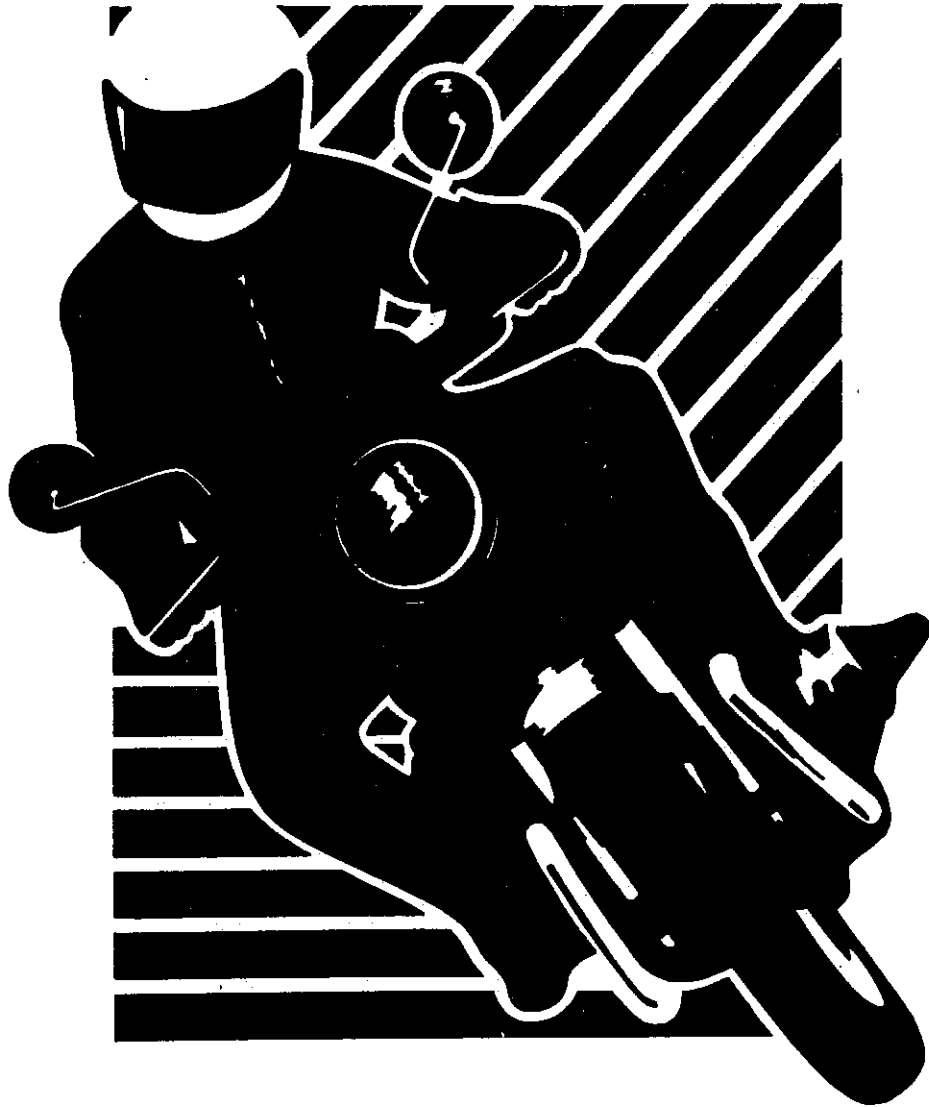


Oct 90

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

OCT. 1990

- SUNDAY 7th. MAINTENANCE DAY.. For those attending, a short ride prior to lunch has been arranged. Then down to Hallam, the BBQ and a spot of preventative maintenance. Those not wishing to go on the ride can proceed directly to Sam & Rita's.
- Sam & Rita's,
7 Surrey Close, Hallam.
Ph. 703-2405.
BYO Food & Drink.
9.30 KBCP.
- SUNDAY 14th. POLLY McQUINNS WATERHOLE. This secluded spot was once frequented more often by the club with the route encompassing miles of dirt & a "river crossing" unfortunately our trip will not include these features.
- Strathbogie ranges.
9.30 KBCP.
- SUNDAY 21st. ECONOMY RIDE. This years run will encompass about 380km and take us out to Mt Macedon, Blackwood, Ballarat for lunch then home via Buninyong and the Brisbane Ranges. The terrain has been specially picked to try and even out the fuel economy of all participating bikes.
- Ballarat.
Counter Lunch.
9.30 KBCP.
Luke Richardson leading.
- SUNDAY 28th. TOBOGGAN PARK, This park boasts a 1 km long stainless steel slide with the toboggans governed not to exceed 45kmph. But if one is skillful enough to complete a run without using the brake, unrestricted toboggans are available. A short ride before and after will be included for the day.
- Whittlesea.
9.30 KBCP.
Ian Payne leading.
Cost:- \$2.00/run.
"Pillions can be carried"
- NOVEMBER
- THURSDAY 1st. GENERAL MEETING. This meeting will be special as we invited KEN WOOTTON, Editor of AMCN, to come along and give us a talk about the magazine and motorcycling. Also, a last minute briefing for those going on the Snowy Mountain trip.
- Club Hall 8.15 Sharp.
Guest Speaker
- SATURDAY 3rd SNOWY MOUNTAINS Those going should read the separate article elsewhere in this newsletter and attend the November meeting, also bring along items for inclusion in the van.
- to TUESDAY 6th. Camping.
9.30 KBCP.
10.15 Hallam
Tom Saville leading

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF GENERAL MEETING

Date: 6 September 1990
Location: Jika Jika Community Hall
Open: 8.30 pm
Present: Approximately 38 members and visitors
Apologies: Murray Browne, Terry Mountney
Minutes: Accepted by Sam Sirianni
Seconded by Luke Richardson
Correspondence: Two subscriptions.

Invitation to attend the "Thunder Rally".

