

MARCH 99

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria

# ITINERARY

## MARCH 1990

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|-----------------------------------|---|--|
| SUNDAY 4th.                       | Mt BULLER.<br>9.30 KBCP.<br>10.30 Yarra Glen.   | This 480km trip will take us to one of the most scenic peaks in Victoria, great roads & great views. A leader is required for this ride as many regular members will be in Tas.                                    |
| SUNDAY 11th.                      | TRAFALGAR.<br>9.30 KBCP.<br>10.15 Hallam.   | Join with Jack Youdan as we traverse these great Sth Gippsland roads (No Dirt) that will include the 14km "Racer Road" near Boolarra.  |
| SATURDAY 17th<br>& SUNDAY 18th.   | PHILLIP ISLAND,<br>Camping Weekend.<br>Newhaven Caravan Park.<br>(First turn LEFT over)<br>(bridge, on foreshore.)<br>10.00 Hallam. | The Club has pre-booked several sites for Saturday night (under "Touring Club"). On-site vans are also available & can be arranged by phoning the Park on 059-567227. Also refer to "Information for those Racing" |
| SUNDAY 25th.                      | ACHERON WAY.<br># 9.00 KBCP #<br>## 10.00 Yarra Glen ##   | At this stage Eric's 300km ride will include Kinglake, Healesville, Acheron Way, Donna Buang, Warburton (lunch), Reefton Spur, Lake Mountain, Marysville then back to Healesville. Phew, count the corners!        |
| <u>APRIL.</u>                     |   |  |
| SUNDAY 1st.                       | EGG WORLD.<br>Meredith.<br>9.30 KBCP.   | No its not an April Fools Joke! Come along with Gary Clifton to see this novel display of the Worlds Largest Egg & where Happy Hens live in air-conditioned comfort?   |
| THURSDAY 5th.                     | GENERAL MEETING.<br>Club Hall 8.15 sharp.   | This being the meeting prior to the AGM, nominations for committee members will be called for. So here's your chance!  |
| SUNDAY 8th.                       | WILSONS PROMONTORY.<br>9.30 KBCP.<br>10.15 Hallam.<br>Eric Makin leading.   | This 500km return trip will encompass some of the best motorcycling roads in Victoria. With great views of Bass Strait from the resort town of Tidal River.  |
| EASTER WEEKEND.<br>13 - 16 April. | BEECHWORTH.<br>9.30 KBCP (Friday).<br>10.30 Whittlesea Servo.   | See separte form to book your accomodation at this former Convent. Bookings must close at the end of March, so don't delay.  |

# WHO's NEWS

Club members John Clowes & Eric Makin have turned their talented hands to making pottery coasters. Samples where at the Feb. meeting (inlaid with the MTCV logo) and they looked great. So much so that orders of in excess of 50 units were made

The "KEITH CODE RACE SCHOOL" sounded interesting with Andi picking up a few pointers but for Tom nothing new was gained except an appreciation of the Kevin Schwantz mode of dismounting!

Congratulations to Ken Wurster & Ann Hall who tie-the-knot on Saturday 3rd of March. Apparently the bucks night exposed some of Kens better attributes....He was seen STREAKING down Civic Parade, Altona trying to retrieve his clothes!

Member, Dean von Schill had his GPz900 STOLEN recently, fortunately bike was recovered not to-worse-for-wear (Ignition switch & seat lock damage) with the major damage being confined to the culprits attempts to eradicate the MTCV sticker from the rear mudguard - Sacrilege.

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At the February meeting I made a flippant comment "shame on the Administrators of this Club" which annoyed Murray Browne & who demanded an apology. Before doing so please let me explain the reason behind the remark.

After the Inverloch Parade I and Neville Baker found ourselves left with responsibility of leading half a dozen New club members home. Normally that would pose no problem, but the day earlier I'd had a bit of a spill which left me with an ill-handling & unroadworthy bike. Hardly a good example of the high standards our Club upholds, but as all other participating members had gone their own way it left me no choice,

Keep in mind that we advertise Club activities in AMCN and at various locations around town and these riders where in direct response to these ads and I felt it unfair that they should have to make their own way home after being bought down as a group, hence the remark.

So for those Committee members unaware of my predicament and those who weren't on the ride the statement does not apply and therefore please accept my apology.

Steve Leyland

Captain.

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Hear about the elderly male who STREAKED through  
the local Flower Show - Won a prize for the best Dried Arrangement.

# More Who's News

Tom Saville's faithful K100RS to be seen no more on Club rides....Yep its been traded in on a new BMW paris-Dakar.

INTERNATIONAL MOTOR SHOW  
Melb. Exhibition Buildings  
March 8-18th.

The West Gate Bridge's speed limit has been reduced from 100km/h to 75km/h in response to a 200% increase in vehicle accidents on the bridge since 1986.

MOOMBA INTERNATIONAL SUPER CROSS  
Calder Raceway  
Saturday March 10th at 4pm.

"Anita beats the odds" Thats right member Anita Gouthro is no longer a 'Learner' having passed the required tests she now moves up to a 'P' plater.

VICTORIAN ROAD RACE CHAMPIONSHIPS  
March 3,4.  
BROADFORD.

Tom's been suffering from wind lately!! Out on the Snowy Mountain Highway while "extending" his FZR1000 (Redline in top) the visor on his BMW helmet caved in & touched his nose!! Then on the Deans Marsh road, while riding Andrea's KR-1, the wind forced the bikes front mudguard down onto the tyre with the resultant friction making a nice mess of the plastic guard.

