all taped up & in a sling).

Next the 350-500cc event saw Tom, on Andrea's KR1 with a 3rd and John on his RG500 a 4th. Apparently there was an incident involving 2 or 3 bikes, no MTCV members, which stopped the race! We learnt of a broken leg, apart from bike damage resulting from this crash.

Now the last race, with the big boys and pretty much a full grid. That was a good enough reason for me to take it easy, after all my bike gets me to and from work every day. FZR1000 first and K100RS second (guess who?), I know this because on the last lap near the Start/Finish line the FZR blasts past and soon after the K100.

Was it all worth it? Well maybe not to those with broken bones & bent bikes but I had a good time, despite wearing holes in my boots, mainly due to the large number of MTCV'ers present, of which none crashed. Well almost.....seems Tom was delivering some fuel to Ben and had to take evasive action to avoid another bike which saw him put the B.M. down to slide along on its fairing and exhaust pipe, pick it up and ride away - no problem! Gee, I wish I could do that.

After removing the tape, put back the mirrors and stands, load up the vans and utes we then head for home. Fuel at San Remo then follow Tom along the most direct route, The Highway.

Steve GPz900.

* No write up submitted!

Riders:

Murray & Annette XJ900, Derek & Sandra CBR1000, and Tony 750 Turbo (1st Ride).

Ride:

Due to the blustery conditions a fairly direct route was taken from Whittlesea to Seymour, Heathcote and MT.Ida. Then directly home.

TASMANIA

Set out below are a list of prices for travelling to Tasmania on board the TT Line "Abel Tasman". The cheapest accommodation is C Deck 2/3/4 berth Share Facilities @ \$102.00 each way - \$204.00 return; and the dearest is A Deck double bedded suites with private facilities @ \$205.00 each way - \$410.00 return. The fare for the motorbike will be \$58.00 each way - \$116.00 return.

If we can get a group of at least 15 people I have been told there would be a 10% discount. For this discount though we would all have to travel to and from Tasmania on the same dates.

The fare does not include your meals on board but there are a couple of different restaurants on the boat. To make a booking they require a deposit of \$20.00 per person and the balance paid to them 6 weeks before your departure. If you cancel within 30 days of your departure you lose your deposit of \$20.00 per person.

If enough people are interested I am prepared to make the bookings on behalf of the group, with the Tasmanian Travel Centre 256 Collins Street Melbourne - phone no. 653 7999, and you can either pay them direct or give me your cheques made payable to *Tasmanian Travel Centre*. I will make the bookings in my name PILLER and include a reference that the group is the Motorcycle Touring Club of Victoria.

Suggested dates are:

Friday 2nd March 1990	6.00 pm	Depart Melbourne
Saturday 3rd March 1990	8.30 am	Arrive Devonport
Sunday 11th March 1990	6.00pm	Depart Devonport
Monday 12th March 1990	8.30am	Arrive Melbourne.

I would recommend making the bookings soon.



Vicki Piller.
28th September 1989.

Schedule

Passengers are asked to take careful note of check-in times when ticket is issued.

Leave Melbourne (Station Pier) Mon., Wed., Fri., 6p.m.	Arrive Devonport (Devonport TT Line Terminal) Tue., Thur., Sat., 8.30a.m.	Leave Devonport (Devonport TT Line Terminal) Tue., Thur., Sun., 6p.m.	Arrive Melbourne (Station Pier) Wed., Fri., Mon., 8.30a.m.
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7 Nights Sailing Commencing 28th April, 1990, the Abel Tasman departs Melbourne and Devonport on alternative nights throughout the week. Ask your travel agent for details.

Adult One-Way Fare	CODE	BARGAIN	* SHOULDER	HOLIDAY	BARGAIN
DECK CABIN TYPE		29/4/89-15/9/89	16/9/89-15/12/89 and 27/1/90-27/4/90	16/12/89-26/1/90	28/4/90-14/9/90
A Deck Double Bedded Suites Pvt Fac	2L	\$155	\$205	\$239	\$163
A Deck Deluxe Pvt Fac 2, 3 or 4	4A	\$134	\$186	\$214	\$141
A Deck 2 Berth with Pvt Fac	2A	\$104	\$138	\$157	\$110
B Deck Outside 2 Berth Pvt Fac	2*	\$109	\$144	\$164	\$115
B Deck 2 Berth Pvt Fac	2B	\$104	\$138	\$157	\$110
B Deck 4 Berth Pvt Fac	4B	\$99	\$132	\$150	\$104
C Deck 2/3/4 Berth Share Fac O	2S/3S/4S	\$78	\$102	\$126	\$82
C Deck 2/3/4 Berth Pvt Fac O	2P/3P/4P	\$88	\$120	\$138	\$93
D Deck 4 Berth Pvt Fac	4D	\$83	\$114	\$132	\$88