Treasurer's Report:	Balance at 1st August	\$1,164.07
	add Receipts	<u>169.85</u>
		1,333.92
	less Payments	<u>68.09</u>
	Balance at 1st September	<u>\$1,265.83</u>

Captain's Report: **Reefton Pub (dirt ride) - 5/8/90**
12 bikes, 13 people.
Mostly wet, cold and raining but good fun anyway. Half of the road bikes took an alternative route to the Reefton pub.
Jon Riddett leader, Luke rear rider.
One incident. Jon was run off a track by a 4WD. Contact was made so names and addresses were exchanged. Damage minimal.

Cheese Factory, Mirboo north - 12/8/90
9 bikes, 11 people.
Ian leader, John Clowes rear rider.
One incident. Steve on the GP125 came down on the Grand Ridge Road.

Animal Kingdom, Monbulk - 19/8/90
19 bikes, 24 people, 200 kms.
Fine day. Good roads through the hills around the Gembrook, Cockatoo region.
Ian was leader while Peter P and Luke shared rear riding duties.
No incidents.

Rutherglen Pub - 25-26/8/90

7 bikes, 3 cars, 17 people.

Some wine tasting over the two days and a good time, especially on Saturday evening.

Ian (yet again) and Gary Clifton took turns as leader and rear rider. One incident. Dave's GPZ1000RX suffered carburetion problems.

BBQ at Alexandra with Ulysses Club - 2/9/90

13 bikes, 16 people, 320 kms. 27 bikes & ? people at BBQ.

Raining and cold all day. Good social day, despite rain.

Ian leader (a record?), Angus and Lisa rear rider.

No incidents.

General Business:

Christmas Camp: Suggestions and reactions to current proposed destinations called for.

First Aid: Anita has offered the time of some of her colleagues for a more thorough first aid course following positive response of last months talk.

Motorcycle Show: Gary and Dot have provided information for club stand at Motorcycle Show during February 1991. Members interested in helping out called for.

Passing Too Close: Club members cautioned about passing new or learner riders too close.

Tent: Ian wanted to borrow one.

Trips: Tom & Andrea, Les, Steve and John have all returned from interstate trips.

Upcoming Alice Trip: Steve and Jon going to Alice in late September. Anyone interested asked to see them.

Door Prize: Won by Vicki. A large can of Mr Sheen.

Closed: 9.15 pm

Auction: Held after the meeting.

WHO'S NEWS

Trevor Harris recently awarded a prize for "Longest Distance" to attend a motorcycle rally.....approx 2500klm? Seems he & Ann travelled all the way to NEW ZEALAND just for the COLD KIWI RALLY.

Tom & Andi have taken the plunge?.....and purchased some prime Real Estate in Doncaster. Seems the owner of their Unit was in financial difficulties & accepted an offer Tom made for the place.

Interested in a REMA TUBELESS TYRE REPAIR KIT? See the Treasurer, as the Club has made a bulk purchase of these kits with the resulting cost being way, way below retail price. (contains 3 plugs, glue, valve adaptor & 3 CO2 cartridges).
*One of the above kits will be added to the Club's Emergency Kit with the subsequent user having to buy it at normal reatail price. So be prepared & buy your own.

After 14 months, 5000klms & a new front tyre Jack Youdan has parted with his Suzuki GSXR1100. What next Jack? Bimota Tesi, Ducati 851 or Coventry Eagle????

Ex-member Peter Camerleri, now road racing, recently competed at Phillip Island in the 250/600cc Proddy race running a best time of 1m 54sec. Not bad for a 250 Suzuki. To finance his racing, Peter's 7000km old FZR1000 (EXUP model) is for sale at \$9500 or \$9000 firm to a Club member. If interested contact Tom Saville.

Interested in seeing 4WD vehicles up to their windscreens in MUD? The annual BARNADOWN MUD DRAGS will be held on Oct 13/14. Look for signs on the McIVOR Highway at the Knowsley/Barnadown turnoff.

Member Vince Green, down for the GP, came along on the Spurs Ride and remarked it was his first MTCV ride for 3 years! His riding certainly showed he still had what it takes & made us wonder what would he be like if he rode every Sunday!!! His XJ900 drew some admiring looks all decked out in colour-matched touring fairing, seat cover, special Fournales shockers and TELEPHONE!
Seems while in Melbourne Vince took delivery of a new Honda ST1100. Wonder how he rode both bikes back to Taree???

The Spurs ride took its toll....with the Editorial XJ900 having its RH mirror demolished by a large rock flicked up by another vehicle & John Barta's bike suffered a similar fate but this time the rock struck & split the belly-pan fairing.

At the conclusion of the Spurs ride we found some Harley riders on the Black Spur who must have been sick & tired of being passed by JAP bikes, as when Rod & I attempted to pass them they decided to make things a bit difficult....those big Yank tanks sure have a good turn of speed in a straight line!

The MTCV/Ullysses Club BBQ proved to be quite a good day (discounting the weather) that allowed us an opportunity to talk shop with some well travelled motorcyclists. The machinery they ride was certainly diverse, everything from a ZZR600 to a full dresser Goldwing.

Don't forget to submit your ideas for the December/March itinerary & also location for this years Christmas Camp, see choice in September newsletter.

April the 7th is the date for the 1991 Aust. Motorcycle GP at Eastern Creek in NSW. Some members have put forward the idea of having a club run up to this event, for the Committee to consider this some feedback from the members is required!

Farewell to the future Mrs Murray Browne who is heading for Canberra after securing employment up there. Hopefully we will see Annette at a future MTCV social event to enable personal goodbyes.

MTCV/ULYSSES CLUB BBQ

Sunday, September 2nd

We arrived at KBCP at approximately 9:10, quite a few people there already. Members from the Ulysses Club had left at 9:00 and they were taking a different route to us. The sky overhead didn't look like it was going to be kind and good as it had been yesterday. Most of the riders decided to don their wet weather gear. Someone displayed some rather amazing rubbers !! I was just going to swing my leg over the back of the bike, when the President came over and asked me if I'd write about today's ride for the Club Magazine. At first I just froze and thought "WHY ME?". I quickly found my regular composure and complied. Now I was going to have to really stay alert and take note of what we did and where we were going. Just as we were about to get underway, the clouds opened up and let their load come down on us.