Welcome to the following New members:-

Neville Baker	Kawasaki 1000rx.
Angus Parker	Honda CB900f2.
Dot Schwarze	No bike - Gary Clifton pillion.
Andrea Sidler	Suzuki Katana 750.
Simon Staniforth	Honda CBR1000.

## FOR SALE...FOR SALE...FOR SALE

1986 Kawasaki GPz600R (Red & Black model)  
36,000kml, Single seat option also included.  
New tyres, chain, sprockets, brake pads.  
Gearsack & Rack.  
Regularly serviced.  
12 Months Reg....\$4500 neg.  
Glenn Payne ph. 754-4192 AH.

CONSTITUTIONAL CHANGES: Notice is given that the following changes will be voted upon at the May AGM.

- i/ Introduce ASSOCIATE MEMBERSHIP.
  - \*Eligible to vote.
  - \*Ineligible for election to committee positions.
  - \* Does not receive monthly newsletter.
  - \*Annual subscription set at 50% of ordinary members.

- ii/ The position of PUBLIC OFFICER to be changed from an elected position to one of "Appointed by the committee".

Full discussion on these changes will take place at forthcoming monthly meetings.

INVERLOCH. 27th - 29th JANUARY.  
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From KBCP:- Gary + Steve (nephew) CBR1000, Neville 1000RX & Dot IPEC Van.

At Hallam:- Ian + Kerrie XJ900 & Andrew + Pam K100RS.

Route:- Proceeded directly down the Sth Gippsland and Bass Highways to Inverloch, found a suitable camp site and prepared to set up camp. At this stage the Ranger appeared & informed us this site had to be pre-booked (different story to our initial inquiry) and was in fact already taken. Fortunately two large sites close by where obtained and camp set up.

Now for a bit of shopping, some lunch and then R-E-L-A-X. At this stage Rod + Rose arrived in the Cortina (the VF Honda having blown its fork seals) then a short time later Hans turns up, having decided to camp with us overnight while en-route to visit Mum in Wodonga. With this large group now present, Gary thought it appropriate to launch "THE BOAT" so down to the bay we trundled to watch the christening, but Gary and Dot are in trouble, the on-shore breeze is playing havoc with the steering - Yep those two-man inflatables are certainly difficult to row in a stiff breeze!

Having decided on a counter-meal that evening it was time to work up an appetite, so down to the beach for some good old fashioned mucking around with footballs, frisbies, water, sand, in fact anything you could lay your hands on. Bit of a clean up then off to the Pub (the trip down in the IPEC van made you realize why couriers have so many breakages - thank goodness for the JESUS bars) a few ales, our meal then back to camp for a bit of yakity-yak around Gary's Gaslight (fire restrictions in force).

Sunday dawned overcast & threatening, Hans had left earlier and the rest of us attended to breakfast. A short time later Les arrived on his K100 in time for a spot of sightseeing, with Gary, Dot, Neville & Steve heading for Port Welsh -pool while Les led Ian + Kerrie off to Venus Bay, Walkerville North & South and Waratah Bay. After inspecting the camping ground at Walkerville Nth time for lunch and who should be there but Rod + Rose.

Next of to Buffalo, Stony Creek & Meeniyah then back to camp where we roused everyone from their siesta for some beach cricket. We were going great until Gary hit this screamer into the bush....LOST BALL, while searching who should turn up but Steve Leyland with his bike sporting a few extra dents & scratches (courtesy of a 6" X 6" white post). Not to worry with the Australian Flag draped across the bike during the parade should hide most of these blemishes!

Time to light the barbie & prepare tea, Dot having bought the van mean't all the essentials for a FEAST where available - What a Meal! More chin-wagging around the Gaslight then hit the sack.

## INVERLOCH cont.

Monday morning was a hive of activity with the bikes being cleaned & preened in readiness for the PARADE, entertainment was provided as we watched the "jiggling" joggers struggle past on the Inverloch/Wonthaggi marathon.

Now ready, we headed for the oval & assembled in line behind the Youth Hostel Pirates where our numbers were swelled by the arrival of Ross King, Anita (and children) & the MTCV group from Melbourne, comprising Graeme K100RT, Harry GSXR750, Andrea Katana 750, ??? GSX750, Megg + husband GS650E, Ben + Vicki ZX10 and Angus + Lisa CB900. What a group, 13 bikes & 19 people.

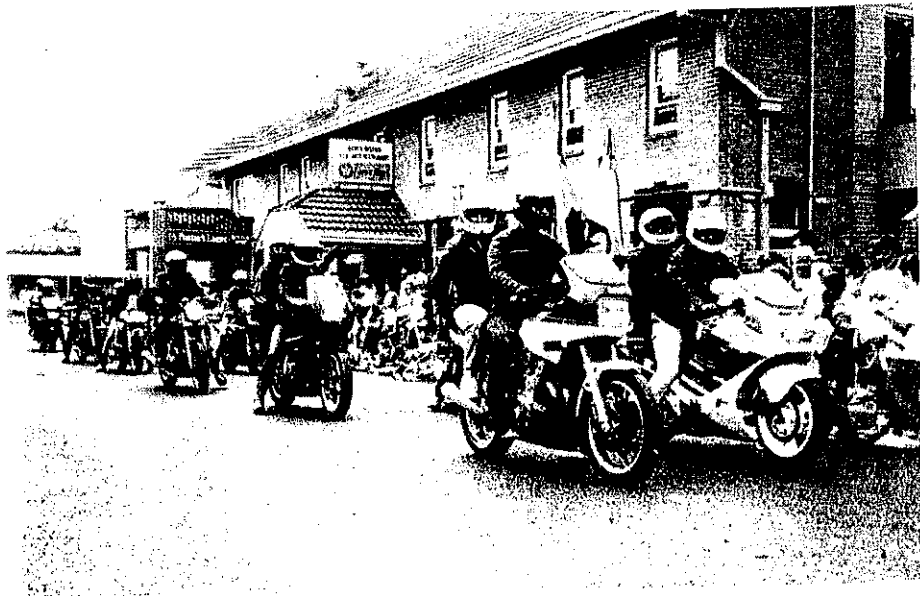
After a group photo for the local newspaper we were off with Dot & Kerrie struggling at times to keep the Club Banner unfurled, the Parade was enjoyable if somewhat slow (some members having to go for a quick blat around the block to cool overheating engines) but the waving, cheering throngs of spectators made it worth while. Back to the oval then some lunch, after which members began dispersing and making their own way home....Thanks to all who came and participated (also the official photographers, Rod + Rose) in this worthwhile P.R. excersize.