Cots: \$10.00 per sailing

Kennels: \$15.00 per kennel per sailing

NOTE: 1. Abel Tasman has no single cabins. Sole use of 2 berth cabins is permitted at one and one-half adult fares applicable to the berths concerned. 2. O - limited numbers available. 3. Prices are subject to change without notice. Discounts are available for children, students and passengers booking and travelling in groups. Pensioner concessions are available to holders of current Australian Department of Social Security or Department of Veterans' Affairs Transport Concession Card and are subject to limited availability.

Accompanied Vehicle

Rate One-Way	BARGAIN	SHOULDER	HOLIDAY	* SHOULDER	BARGAIN
	29/4/89-15/9/89	16/9/89-15/12/89	16/12/89-26/1/90	27/1/90-27/4/90	28/4/90-14/9/90
Less than 1.95m in height:					
Up to 4m in length	\$86	\$110	\$132	\$116	\$91
4m to 5.4m in length	\$107	\$131	\$159	\$138	\$113
5.4m to 6.8m in length	\$155	\$192	\$230	\$202	\$163
1.95m and over, but less than 2.5m in height:					
Up to 4m in length	\$117	\$148	\$190	\$156	\$123
4m to 5.4m in length	\$136	\$170	\$209	\$179	\$143
5.4m to 6.8m in length	\$187	\$236	\$285	\$248	\$197
2.5m up to 4.2m in height:					
Up to 4m in length	\$157	\$200	\$242	\$210	\$165
4m to 5.4m in length	\$217	\$274	\$326	\$288	\$228
5.4m to 6.8m in length	\$268	\$338	\$411	\$355	\$282
Motor Cycles and Scooters	\$43	\$55	\$67	\$58	\$46
Motor Cycles and Side Car	\$86	\$110	\$132	\$116	\$91
Bicycles	\$10	\$12	\$15	\$13	\$11

*Sedans, Wagons, Utilities, Campervans and Motorhomes only and must not be used for freight purposes. *Rates are calculated on the overall dimensions of the vehicles. Where a trailer or caravan is being towed individual lengths of each unit, including draw bar will apply. *Accompanied vehicles with a length in excess of 6.8m incur a surcharge. Details available on application. NOTE: A false declaration of your vehicle's measurements may result in your vehicle being left behind on the day of sailing. Important Notice: All fares and other rates are subject to alteration without notice and are available in accordance with the conditions outlined in TT Line's main brochure. The payable fare will be that applying to the date the ticket is issued. Unless specified, fares do not include cost of food and beverages on-board the ship.

Tasmania

Hobart 80 Elizabeth Street (002) 30 0211, Telex 58017. Launceston Cnr. St John and Paterson Streets (003) 32 2482.

Travel Centres

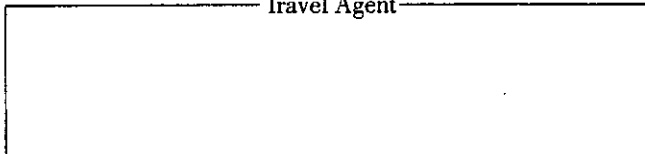
Telex 58503. Devonport 18 Rooke Street (004) 24 1526, Telex 59055. Burnie 48 Cattley Street (004) 31 8111,

Telex 59004. Queenstown 39-41 Orr Street (004) 71 1099, Telex 59100. Melbourne 256 Collins Street (03) 653 7999,

Telex 30165. Sydney 129 King Street (02) 233 2500. Brisbane 217-219 Queen Street (07) 221 2744. Adelaide 32 King William Street (08) 211 7411.

Canberra 5 Canberra Savings Centre, City Walk (062) 47 0888. Perth 100 William Street (near Hay Street) (09) 321 2633.

Travel Agent



TT LINE
ABEL TASMAN

Phone TT Line STD free from anywhere in Australia (008) 030 344. Or Viatel No. 532.

TT Line Reservations East Devonport, Tasmania 7310. Phone (004) 27 9751. Station Pier, Port Melbourne, Victoria 3207. Phone (03) 645 2766.

* fares in this column are applicable.

NAVIGATION TRIAL - SUNDAY 24th SEPT.