It rained practically all the way to the first stop, which was at Kinglake, where we all huddled under the awnings of the shop, when it really started to pour. A lucky few of us caught a glimpse of the 'King of Rock & Roll' as he drove past in his groovy car. I was a bit embarrassed for the bloke who thought his bike wouldn't start, try turning off the kill-switch, the bike will probably give a much livelier response ! I was a bit worried, when, as everyone was leaving, my driver hadn't returned from the loo, thought I might have to stick out my thumb (maybe it wouldn't start again). But, to my relief he returned. Finally we were on our way again, still in the damn rain.

I don't really mind the rain, totally, as it forces people to go slower. I was in desperate need of a pit-stop as we were pulling into Yea. Fantastic idea of 'Hot-air handdryers' in the toilets !! Didn't want to leave the dryer, but at least it warmed my hands up so they were thawed enough to dress myself again. Met up with Danny who was our guide to the property in Alexandria.

I have to admit that I have never been so happy to get out of the oil-skin, out of the rain and off the bike (except maybe last weekend, after Rutherglen!). The fires were most welcome. I was rather jealous of the Ulysses Club, who were looking very dry and comfortable, with hot coffee in their hands and their meat already cooking. But it didn't take long to warm up, dry out and get some hot drink and food in my hands. I think it was a very successful afternoon, everybody seemed to be in good moods and mixed well together. It looked like most people were still hungry, as gloves were put on the BBQ, but they were only drying them after the ride here. Mind you, I was curious as one Ulysses member started salting them! We were on our way again, it seemed too soon to me, as I'd just begun to be really comfortable.

Stopped in Alexandria for gas, an incredible 73.9 cents for Unleaded ! Headed back roughly the same way we came, but ended up in West Kinglake, where we disbanded and went our ways. At this stop someone commented that the sticker on the front of Alec's helmet probably explained why he is a very unhappy man. Rather brave statement I thought. As we were heading in a different direction to most, we said goodbye to everyone. The day was great, and even though the weather was damp it was still fun. The idea to combine the Clubs in an activity is a good one, as it provides more people to talk to and different types of bikes to look at. Mind you I can't wait for summer when the weather is warmer and going out riding doesn't mean getting soaking wet or freezing, coming from a hot dry climate this continual rain is rather hard to get used to. The President commented that every ride I have been on so far it has rained at least some of the way, maybe we are a jinx to the weather?

cont.

MTCV/Ulysses Club BBQ cont.

As we were riding back through the city - Kew - I noticed the biggest rainbow I have ever seen in the sky behind us. The colours were so bright and it seemed so close it felt like you could touch it, absolutely fantastic, then the bike's back wheel did a bit of a slip in some oil and it brought me back to reality real quick. But it was a beautiful end to a good day out.

Those who attended the day's ride:

Ian - XJ900 (leader)	Luke - GPX750
Alec - GSXR1100	Steve & Tina - GPX750
Mike - K100RT	Hans - K100RS (left at Yea)
Jon - K100RS	Margaret - GS650
Ray - ZX10	Dave - GSXR1100
Dave & Me 1000RX	Angus & Lisa CB900 (rear rider)

Jennifer & Dave.

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MCTC Auction

held at the MGM on 9th September 1990

The total sum raised for the club was \$61.90. Our thanks to all those who took part, either by contributing items, or by bidding.

Items, purchasers and the successful bids are laid out below :

Item	Purchaser	From	Price	Commission
Fred Gassit Collection	Gary Clifton	Donation	5.00	5.00
Magazines	Les Leahey	Donation	2.00	2.00
Magazines	Luke	Donation	3.00	3.00
Magazines	Micheal Chan	Donation	3.00	3.00
Magazines	Steve Leyland	Donation	5.00	5.00
Magazines	Stuart	Donation	2.00	2.00
Tennis Racquet	Dot	Donation	6.00	6.00
			26.00	26.00
Arai Helmet	Alec	Peter P	4.00	4.00
Helmet	Gary Clifton	Peter P	3.00	3.00
Kidney Belt	Gary Clifton	Peter P	5.00	5.00
Records	Steve Leyland	Peter P	15.00	10.00
			27.00	22.00
"Bluey" jacket	Ian Payne	Steve L	15.00	1.50
Gearsack bag	Stuart	Steve L	28.00	2.80
Tankbag	Margaret	Steve L	10.00	1.00
Tankbag, magnetic	Rod	Steve L	16.00	1.60
			69.00	6.90
Gloves	Ben Warden	Tom	12.00	7.00
			12.00	7.00

Totals : \$134.00* \$61.90*

Reefton and Black Spurs

9th Sep., 1990

37ish People, about 35 Bikes

GSXR1100G	Paul Kesting	FJ1200	John and Timothy
GSXR1100H	Darryl Chivers	FJ1100	Chris Stroud
GSXR1100J	Frank	FZR1000	John Clowes
GSXR1100		FZR1000	Sam Sirianni
GSXR1100		XJ900	Ian Payne
GSX1100	Mark	XJ900	Vince Green
		XJ900	John Barta
GSXR750J	Russell Malley	XJ900	David Nicholson
GSXR750H	Michael Chan	FZR600	Eric Makin
GSXR750L	Chris Dodds	RGV250	Michael
GSXR750		SRX250	Rita Sirianni
K100RS	Hans Wurster	ZX10	Ray Thomas
K100RS	Jon Riddett	ZX10	Ben Warden (leader)
K100	Les Leahy	GPx750	Phil
K100RS	Collin Thompson	GPx750	Steve & Tina
K100RS	Tim		
		Guzzi 850T3	Barry Jones
VF1000FII	Rod Miskin (rear)	LeMans 1000	Mark
CBX750	Kristian		
CB250RS			

Route:

Kew Bouley, Eastern Freeway, Warrandyte, usual Christmas Hills thrash, Yarra Glen - morning tea. Back though Christmas Hills, head north through Panton Hill and St Andrew's tight twisties to Kinglake. Across to Toolangi taking first turn down to Healesville, Launching Place and Warburton for lunch. Mixed up with Reefton Pub "Harley riders" - scraping, running wide - carved up meiclessly by MTCVers. Reefton Spur, regroup Cumberland Junction. Marysville fast sweepers, Narbethong refuel, Black Spur fang, Yarra Glen regroup, break-up point. Christmas Hills again!