Ian Payne, XJ900.



**The MTCV Group**

**Inverloch Parade**



### Kosiosko Ride

TOM - FZR 1000  
JOHN - FZR 1000  
ERIC - FZR 600  
SAM - FZR 1000

ANDREA - GS 80  
STEVE - GPZ 900R  
PETER - FZR 1000  
RITA - PASSENGER

WE MET AT JOHN + ERIC'S HOUSE FOR A COFFEE, DEPARTURE TIME WAS 8.30 AM. WE REFUELED AT LILYDALE, IT STARTED TO RAIN SO WE DECIDED TO GIVE THE SPUR A MISS AND HEAD OFF THROUGH YAE. WHEN WE CAME OUT OF THE GREAT DIVIDING RANGE THE WEATHER WAS GREAT, OUT CAME THE SUN SO OUT CAME THE SMILES ON THE FACES OF THE RIDERS. WE WERE NEARLY AT SWANPOOL WHEN THE COPS PULLED US OVER FOR A LICENCE CHECK, TOM AND ERIC MANAGED TO GET THROUGH WITHOUT HAVING TO STOP BUT THE REST OF US COULDN'T GET OUT OF IT. NOT LONG AFTER WE WERE HAVING COFFEE AT SWANPOOL. BY THE WAY, THE WEATHER HAD WARMED UP AND WE WERE STRIPING DOWN TO NEARLY NOTHING. WE HEADED THROUGH THE BACK ROADS TO MT BUFFALO, UNFORTUNATELY ON OUR WAY TO THE TOP, STEVE, TRYING TO CATCH UP TO ERIC, WHO BY THIS STAGE WAS FLYING UP THE MOUNTAIN, HAD A SLIGHT ACCIDENT. A CAR DECIDED HE WANTED MOST OF STEVE'S ROAD, STEVE WHO WAS LEANING INTO THE CORNER REALISED (SHIT) THIS GUY AIN'T MOVING OVER, SO HE LIFTED UP THE BIKE RAN OUT OF ROAD AND ONTO THE GRAVEL AT THE SAME TIME HITTING A 6" BY 6" WHITE POST WITH HIS FINGERS AND DINTING IT, HE SKIDED, SLIPED AND SLID ALONG THE DIRT ONLY LOSING IT AFTER FALLING INTO THE DITCH, THEN HE DID A DOUBLE SOMMERSAULT AND LANDED ON HIS BUM. (WELL DONE STEVE, GOOD RIDING). AFTER WE HAD COLLECTED BITS OF STEVE'S BIKE OFF THE ROAD, WE HAD LUNCH IN THE CHALLET AT THE TOP OF THE MOUNTAIN. AFTER LUNCH AND 42 DEGREES HEAT LATER WE HEADED OFF UP TO FALLS CREEK. IT WAS NICE AND COOL UP THERE. WE REFUELLED AT THE BOTTOM WHERE TOM AND ANDI CHANGED BIKES, ANDI RIDING THE FZR AND TOM RIDING THE GS80. WE TOOK OFF TOWARDS TALLANGATTA WHERE WE STAYED OVERNIGHT IN THE HOTEL. AS WE ROLLED UP THERE WERE HARLEY DUDES SITTING OUTSIDE DRINKING BEER, WATCHING ANDI JUMP OFF THE FZR WITH THEIR CHINS ALMOST TOUCHING THE GROUND. IT WAS A GOOD MOMENT.

THE PUB THAT NIGHT WAS FILLED WITH ENTERTAINMENT, CHER SINGING (IF I COULD TURN BACK TIME) ABOUT 150 TIMES, JOHN AND ERIC SPINNING THIS SPINNING WHEEL FOR MOST OF THE NIGHT. STEVE REVING HIS BIKE TO THE LIMIT DRUNK AS A SKUNK, SCREAMING AT US TO GET OUT OF BED. PETER ROLLED UP AT 11.30 AFTER RIDING UP FROM A WEDDING HE WAS IN THAT SAME NIGHT. UP AGAIN TO THE SOUNDS OF BIRDS CHIRPING TO A GREAT EGG AND BACON BREAKFAST, AND OUR MORNING CHAT ABOUT THE DAYS AGENDA.

WE HAD TO SAY GOODBYE TO STEVE AS HE WAS GOING TO TRY AND MAKE IT TO INVERLOCH FOR THE PARADE. WITH PETER JOINING US ON SUNDAY WE HEADED TO CORRYONG THROUGH TO ADAMINABY FOR LUNCH, WHILST THERE WE DID SOME REPAIRS TO PETER'S BIKE. AFTER LUNCH WE TOOK OFF TO THE SNOWY MOUNTAIN HIGHWAY TO TUMUT. THEY HAVE TO BE THE BEST ROADS WE HAVE EXPERIENCED WITH THE TOURING CLUB. TOM REACHED A SPEED OF 278 KM WHICH CAUSED HIS BMW HELMET TO CAVE IN, HE WAS A LITTLE UPSET ABOUT THAT.