Sixteen bikes left Whittlesea in perfect weather conditions for a pleasant ride up to Yea. After a detour through Humevale and the usual brisk charge through the twisties at Junction Hill, Les slowed the pace down as we approached a "suspect" Falcon parked off the road. Sure enough Mr Plod, unfortunately some of the stragglers in an effort to catch the group were exceeding the speed limit (Richard Saville 188kmph)!

With the group now assembled in Yea and both man & machine re-fuelled the Trial began. Bikes were sent off at one minute intervals (having already nominated an average speed) with only the instruction sheet to guide them (some enterprising pillions taped the instructions to the riders back - talk about back seat drivers) Having no trick questions to contend with the trial settled into an observation exercise while trying to maintain your pre-elected speed over a variety of roads and through some of the most scenic countryside around.

Some of the "smarter" entrants rushed ahead to stop and calculate exact arrival times while others just plodded along enjoying the ride, but Les had added a slight twist that was to bring a few undone by having the last section of 15kms as dirt (difficult to make up lost time) and by using a calculated average for the distance covered (allowed for odometer inaccuracies).

Just the same, some very close finishes were achieved and nobody got completely lost, Congratulations Les on an excellent event.

INSTRUCTIONS.

Melbourne Rd. VEER L.

Dairy Creek Rd. TURN R.

↳ Slavin Fencing Contractor TURN R.

T TURN R.

Highlands, Ghin Ghin TURN L.

32 Seymour TURN L.

Delatite Rd. TURN R.

Tarcombe Rd. TURN L.

Hume Highway 3 TURN R.

T TURN R.

Longwood 22 TURN L.

Golf Club TURN R.

Longwood 20K STRAIGHT AHEAD

Community Centre TURN R.

HUME FREEWAY ↑ STRAIGHT ACROSS

Ruffy TURN R.

Ruffy TURN L.

Ruffy VEER L.

Terrip Terrip TURN L.

Terrip Terrip VEER R.

Yarck ↑ STRAIGHT ACROSS

Yarck 11 Km VEER R.

Maroondah Highway TURN R

Yea, Melbourne KEEP LEFT

Killingworth Road TURN R.

T TURN R.

Seymour STRAIGHT AHEAD

THE END.

P.T.O.

NAVIGATION TRIAL RESULTS.

<u>NAME</u>	<u>MACHINE.</u>	<u>ESTIMATED.K.P.M.</u>	<u>ACTUAL K.P.H.</u>	<u>DEVIATION.</u>
Gary & Velga	GTR1000	78	77.55	0.45
Ray Thomas	ZX10	78.12	78.62	0.50
Mick & Barbara	R100CS	65	65.51	0.51
Ben & Vicki	ZX10	66	67.45	1.45
Luke	GPX750	77	75.49	1.51
Gary Clifton	FJ1200	77	78.60	1.60
Steve	GPZ900	84.9	87.69	2.79
Ian & Kerrie	XJ900	80	77.00	3.00
David Matthews	TS250 (1st Ride)	80.5	74.50	6.00
Trevor & Anne	XJ900	76.5	69.9	6.60
Richart Saville	XJ900	81	73.5	7.50
Michael	GPZ550	68	78.5	10.50
Peter P.	GT750	74.4	60.00	14.40
Philip Johnston	GPX750(1st Ride)	70	- GOT LOST.	-
Les	K100	-	O R G A N I S E R	-
Tom	R80G/S	-	S W E E P R I D E R	-
Andrea	KR1	-	A S S I S T A N T O R G A N I S E R	-
Anita	CBX250	-	" "	-

* Gary O was declared the winner with the prize being a nice new pair of summer riding gloves.

FLOWERDALE COUNTER LUNCH. 1/10/89.

At KBCP:

Gary -FJ1200 (leader), Barry -GSX750, Michael -GPZ550, Luke and Felicity -GPX750, Steve -GPZ900, Jack -K100RS, Ian & Kerry -XJ900, Ben & Vicki -ZX10, and Peter P -GT750, (rear rider). Headed off on time for Whittlesea via the Boulevard and Plenty Road. (While in the City, Peter P & Jack were seen conversing with Marcus an ex-member from the early 80's who rode a Goldwing.)

At 10.30 left Whittlesea for Broadford & Seymour (short stop) then along to Strath Creek and the Flowerdale Pub, already there we found Peter & Sue Moreland -FJ1200, and a short time later Bruce -K100RS, Mark -GSXR1100 and ex member Mark ? Lemans MK5 arrived.

After a couple of hours socializing the group started to disperse and head for home.

Thanks Gaz for a great day,

Ian and Kerrie,