Impressions:

A million bikes, no crashes, much smiling. Sweeping corners, bright sunlight, tyres shredding, much smiling. New riders, old members, acquaintances renewed, tall stories retold and relived. Bumps mid-corner best avoided, rear shocker out to lunch, better wait for the tight stuff. Harleys trying too hard, stick out the boot as we fly by, make life difficult for Jon. The ride is over, our faces red. It'll be late tonight before we unwind. Thanks rear Rod. Enough said.

Ben Warden

ROCHESTER RIDE 30 SEPT 90

Peter P. GT750 (leader)	Ian XJ900	David RGV250 (1st ride)
Gary CBR1000LF	David XJ900	Adam GPX250 (2nd ride)
Frank GSXR1100	Mick GSXR750	Kylee GSX250 (1st ride)
Andrea GSXR750	Jack K100RS	Ben & Vicki ZX10 (rear)

12 bikes rendezvoused at KBCP on this gloriously, warm, sunfilled day. Nothing could be better than a leisurely, troublefree Sunday's ride. Having duly explained the usual spiel to the new riders we departed from the city and travelled northerly via Lygon St and a round-a-bout way to Heathcote, but not before the temporary departure of Gary, who, at a T-Intersection turned left when the club went right, being behind it appeared both corner markers were indicating left?? Adam pursued Gary but by all reports failed to catch the Honda, which miraculously reappeared back with us at Reservoir.

Not only Gary was led astray, as shortly after at a round-a-bout I was corner marking, I noticed the GSX250's oil light was on. Obviously needing oil, Kylee & I momentarily left the ride in search of a petrol station after alerting the other corner marker. Seconds later, Kylee had disappeared from view, so believing her to be LOST endeavoured to locate her. Unsuccessful, I returned to find the corner marker gone as well!!! (Magic?) Oh well, I decided to head for Heathcote and catch them there.

It was a lonesome ride via the Hume passing through Wallan, Kilmore & Toobarac (is this my quota of towns yet Ian?) But what a welcome sight seeing familiar bikes at the local Service station, where, before I could take off my helmet, I was told the GSX250 was a 2 STROKE & had burnt a half litre of oil in just over 100km. At this point Gary & Jack, pre-empting a late finish, left the ride, possibly fearing something else may delay our return.

Onwards we pressed via some long & straight roads then a few kms of gravel & dirt to Rochester. Rochester is about the size of.....well, you know Steve Leyland's Caravan Park.....

Most enjoyed a counter lunch where we discussed the possible cause of the GSX's appetite for copious litres of oil. (The most probable theory was that when last changing the rings yours truly mistakenly honed the bores vertically).

As if the honourable name of "SUZUKI" hadn't been tarnished enough, shortly out of Rochester the GSX loses its RH muffler, causing a short delay while refitting (Obviously the Suzuki rejected the Non-Genuine part). Returning to Heathcote to break up, more undue ridicule was heard from the non Suzuki riders, so during the hour's ride down the Hume I reflected on recent shortcomings of other members bikes, like 'self holing exhaust pipes-Red ZX10'(gotcha), 'disintegrating fairing-Black ZX10', 'melting horn-Ex fj1200 (now CBR1000)', snapped chains & seized engines-CB550/900.....the list goes on. Despite all the above a pleasant & enjoyable ride, thanks Peter P.

PS - I await "The Rebuttle"

Mick GSXR750.



Jeff Fereday

Accidents Happen

independence, individual choice, ability to operate outside of social convention, and so on — rides a delicate balance in relation to known risks. This freedom can easily become its opposite — confinement, incapacity, dependency, loss of choice and mobility. This thin line psychology, the tenuous grip of rubber upon life's changing surface and its fragile moment of control, brings a do-or-die edge to the activity or riding.

This known risk is the dark underside of motorcycling's surface appeal. . .

Yet there is, in the individual rider, an "it won't happen to me" tendency. There must be; if it wasn't present, then riders would surely be suicidal maniacs looking for a grave — no-one of sound mind *consciously* seeks personal injury. It is a potentially affirmative notion which rather than being dismissed with the already-known "yes it can", should be encouraged and in fact taken more fully on board.

If we are what we think, and if in darker moments we tend towards realising our worst fears, then it's important to avert a subconscious shift of "it can happen to me" into "it will happen to me." To displace the "it can happen to me" cycle of thought and psychological association from the murky depths, and to replace it with the definite "it won't happen to me" pattern — this is surely the most fundamental affirmative action towards real change in a rider's outlook and primary safety. Where the "it won't happen . . ." impulse is dangerous is where it remains fixed within the surface of one's actions but makes no incursion into a deeper realm of being, where a negative pattern holds.

Of course it's no easy ride to change anything but the superficial, but the point I'm making is that the rider's state of being

— conscious and subconscious, individually and collectively — is the primary material at work in determining experience and is the stuff to be worked personally in establishing a primary safety.

The usual cause-effect discussion of accidents is often a symptomatic, superficial, disembodied enquiry. Jung's line that "there are no accidents" radically implies that we choose each of our experiences — not only what we do, but also what happens to us. The accident in this context is not a discrete incident that comes from nowhere, but part of a process, a possibility of outcome which to some extent is predetermined.

Perhaps this is more comfortably seen in the realm of Stupid Bloody Accidents where only pride and bike are dented, than in serious accidents, though the same pattern would seem to apply. Consider a 19-year-old new owner of an RG250, himself a would-be hotshot sportster, who, eager to impress his motley peers outside the milkbar, gives his zinger a serve, dumps the clutch, lurches into a mighty wheelstand. . . It works: thunderous applause is heard from the audience, including that part of himself which watches on with amazement.