BACK HOME THROUGH JINGELLIC AND ALONG THE MURRAY TO TALLANGATTA FOR THE 2ND NIGHT. MONDAY WE HEADED HOME THE LONG WAY, THROUGH GRANYA OVER THE BORDER TO BONEGILLA. STOPPED IN BEECHWORTH FOR LUNCH, WENT TO THE MUSEUM, TALKED TO SOME FELLOW RIDERS THEN TOOK OFF AGAIN TO SWANPOOL FOR A COFFEE. WE BROKE UP JUST BEFORE THE SPUR. THANKS FOR THE GREAT WEEKEND TO ALL WHO PARTICIPATED, CAN'T WAIT TILL NEXT TIME!

SAM AND RITA

From the carpark 3 riders head for Hallam; Steve GPz900 "Leading", Derek GSXR1100 (Brand spanking new) & Neville 1000RX. It had been raining as I rode to the carpark and although now stopped the roads were still wet, but for the moment things were 'looking good'.

At Hallam we met with Ian + Kerrie XJ900, Tony XJ900, Jack K100RS, Rowan K100 (1st ride) & Peter + Vanessa K100 (1st ride). Almost a cricket side? With Ian as leader and Derek as rear rider we head down the highway to Berwick then via a whole heap of interesting back roads to Longwarry (yep I'm lost). After a considerable delay, while corner-marking, I decide to head back as does Nev. (he was corner-marking further up the road). Not too far out of town we find Jack playing with the BM's fuel pump & Derek looking on dispondantly, I offer to help while Nev rides back to let the others know whats happened.

After a lot of fiddling it becomes apparent that the BM isn't going any where & a tow was the best of limited options to get it to Longwarry, about half way the rest of the group arrive & form an escort. At longwarry while considering what to do a passing local enquires about our problem and after informing him, he says "Hey look, I'm not using my ute for a couple of days, load the bike, take it home and return it when you can." Sort-of restores your faith in nature. He didn't even ask to see Jack's licence.

I suppose after that there was little else to write about except it started to rain & I found out my tyres were a little like me, partially bald & useless, especially in the dirt (slop) sections. Ian, also, almost payed the price with high tyre pressures and over confidence in these sections, which gave Kerrie a few anxious moments. But despite the trying condition we all made Walhalla by 3pm.

On arrival we found our competitors (who all had arrived in cars, except Tony) sheltering in the Bandstand out of the rain and claiming VICTORY because we hadn't made the 2.30pm deadline. (hmmm, wonder if we'd arrived by 2.30 would the deadline have been 2pm ???). Anyway I reckon WE should have won-by-default, after all it is a cricket match between Motorcycle Clubs & we did ride motorbikes to the event. Sam + Rita were also there but as they came in their CAR they don't really count...."Way to go Maaan"

The trip home proved uneventful (except for my tyres) but I'd just like to thank all those who came and also Sam + Rita for picking Jack up from the friendly farmer having returned his ute.

Steve GPz900.

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Apparently Tom + Andi decided to come in the BACK WAY to Walhalla & attend the cricket match. Being on the R80GS was fortunate for after negotiating numerous dirt back roads (in the wet) plus some stretches of almost impassable quagmires they finally arrived at 4.30pm.



## Bendigo Gold Mine

We left the car park at a little after normal time with weather looking very cold and grey, hopes were high for an ok day. Ian and Kerrie led the ride and Ben and Vicki were back markers for the day.

We headed for the Bendigo Gold Mine. Our first stop was in Broadford for morning tea, then took off through Eyalong and Emu flat to mia mia, where we encountered some long showers till we reached Bendigo. Once there we parked our bikes under shelter, had lunch, then went on to the gold mine. A few people left the ride at Bendigo, Steve, because his bike was not fit for riding in any condition, Neville and Angus cause they couldn't handle the rain any longer.

When we reached the mines, we paid our money to get in. Some of the members paid \$8.00 to go underground the rest of us paid \$2.50 to walk around up top. The members that went below enjoyed the tour, while on the tour down under they came across a reception room 60 metres under ground. Gary C set his eyes on the stage and thought he'd give them something to remember, so he leaped on to the stage and did a little song and dance, until he got bood off. Once they surfaced we were on the road back home. We headed through Hanging Rock, and Mt Macedon, when we reached the top the clouds were a wicked scary black color. On the other side heading back down the sun was shining. We broke up at Bulla.

No Incidents

12 bikes, 17 people

400 km travelled

Well organised ride Ian and Kerrie.

Ian & Kerrie	XJ 900	Neville	RX 1000
Ben & Vicki	ZX 10	Angus	CB 900fz
Derek & Sandra	GSXR 1100	Andrea	Katana 750
Steve & Wendy	GPZ 900r	Gary C	CBR 1000fk
Sam & Rita	FZR 1000	Gary	RZ 500
Peter P	GT 750	Greg	ZXR 750 1st ride.

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## Phillip Island - Sunday 18th.

### Information for those RACING:-

- @ Must be at gate by 8AM.
- @ Bring YELLOW copy of entry form.
- @ No dogs, No children, No ALCOHOL.
- @ Competitors can sponsor ONE visitor only. NOTE visitors are expected to help Flag Marshal for short stints during the day. PS. also bring a camera for action shots of fellow members.
- @ Tape-up or remove Headlights, Mirrors, Blinkers etc.
- @ BYO food & drinks for the day. Also you must remove all your rubbish.
- @ BYO spare petrol as 200 kilometres can be covered during the day & at racing speeds fuel economy with drop drastically.
- @ You are NOT covered by any form of insurance if accidents occur.
- @ If you cancel please notify TOM SAVILLE so a replacement rider can be arranged.
- @ Pit garages can be hired on the day for \$50 (Group hire will offset the cost)

If you missed out on the March 18th event, another one is planned for April, if interested contact 'Parts & Pieces Motorcycle Wreckers' in Springvale to reserve a place.

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TORRUMBARRY WATERSKIING WEEKEND. 17+18 FEBRUARY.

From the carpark, Steve GPz900 'leading', Les K100, Tom R80GS, Andi BMW Paris-Dakar (brand new) Gary RZ500 & Geoff K100LT (1st ride).

Not too bad a turn out considering its 8.30am on a Saturday and its raining, for me its the third Club ride in a row where its raining while leaving KBCP. 'Come on' its supposed to be SUMMER. What do you call a beaut sunny day after two days of constant rain?.....'Monday'

Due to the conditions and as Andi is running-in the new bike, I lead the group via the most direct back roads possible to Tooborac for smoko. Geoff leaves the ride here having other committments but then the group is suddenly doubled with the arrival of a station-wagon load of members. ie/ Sam, Rita, Anita, Ian, Kerrie and heaps of gear. (the Kingswood looked a bit rough Sam, been neglecting it since you bought the FZR - Ay).

By now the rain had stopped, the roads where dry & it had started to warm up, so after a bit off a tour Northern Victoria via some not-so-familiar back roads we finally make Torrumbarry where I subsequently get the group lost in the forest tracks not far from the campsite. 'Then' Tom tells me he has a map! No problems, easy when you take the right turns.

At the camp (what a great spot) we find the Kingswood & its contents, Pam + Andrew VW (who had arrived Friday night), Arthur & a Cortina load of gear (that's why Tom + Andi weren't carrying any?) and of course the organisers, & our hosts, Murray + Annette. Plus a group of their friends comprising Mark, Melinda, Paul, Marty, Shonah, Sue & Paul.

By now the sun was shining & Murray was anxious to get some skiers out on the water as the group size was now increased by the arrival of Hans K100RS, Peter P. GT750 & Andrea, who had left the Katana at home & came in the car so she could bring "Marley", (the cross Bull-terrier we nicknamed Bob) who was very much the life of the party, especially when Gary + Dot arrived with their pooch.

Now back to the skiing, where I would like to take this opportunity to thank Murray for his exceptional patience & hard work that enabled all of us to get out of the water & SKI. (even if only for a short distance). It was great.



**After Skiing lets "PARTY"**

Saturday night around the campfire was another highlight with all members and associates having a good time, even if a few over indulged in the odd ale or two or three (sorry about the chair, Andrew).

Sunday morning started with a ROAR from the WILD ONE (Murray's boat), the sun had just broken through and steam was rising from the very calm river. Quite pretty and shame to spoil it, but then Gary Clifton got up (On ya Mate) to launch "his Boat" an inflatable dinghy with oars that proved suprisingly popular. Peter P. was off to Church (offered to say a prayer for us, thanks Pete). & Hans was packed ready to go... via Adelaide!!!!

During the course of the day, Murray managed to get everybody out for a ski again and was in fact able to take the time to try Tom & myself out on one ski, with Tommy eventually doing it until the pressure of everybody watching resulted in one of the most spectacular falls of the day (didn't realize you could bounce on water like that). As for myself, I just couldn't manage to get up on the single so with bruised & bleeding knuckles (forgot to let go of the rope after coming off) from the experience I guess it just wasn't meant to be.

At this stage Neville & Louise turned up on the 1000RX, only passing through on their way to play the pokies at Moama. Gary, Peter & Les had already left with Tom + Andi not far behind leaving only myself and the four-wheel brigade to pack up & leave.

On behalf of all present I'd like to say a big thanks to Murray and \$7 was ridiculously cheap for such an enormously fun filled weekend.

Steve GPz900.



**TOM UP.....NOW DOWN**

## Skipton Caves

21st Jan., 1990

26 People, 23 Bikes

ZX10	Ben & Vicki	XJ900	Tony G. - leader
GPz900	Steve & Wendy	XJ900	Ian & Kerrie
GPz900	Sam & Rita	RZ350	Harry
GT750	Peter P. - rear	R80GS	Tom
GT750	Ray & Lynn	R80GS	Andrea
GPz1000RX	Neville	XN650	Richard & Danielle
GPz550	Michael	Kat750	Andrea
CBR600	Darryl	CBX250	Anita & William

I apologise to the Editor and members for the lateness of this write-up. My only excuse is that Vicki and I were moving into our new house and life was pretty hectic for a while. That has all settled down now, but boy does that grass grow fast.

From the depths of my hazy memory, I recall heading out from KBCP over the West Gate Bridge and onto Geelong Road taking the Western Highway exit, corner marking with Andrea on a large roundabout. Somehow we missed seeing Peter (rear-rider) go past, most likely hidden behind a large slowly moving truck, which Peter overtook, obscuring his view of us, and ours of him. Ho-hum. After about 10 minutes, I blatted back to the last known corner marker and discovered the worst "We've lost the ride". So we headed off in search of them. (There was one complicating factor in that I had agreed to meet first timers Richard and Danielle (XN650 turbo) at Exford, near Melton, after having consulting with Tony as to the ride route.)