It's not only as he's set to touch down that he notices the lockchain still dangling at the front wheel. Graunch of soft alloy and crackle of expensive plastic meets resounding cheer of delighted onlookers. Rather than painful examination of banal facts to the accident's cause, wouldn't young Wally be better off facing the ugly question "Where am I going with my life?"


Never mind the unexpected gravel, the wet centreline, or whatever prop provides the means, a process of inner dialogue somehow builds to dramatic climax, and true to tragic form the character plays out the thing oblivious to their role. In the familiar "proving

oneself" scenario, the rider runs awash with momentary fervour of desperate sort and finds, with a crash, they've been way beyond their limit. Imagine the "no accidents" explanation one could give to a Volvo-driving doctor who arrives at the scene a few minutes after you've stuffed the Yammy into a tree: "I know you won't believe this, but I just didn't see myself!"

A motorcycle is the pre-eminent phallic symbol on wheels, as well as a vehicle affording no personal protection. . .

To exceed one's limit in terms of the "thin line" metaphor is to overstep the physical limits of conscious control. The action one plays out rides closer to an action of subconscious intention, as in the going gets weird. It rides closer to an image-versus-reality argument too, both in self-image and in the wider social Motorcycling Image. Image, the psychological armour that a rider wears as bold substitute for the material protection afforded in a car, is something one takes on outwardly and perhaps then lives up to inwardly.

This is the problem, for many lured by biking's outward show of strength are probably attracted because the desired image represents precisely what they are not but what they would like to appear. For all the gesture, there is on the road a quantitative space where image rides or falls — it is found the moment the deferred premise of personal prowess engages the realm of performance. Being the pre-eminent phallic symbol on wheels as well as a vehicle affording no personal protection, a motorcycle isn't the best means to displace unresolved urges or replay dark failures of the past. Ugly stuff.

Get that act together, pal. This is life! This is happening! 

THE other day I did something bloody stupid. I managed to bring the bike down gently with no more damage than a bent footpeg, a skinned knee, and a bruised self esteem. It was an accident of course, but was it an accident? I was running late for an interview for a job I didn't want, so if there was a time when a carefully staged accident would be useful, then this was it. It was an accident, I assure you, yet equally I concede that perhaps it was not.

It was with this personal act of stupidity on wheels in mind, that I reread Geoff Hall's recent article "Who's The Mad Bastards — Us Or Them?" (TW Jan '89). As a Mad Bastard myself, I wondered if Geoff's deft juggling of facts, figures and interpretations skilfully avoided answering the rhetorical questions of his title and that which asks whether we're a bunch of suicidal maniacs riding for an early grave.

Does anyone enter motorcycling without understanding its risks and dangers, or without knowing possible outcomes of a serious smash? Hard to imagine. The comparative vulnerability of the biker's lot, a more direct involvement in vehicle control, and a greater frequency of immediate personal threat in traffic conjoin so that motorcyclists ride a little closer to reality.

It could be argued, however, that this known risk is the dark underside of motorcycling's surface appeal, often working as its opposite yet inseparable from the motorcycle experience as a whole.

The accepted associations of riding with "freedom" — mobility, personal rugged

SNOWY MOUNTAINS Nov.3-6

Itinerary;

SATURDAY Leave Hallam (10.15am) 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 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.1st meeting where the van will be in attendance. Also a list of your immediate fresh food & drink requirements should be presented to Tom who will arrange its purchase and storage in the van. If unable to attend the meeting contact Tom to make other arrangements.

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 BBQ's, campfire etc well before arrival of the bikes.

Transport Costs;

Those having their gear etc transported around in the van will be expected to contribute to its running costs, this will simply be the total of the petrol cost divided by the number of users. (Last year it was under \$10/person)

Overnight Camp;

As this is a bush camp, tents & sleeping bags are required, if possible large tents will be used as this will save the need for many individual tents. Therefore if you don't mind sharing & have a large tent, make up a group and bring it along.

A large tarp will also be taken to provide shelter in case of inclement weather.

Food;

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

Meals Required;

Saturday evening.
Sunday breakfast & Sunday evening meal.
Monday breakfast & Monday evening meal. (If possible counter tea meal)
Tuesday breakfast.

It is envisaged Arthur will buy your daily requirements during the day.

Drinks;

As required, again Arthur will buy.

For more information about this trip please attend the November meeting or contact the Vice President, Tom Saville.

Vicki and I visited Newcastle in the middle of August for a week's holiday and to see a new baby niece. We took the (ZX10) and blasted up the Hume in one day (1,009 km, 11.25 hours inclusive). We hit a couple of bad bumps and dips bottoming the suspension, throwing us completely out of the seat. It rained the whole way. On the return trip we travelled home via Bathurst, Cootamundra, Wagga, and Shepparton, taking two days (1150 km, 2 hard days). It snowed at Bathurst, a gale head wind blew all of the trip, and all low lying areas were flooded. In outback NSW, the roads were either being repaired, in need of repair, or under water. Suffice to say we hit a few more bad bumps, bottoming the suspension. Vicki suggested we take the car next time. Ho-hum. Apologies to those expecting us on the Wineries Weekend - we were a bit knackered.

While putting the hours in riding back from Newcastle, I determined to do something about the suspension, and my resolve was further strengthened after a solo fang around my favourite test track, the Kangaroo Ground, Christmas Hills, Yarra Glen Road. The handling was woeful! At around 130/140 km, gentle oscillations would start on smooth sweepers, and mid-corner bumps would aggravate the situation fairly dramatically. Onlookers would back off, terrified. Bumps that never existed before magically appeared. On the return trip I was completely thrown across to the other side of the road, fighting bucking bars desperately. Hmm.

Here I was, limited to 130km/h through corners, straight line speed was commensurately down on anything but perfectly flat tarmac, the rear end was sliding around all over the place, and the bike was generally twitchy. And I was due to lead a ride in 10 days!

There are a lot of variables, but I had already eliminated some of the obvious ones. The front tyre was a Dunlop K591, the 5th one - how anyone gets 20,000km out of them I'll never know. I get an average 10,400 km. Sure it was more than half worn, but the pressures were up, and they had never been a problem before. The rear tyre was a relatively new, cheap (\$139), non-radial, touring MT28 Pirelli Phantom. It took a long time to warm up going to work as compared to the Dunlop K700 but seemed grippy enough under low speed acceleration once warm. It was wearing mighty fast (lasted 3,700 km). The tyre has a slightly taller profile compared to the K700 though nominally was the correct size at 160/60.

To compensate for the steepened steering head I lowered the rear axle (via the snail-cam drive chain adjusters) to the low position. This feature allows an additional 1.5 inches of ground clearance (which I normally have it set on) but in this case I sacrificed the clearance in search of stability. It made no difference. The wheels had been stringlined earlier in their life and the frame found to be true. But the steering head bearings had the usual straight ahead notch though they're not loose or tight. Recently bottoming of the suspension would not have helped them. I felt the bearings were only contributing to the problem. Besides, I had already replaced them at 40,000 km (it has now done 70,000 km). I checked the swing arm bearings - no lateral movement. The wheel bearings are greased whenever I change tyres.

The fork seals were weeping and had been doing so for 10,000 km (only 3 months), and probably were a contributing factor. But the crux of the matter, the rear shocker, was thoroughly worn out.

I decided to rebuild the fork and rear shocker, and while the bike was apart, do the 70,000 km service.

The front forks. I had replaced the standard springs at 20,000 km with a set of Magnums from Pablo's. The originals were too soft, bottoming under braking. I was not overjoyed by the Magnums - they were dual rate as compared to single rate, and even the more open coils were tighter wound than the original spring (the tighter the coils the "softer" the ride, other variables remaining fixed). They looked weaker than the originals, but due to better quality metal, were in fact marginally stiffer, but not for long. At 45,000 km I replaced the fork seals and upped the fork oil weight from 10 to 15 W. This generally slowed down the fork action such that it took bigger bumps to bottom out, and slowed the diving under braking. [Adding more pre-load with a spacer raised the ride height (which was down a bit with soggy springs) and gave more fork travel on compression.] This is a cheap and nasty fix to soggy front ends: up the fork oil weight, put in spacers to raise the ride height.

I immediately noticed that the front end was more skittish - the tyre less in contact with the ground due to the slow acting forks. But I could live with that. It bottomed less.

Now, at 70,000 km I had the opportunity to experiment again. I needed a stiffer spring, less preload, and the lighter 10W oil. I achieved this by cutting 9.5 cm off the "soft" end of the dual rate Magnum spring and replacing it with an aluminium spacer. Alcan sells all sorts of extrusions and pipes over the counter. I bought a bit of tubing 32mm outside diameter, 3mm thick and a foot long for \$3.80. While riding to Alcan I replaced the old springs to see if it "was all in my mind". It wasn't. The old springs were dead. (I had another intermediate experiment where I just replaced the fork oil with 10 and left the Magnums and spacers. Result: dismal.) I cut the spacer such that at full fork extension, about 6mm extended above the fork cap thread. That 6mm plus the length of thread was the only pre-load. I could vary the ride height by changing the length of the spacer.

Fork oil fill measurements are given in two ways. e.g. from empty put in 320 ml, or when fully compressed, the distance from the top of the fork to the top of the fork oil (in the fork leg) is 110 mm. I used the first method initially, and then the 2nd - the more accurate of the two. I needed to add another 30-40 ml to bring the levels up. Net result. Front end beautiful.

(I hear some people pondering (I know I did) "why does replacing a piece of the spring with a spacer make it stiffer? It's like a 1 foot (30cm) steel ruler. You can wobble it like Rolf Harris and his wobble board, cut that ruler in half and it is much harder to bend. It's stiffer. And a steel ruler is just an uncoiled spring.)

The rear shocker. No-one knows much about ZX-10 rear shockers. In theory they are not a rebuildable item. The shocker is a very basic one. It has an internal spring, air pre-load/ride height adjustment, and 4 position rebound damping. There is no compression damping control, or remote nitrogen reservoir. The air mixes directly with the oil. More sophisticated shocks isolate the oil and gas by housing the oil in a bladder. There is no threaded preload adjuster on the spring, only air adjustment.

After removing the rear wheel, battery, and mudguard, the shock is easily removed. I cleaned and inspected the shock and determined to put new oil in. The seal was okay, and all the bushes were well lubricated and not worn: Kawasaki thoughtfully provides 5 grease nipples to lubricate all the moving parts associated with the shocker.

After ringing around, including a phone call to Sydney, I discovered no-one knew what weight or quantity of oil to put in. Pablo's put 500 ml of 10W oil in GPz900 shockers. Only about 350 mls had drained out of my one. I tried 5W Honda "Cushion" oil.

I stuffed up. The shocker hydraulically locked - too much oil. It was almost impossible to ride. So I undid the air valve and pushed the rear end up and down, pumping out excess oil, until I gained maximum travel again.

At this stage I put the bike back together and lead "Reefton & Black Spurs". The bike handled badly - the rear end clearly underdamped - the bike bouncing around and traction limited. So Monday night I upped the oil weight to 10W.

The first corner of my "test track" (big left hand downhill sweeper) was pure joy. The bike was rock steady - "on rails" - as they say. I was happily surprised to note the speed - 30 to 40 km faster with no hint of a weave. Unbelievable improvement. All the hard work paid off.

Looking to the future. Two-up the rear end still bottoms out - the spring has sagged and there is nothing I can do about it, other than putting in too much air, or replacing the shocker. In the interim, the bike handles fine solo, and rear tyre life might improve!