After consulting the map Andrea and I headed for Exford, but ended up on the Western Highway complete with the new Melton bypass! Eventually we resorted to asking some train line workers for directions to Exford and were soon on our way. Of course, there was no-one there, so off to Buninyong we headed, picking one of three different back roads to get there. By fluke, we caught the group some 60 to 70kms later, parked, waiting for Tom and Steve to return from their hunt for Andrea. Tom had realised that Andrea was missing, no-one realised Vicki and I were until much later!

Eventually Steve returned, but Tom never did, finally ending up at home. (Tom left a message with a third party, who Andrea contacted from Skipton).

Sebastopol for morning tea, then onto possibly Ballarat, and I think the Glenelg Highway to Skipton and Mt Widderin Caves. The caves cost \$1.00 a head, which I duly collected and passed on to the Farmer. Overalls were donned, globes replaced in torches, and into the cave we plunged, which soon opened out into a large, airy cavern. We had some difficulty in finding the "down" hole, but eventually Ian (?) followed the string, leading to the expected tight and muddy passage.

Heads were knocked, knees scraped and clothes filthied, until we reached the bottom clear pool. It was great fun, most people reaching the bottom. The return climb was not nearly so difficult.

Back to Skipton for lunch. By this stage it was 3.30pm and getting on, and we still had another cave at Bacchus Marsh to investigate.

For some inexplicable reason, Tony headed due south for 30 kms into the Brisbane Ranges, and at Anakie Junction headed back north up to Bacchus Marsh, for at least another 30km, wasting valuable caving time. He lost us.

Due to the lateness of the hour, only a few members ventured into the "hole in the ground" situated on a farmer's property. By the time the "right-way" was found, it was decided to do it properly on another ride. I can report that last time I was down this hole we had a ball.

I think everyone enjoyed the first cave, and were quite happy with the day's events.

Ben & Vicki (ZX10)

# Honda Advanced Rider Training

9th Feb., 1990

6 Pupils, 2 Instructors

I attended the HART course, stages 6 & 7 at the Honda Tullamarine complex on Friday 9th February.

The course teaches braking, counter steering, throttle control, slow riding and other "tricks" to negotiate a miniature race course. A Japanese film on braking and cornering was followed by a short theory lesson, then "track" session for the rest of the day (9.00 am until 4.30 pm).

The track is an area of bitumen about 80m x 120m with various witches hats and white lines drawn on it. For fifty dollars (\$50) you get to ride their bikes (VFR750's, no fairing and crash bars, or smaller bikes) for 6 hours.

Time was spent practising emergency braking procedures in a straight line, round left and right corners; and practising counter-steering by slaloming in and out of witches hats, etc. The drills were cyclic - we just kept doing them until everyone got it right.

During lunch I played with a radio controlled kit motor bike. Great fun - and it behaves just like a real motorcycle. It has two wheels and falls over if it is not moving.

After lunch we tried to improve our times around a set "race" track, which forces the rider to practice and improve their skills. It is very difficult: tight, all first gear, hard acceleration, hard braking, scraping pegs and crash bar, while trying to be smooth and take the right lines. There is a slalom section, a tight succession of esses followed by more open "D's", a zig-zag section which is effectively a series of right and left hand hairpin bends with little straights between them; and a start and finish gate. Knock over a witches hat and the time doesn't count.

The instructors managed 1.18 around the track. I was the fastest pupil at 1.26; a C grade racer (who I raced/competed with all day, which was grouse fun) was a second and a half behind me. Stage 8 is not being offered yet but they tentatively think that you must be within 10 seconds of their time. I must have done about 20 laps of the track, and 60 kms for the day. I was knackered, as were the rest of the group, but totally exhilarated. The only person who fell off all day was the instructor (first time in 5 years he claimed!)

The instructors had been to Japan to be trained - similar courses exist in Japan. They have Tuesdays and Wednesdays off, the rest of the time they teach learners and P platers. The advanced courses are only offered every second Friday which the instructors really enjoy - at least the advanced classes appreciate their skills. (One of them came third in the 1986 (?) Wynnes Safari.)

To aid throttle control while exiting corners, feathering of the rear brake was advocated. This is the first course where I have seen this approach actually taught. As I do it already, and have backed off my rear brake light switch to dampen the "Your brake lights are always on in the corners" brigade, I had no trouble with it. But others found this skill to be the most difficult to master.

Honda offer practice sessions every second Sunday for only \$20.00 complete with bike and instructor, providing you have attended a previous course, during which you can try and improve your time.

I think this course provides a great way to improve any riders skills - using someone else's bike and at a bargain price.

Ben (ZX10)

## Otway Ranges via GOR

25th Feb., 1990

26 People, 23 Bikes

Hans	K100RS	John 1st ride	KR1-250	John	FZR1000
Jack	K100RS	Andrea	KR1-250	Sam & Rita	FZR1000
Greg	K100RS	Kelvin	ZXR750	Andrew 1st ride	FZ750
Tom	R100GS	Dean & Evonne	GPz900	Eric	FZR600
Derek	GSXR1100L	Neville & Louise	GPz1000RX	Kevin 1st ride	FZR600
Paul	GSXR750	Ben	ZX10	Graeme 1st ride	Paso 906
Andrea	Kat 750	Harry	GSR750	Bob	GT750
Gary	CBR1000FK				

Doing a write up is really quite easy. By the time you mention who was there, where we went, where we had lunch (throw in times and distances if you can remember them), and who fell off, broke down, or got lost, it is done. For padding, detail the weather, who the leader and tail riders were, and waffle on about your bike, tyres, who you were following or riding with and which roads you enjoyed or disliked the most. It is just like cooking a cake or mixing a batch of concrete: just follow the formula. So:

Leader: Hans

Tailman: Neville and Louise

The Route: West Gate Bridge Laverton pickup (10am), then Geelong Road Geelong onto Anglesea (morning tea), Lorne and Apollo Bay via GOR, then Wild Dog Road to Tanybryn and through Beech Forest to Lavers Hill (for lunch at 2pm). Back through the Otways around the coast to Apollo Bay and Lorne, north through Dean's Marsh and onto Geelong and home via the freeway to break up at Laverton at 5.45pm.