GREAT ADVENTURE RIDE? 23/9/90

Woke up at 8am as I was quite excited about today's ride, it was also a great morning weather wise. Sam & I arrived at Yarra Glen around 10am, there were a few riders there already. By 10.30 the rest of the gang had arrived from the City, Steve leading and Les rear rider.

We left Yarra Glen with Tom as leader and Andi at the rear as we headed through Healesville and up to Marysville then Taggerty to arrive at Eildon around 12.10pm. At the horse riding ranch we found the owners, Pam & Wally, preparing a free BBQ for us. The sausages and rissoles were great!

After lunch and a chinwag it was time to choose our horses and be ready to leave by 1.45. There were 28 horse riders in total with another 6 who piked out of the horses and instead took off on a bike ride through Eildon, the rest of us went bolting through the mountainous terrain racing each other till we arrived up the top at the lookout. Great scenery and a very energetic ride. I'm sure a few people would have had sore bums and sore arms the next day as the horses were quite frisky. Tex says it's the spring grass, but I think the horses knew they were heading home and just bolted at every chance.

Overall it was a great 2 hour horse ride, apart from the two spills! Kylee bailed out when her horse went bush and Nathan (son of a prospective member) fell off his horse when it took off after the lead riders, fortunately no injuries. Back to the ranch and the safety of our bikes, just as we are about to head off, Ben notices a nail in Sam's rear tyre. "Not again" cries Sam, "it's a new tyre"

Tom then leads us home through Frazer National Park, which I find fun and quite exciting. We stop for coffee at Narbathon and break up at Lilydale. In my opinion the day was an overall success and one I would like to see happen again. Thanks to Tom & Steve for leading and Les, Andi, Ian & Kerrie as rear riders.

BIKES & RIDERS:-

FZR1000 - Tom	K100RS - Bruce & Bekey	GSX1100 - Mark
FZR1000 - John	K100 - Les	GSXR1100 - Brian (NSW)
FZR1000 - Sam	K100RT - Michael	GSXR750 - Michael & Kylee
FZR600 - Eric & Craig	K100RS - Hans	GS650 - Margaret
XJ900 - Ian & Kerrie	K100RS - Andrew	ZX10 - Ben
XJ900 - John	R100RT - John	ZX10 - Ray
FJ1100 - Burnie & Rosemary	K100RS - Colin & Nathan	GPX750 - Steve
SRX250 - Rita	VF1000f2 - Rod & Rose	CBX250 - Christian
TDR250 - Andi	GPz1000 - Dave & Jennifer	Car - Jon

Brian, the NSW rider on his first club ride, was rapped about the way our rides are so well organised and planned, especially the corner marking system, so much so that he would like to start something similar up in Sydney.

P.S. I think Steve's horse was a FZR1000, Ha Ha!

EILDON HORSE RIDE - SEPT 23rd.

On the horse ride some of the female riders were lucky to escape serious injury by the galloping horses and if they intend to repeat this activity the purchase of a SPORTS BRA would be a distinct advantage!

When asked the best way to ride a galloping horse our female guide instructed, "Just keep your A**E out of the saddle mate!"

A rider from NSW (Brian on a GSXR1100) tagged along for the ride and by days end he was just raving about the great day he had had and comments like; "That uncatchable guy on the FZR1000 (Tom) standing up on the pegs while negotiating a fast sweeper", "That ZX10 (Ben), I had him in sight on one corner but by the next he was gone", "The only front running bike I could get anywhere near was the little FZR600 (Eric) and that was only on the straights" and finally, "This type of ride is what I bought the bike for, fantastic".



JUST
HORSEING
AROUND



RACE YOU
TO THE
TOP

MOTORCYCLE TOURING CLUB OF VICTORIA INC. MEMBERSHIP LIST

24-9-90

Members	Address	Home	Work	Motorcycle(s)
% Barta, John	28 Pine Rd Bayswater 3153	729-1712		Yamaha XJ900
Bloxham, Frank	41 Albert St, Mt Waverley, 3149	807-5212	420-8277	BMW R80 G/S
Bradshaw, Ross	1/13 Orchid St, Heathmont, 3135	720-5317	603-4111	Kawasaki GTR1000
Brew, Max	RSD 9090 Willowgrove, 3825 Residential: Cnr Wilkes and Old Sale Rds	051-271-222		Kawasaki GPz900
% Brown, Alec	155 Power Rd Doveton 3177	791-1297		Suzuki GSXR1100L
# Brown, Ken	294 McKinnon Rd, McKinnon, 3204	578-3403		Honda 175CD
Browne, Murray	2 Ethel St, Oak Park, 3046	306-5430		Yamaha XJ900
# Carron, Fred	38 Valentine St, Ivanhoe, 3079	49-2776		
Chan, Michael	8 Sargon Grv, Gardenvale, 3185	569-5917	828-8412	Suzuki GSXR750H
Chow, Harry	83 Loch Rd, Dandenong, 3175	701-0150		Suzuki GSXR750J
Chivers, Darryl	22 Quinn St, Heidelberg, 3084	459-7798	344-7047	GSXR1100H
& Ciarlo, Rosie	105B Harp Rd East Kew 3102	859-7140		
Clifton, Gary	1 Hubert Ave Glenroy, 3046	306-7071		Honda CBR1000FK
Clowes, John	3 Moore Ave, Croydon, 3136	723-3940	723-4041	Yamaha FZR1000
Cole, Dave	70 Croyden Rd, Surrey Hills, 3127			Kawasaki GPz1000RX
% Crussel, Ron	2 Banksia St Sth. Oakleigh 3167	579-0917		Honda CB900F2
Dallalana, Danny	133 Mitchell St, East Brunswick, 3057	386-0453		Kawasaki Z500
Davis, Mike	12 Rolland Crt., Montmorency, 3094	439-2378		
Dobson, Sandra	12 Murrabit Gve, Taylors Lakes, 3038	390-1878	339-6069	Suzuki TS250
Dodds, Chris	51 John St, Elwood, 3184	531-9379	690-2090	Suzuki GSXR-750
Dunn, Andrew	3/17 Wimbleton Ave, Elwood, 3184	531-8034		BMW K100RS
Dunn, Pam	3/17 Wimbleton Ave, Elwood, 3184	531-8034		
Dwyer, Peter	P.O. Box 57, Altona, 3018	398-2322	398-2322	Yamaha XJ900
Ekin, Barry	72 Mine Rd, Korumburra, 3950	056-552-237		Suzuki GSX750ESD
Faldon, Bruce	71 Banff St, Reservoir, 3073	460-2979		BMW K100RS
Gooding, Kerrie	2/3 Leroux St, Oakleigh, 3166	563-2410		
Gouthro, Anita	4 Ralph St, Blackburn, 3130	878-5657	895-3417	Honda CBX250
Green, Vince	2 Dugdale St, Taree, 2430	065-523-105	065-51-0088	Yamaha XJ900
Gustus, Tony	18 Kingston St, Mordialloc, 3195	587-2921	706-5099	Yamaha XJ900
Harris, Trevor		497-1008		Yamaha XJ900
% Kesting, Paul	18 Highfield Ave Warrenwood 3134			Suzuki GSXR1100H
King, Ross	23 Nicholson St, Essendon, 3040	370-9479	688-3400	Yamaha XJ900
# Leahy, Les	3/5 High Rd, Camberwell, 3124	889-6505		
Leyland, Steve	Honeyhush Caravan Park 6 Leakes Rd, Laverton North, 3026			Kawasaki GPx750
Makin, Eric	3 Moore Ave, Croydon, 3136	723-3940	350-3600	Yamaha FZR600
Miller, Harold	25 Velma Gr., Ringwood East, 3135	870-3402		Yamaha FZR600
Miskin, Rod	18 Linlithgow St, Mitcham, 3132	874-5569	568-2189	Honda VF1000FII
Mountney, Terry	6 Lambassa Grv. Keon Park 3073			Kawasaki GPz900
Osborn, Gary	11 Aberdeen Rd, Blackburn Sth., 3130	877-3231		Kawasaki GTR1000
Parker, Angus	11 Hillside Ave, Bentleigh, 3204	557-4833		Honda CB900F2
Payne, Ian	2/3 Leroux St, Oakleigh, 3166	563-2410	550-6428	Yamaha XJ900
# Philferan, Peter	19 Aird St, Camberwell, 3124	813-3518		Kawasaki GT750
Piller, Vicki	12 Timor Parade, West Heidelberg, 3081	45-4479	267-1666	
Pope, Wayne	Lot 20B, Talbot Clunes Rd, Dunach, 3371			Honda CBR1000
& Richardson, Iris	25/5 Cloolcott St Mordialloc 3195			
Richardson, Luke	4 Gladstone St, Yarraville, 3013	314-3801	272-3226	Kawasaki GPX750R
Riddett, Jon	20 Pine St, Surrey Hills, 3127	808-1946		BMW R65LS
Saville, Tom		848-7867		BMW K100RS
Schwarze, Dot	1 Hubert Ave Glenroy 3046	306-7071		BMW R80 G/S
# Shearer, Len	798 F'ntreegully Rd, Wheelers Hill, 3170	561-2857		

% Shelley, Margaret	7/750 Inkerman Rd Nth Caulfield 3161	509-4645		Suzuki GS650
Sidler, Andrea	2/87 Earl St, Kew, 3101	861-7884	611-5000	Suzuki GSXR750L
Sirianni, Sam	7 Surrey Close, Hallam, 3803	703-2405		Yamaha FZR1000
Sirianni, Rita	7 Surrey Close, Hallam, 3803	703-2405		Yamaha SRX250
Sirninger, Andrea		848-7867		BMW R80 G/S
Spackman, Terence	51 Main St, Blackburn, 3130	894-1473		Yamaha SRX600
Staniforth, Simon	17 Martin St, Box Hill North, 3129	890-1230	428-0999	Honda CBR1000
Thomas, Ray	PO Box 242, Rosanna, 3084	458-4984		Kawasaki ZX10
Tomlinson, Derek	12 Murrabit Grv, Taylors Lakes, 3038	390-1878		Suzuki GSXR1100L
Waddell, Colin	439 Lwr Heidelberg Rd, Eaglemont, 3084	45-1433	344-2262	Yamaha FZ750
Warden, Ben	12 Timor Parade, West Heidelberg, 3081	45-4479	344-5733	Kawasaki ZX10
Wurster, Hans	21 Medford St, Altona, 3018	398-5575		BMW K100RS
Wurster, Ken	15 Redwood Drv, Hoppers Crossing, 3030	749-5575		BMW K100RS
Wurster, Ann	15 Redwood Drv, Hoppers Crossing, 3030	749-5575		
Youdan, Jack	22 Fort St, Mt Waverley, 3149	232-3564	311-6555	

* changed address or phone number

+ new bike

life member

% new member

& associate member

Life Members - 5

Associate Members - 2

Full Members - 58

Total - 65

MELBOURNE MOTORCYCLE SHOW 1991. Royal Exhibition Building, February 21-24.

Volunteers required for proposed Club stand on the following days:-

Thursday 21st....4pm - 10pm.

Friday 22nd.....Noon - 10pm.

Saturday 23rd...10am - 10pm.

Sunday 24th.....10am - 6pm.

If you think you can help during these times please notify Ian Payne.

VICTORIAN MOTORCYCLE EXPO - OCTOBER 18-21.

Exhibition Building-Western Annexe.

70 Trade stall - Adults \$10

* * * * *

HOW TO KNOW WHEN YOUR GETTING OLD:-

Your children begin to look middle-aged.

A dripping tap causes an uncontrollable urge.

Your back goes out more than you do.

Your mind makes contracts your body can't meet.

You're still chasing women but can't remember why.

You sink your teeth into a steak & they stay there.

You decide to procrastinate but put it off until tomorrow.

Your favourite part of the newspaper is "25 years ago to-day".

The gleam in your eye is from the sun hitting your bi-focals.

MTCV MEMENTOS

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