The Ride: At Anglesea we picked up a few GOR specialists - Paul (GSXR), Kelvin (ZXR) and John (KR1). At Wild Dog Road they left the ride and met us around at Lavers Hill where they rejoined the group back to Lorne. I latched onto Paul and Kelvin between Apollo Bay and Lorne for about 5 kms: they were very fast, and very smooth. I really enjoyed it, until the rear shocker faded badly, cooking the rear tyre. I must change that shocker oil.

Tom wasn't quite his usual flamboyant self, having low-sided his FZR 1000 at Broadford the day before causing "extensive" damage. Tom, running in his new Paris Dakar (R100GS) found performance limited by a lack of revs and the dual purpose tyres going off resulting in some unexpected "gardening". Phew!

Why we took the Wild Dog Road in preference to the Skenes Creek/Tanybryn Road (which by the way is lovely sweeping bitumen) - see map insert - is beyond me. Dirt for the sake of dirt. Not my idea (and a lot of riders would agree with me) of fun. I don't mind "doing" dirt if there is no better route, and if it is a means to an end; that is, there is good bitumen at the end of it. This was the case with the second dirt stretch between Tanybryn and Beech Forest (see map again). Acceptable because there is no other easy way to get there.

By the way, these dirt roads are not "good" dirt roads, where you can go 80 kays; we are talking about variously tight, twisty, thickly gravelled, pot-holed, corrugated, shadowy, narrow, dusty, plain dangerous dirt road. 30kms average speed, or 60kms if you go spastic with frustration and pass every blinken, bloomen bike bar a certain Paris Dakar.

Sure as eggs, Graeme dropped his immaculate Paso and scratched every rhs body panel. There is a guy we will never see again, unless he is a glutton for punishment. (Kevin FZ600 had already dropped his bike on the GOR: "cosmetic only"). Incidentally, 18 out of the 23 bikes had full fairings.

Any arguments along the line of "the Club used to do a lot of dirt" are not justified. Few bikes in "those" days had fairings (let alone fairings worth thousands of dollars). In those days, there was a large contingent of BM's, which, due to their lower centre of gravity, large diameter spoked wheels, torque characteristics etc made them capable dirt machines. Whereas, fully faired, multicylindered, wide wheeled, high centre of gravity, stiffly sprung, short travel suspension modern bikes are difficult to ride in the dirt. And chain and sprockets and air filters and subframes don't appreciate dirt roads either. They wear, clog-up, and break respectively.

The Club has grown and changed over the years to reflect the changing times and needs of its members.

So why did we go on Wild Dog Road??

Note: a ride partly titled ... "Wild Dog Road (some dirt)", following an almost identical route after Lorne, doing the same loop around Wild Dog Road to Lavers Hill and back via the coast, was at least marked "some dirt" and "Wild Dog Road". (circa April 1989) No such warning was indicated this time.

By not catering to the wishes of the majority of riders, I am sure we are losing members and potential members (Kevin, 1st ride FZR600 crashed for a second time on the return trip along the GOR resulting in a check-out at the hospital). Articles such as "Aspects of Leading a Good Ride" published by the Committee where suggestions such as "A stop should have access to toilets, food" (and obviously petrol), and "Limit riding time to less than one and a half hours to minimise fatigue", are falling on deaf ears.

Eg (i) Anglesea to Lavers Hill is too long without a break, especially the way we went. Then on the return trip, Lorne to Melbourne through Geelong, resulted in people being spread out over at least 50 kms. And riders were physically exhausted at the end of it. (Didn't someone fall off their bike, getting off it!)

It is okay for the longer standing members who are "prepared" - notice which regular pillions were missing; carry food, etc. Why weren't there any, much talked and written about, regrouping points? The beauty of riding with the Club is that you are together, not strung out.

Eg (ii) Twenty bikes illegally parked in the emergency lane of the packed Geelong Freeway at Laverton; no sign of toilets, food or petrol, is, lets face it, stupid and dangerous. And the riders know it. Groups of them had to stop in Geelong for petrol. It was the sensible place to stop. They cannot be blamed for stopping.

In my view, these sort of problems need to be addressed. Maybe we need more information on the itineraries. Or better still, we almost need a pre-ride article detailing the route, amount of dirt, etc. Maybe we should formally standardise break-up points, for example Narre - Warren Shell servo, a Geelong servo, Whittlesea, Yarra Glen - in fact the same as the pick-up points.

This article is not meant as an attack on Hans. He lead his ride. I merely wish to bring to the attention of the members and the Committee the present way rides are lead can lead to problems. Tighter leading parameters need to be observed, not just encouraged.

Though only suggested guidelines, the Committee put a lot of time and effort into formulating "Aspects of leading a Good Ride". To see them openly disregarded, and for no apparent good reason, to the detriment of the Club, is to say the least, very disappointing.

If you agree with anything I have said, write to the Editor. Unless there is some sort of response, nothing will improve.

Back to the formula.

It didn't rain all day, the GOR through the Otway Ranges is fabulous, and we broke up at Laverton, a

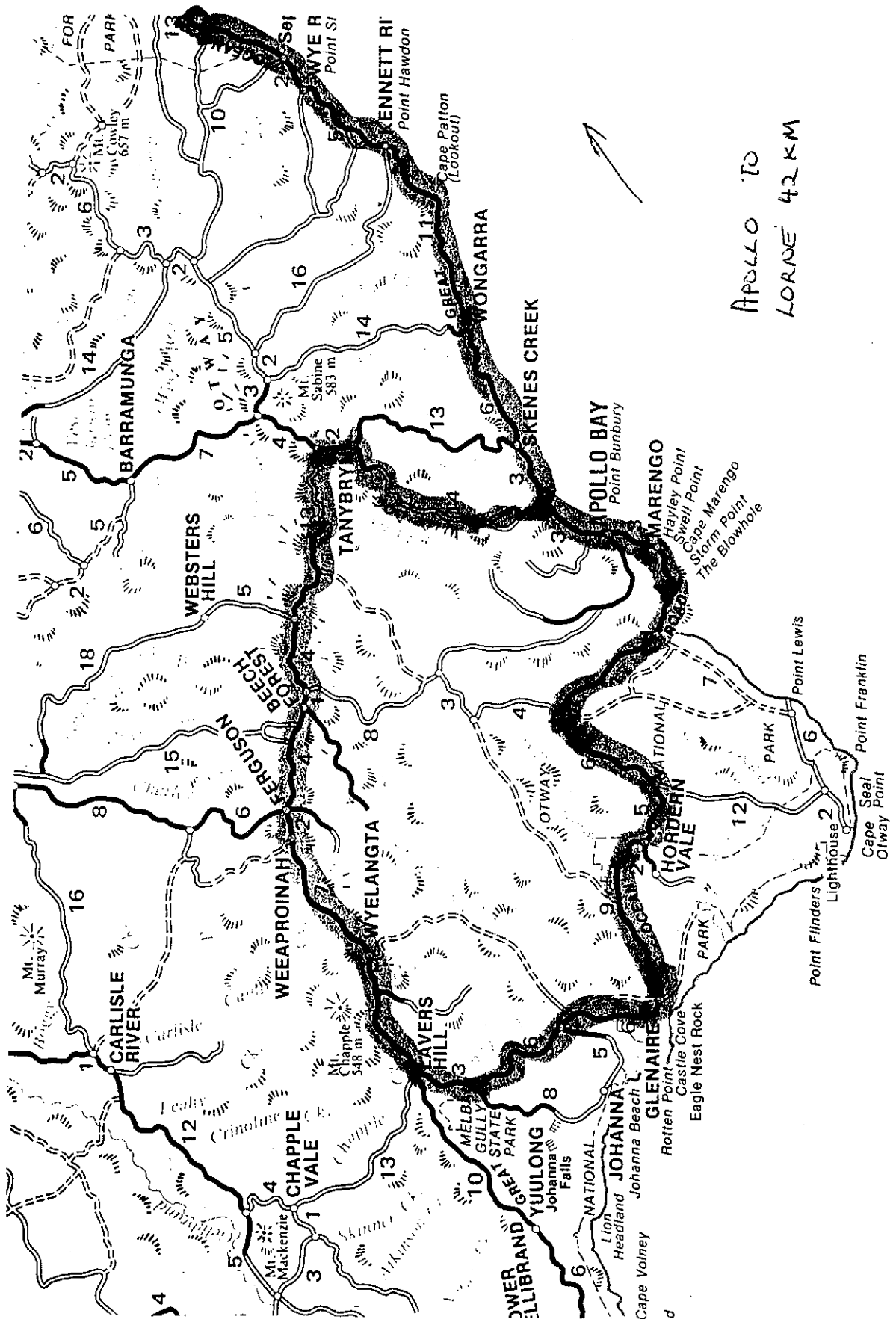
round trip home to home of well-over 500kms.

Summary: when on the bitumen I was having a grouse time. Good company. Bike purred.

p.s. Thanks to Andrea Sirninger for sewing up my Gearsak.

Tasmania here we come!

Ben (ZX10).





BEN + VICKI.....KAW-ZX10.  
IAN + KERRIE....YAM-XJ900.  
RAY THOMAS.....KAW-ZX10.  
STEVE LEYLAND...KAW-GPz900.  
GARY CLIFTON....HON-CBR1000.  
DEREK + SANDRA..SUZ-GSXR1100.

Nine brave souls fronted for this the second night ride. Ross King met us all at Truck City at 7.30pm to tell us that he'll put the kettle on for when we return. Ben handed out maps & directions (for those who get lost), Ray handed out a verbal roadworthy on Steve's well ridden GPz before heading off.

Setting off down the back road to Beveridge, then some highway to Wallan and Kilmore, where it was noticed that the only person with an unroadworthy bike was Ray. A brief stop while Ray fixes his rear light (blown globes) and Gary stocks up on mars bars then back on the road to Lancefield and Woodend. By this time it was pretty dark and getting cold.

The Woodend-Macedon road presents a chance to twist the throttle but only for about half way up the mountain as a dense cloud covers the top of Mt Macedon this in turn brings us all to a second gear crawl, visibility was down to about 15 - 20 feet. But we did all make it to the top into the Dark, Cold, Damp, Dense cloud, "Were's my Bike"

After 10 minutes we were all back on our bikes finding our way back down the mountain for the trip to Riddles Creek and Clarkefield, across to Bulla via a kidney bouncing road (you still there Sandra?). Down the Freeway to Essendon were the ride finished at Ross King's home where we enjoyed warm drinks and snacks.

Thanks Ross for the supper and Ben for an interesting ride.

Derek & Sandra GSXR1100.

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MURPHY'S LAW:

You can never tell which way  
the train went by looking at  
the track.