

SEPT 90

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

SEPT. 1990

- SUNDAY 9th. REEFTON & BLACK SPURS
9.30 KBCP.
10.30 Yarra Glen.
Ben Warden leading.
Another Ben's twisties taking in such places as St. Andrews, Toolangi, Healesville & Warburton (lunch) then Reefton Spur, Marysville & Healesville
- SUNDAY 16th. AUSTRALIAN GRAND PRIX.
Phillip Island.
Make your own way.
No organised event planned, but Club members are known to have reserved seats in the Bass and Siberia stands.
- SUNDAY 23rd. EILDON.
Horse Riding
9.30 KBCP.
10.30 Yarra Glen.
Sam & Rita have planned this event with an enjoyable ride up to Eildon, lunch, then out to the riding school for our 2 hours of horseback fun. Fee will be \$20 less a group discount if enough members participate.
- SUNDAY 30th. ROCHESTER.
9.30 KBCP.
Peter Philferan leading.
Come along with Peter.P and visit this large historical town, situated on the Campaspe River 20kms south of Echuca.
- OCTOBER
- THURSDAY 4th. GENERAL MEETING.
Club Hall 8.15 Sharp.
Another enjoyable night in the company of fellow members.
- SUNDAY 7th. MAINTENANCE DAY & BBQ.
Sam & Rita's
7 Surrey Close
Hallam. Ph 703-2405.
BYO Food & Drink.
Here's a chance to do, or learn to do some basic maintenance on your bike. If you intend to do some servicing make sure you bring along the necessary equipment. For those interested only in the social aspect a short ride will take place prior to the BBQ lunch.

Don't forget the SNOWY MOUNTAINS LONG WEEKEND in November, look for details in the October newsletter.

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF GENERAL MEETING

Date: 2 August 1990

Location: Jika Jika Community Hall

Open: 8.25 pm

Present: 29 members and visitors

Apologies: Murray Browne

Minutes: Accepted by Jon Riddett
Seconded by Colin Waddell

Correspondence: Notification that amendments to the Constitution have been accepted and filed.

Apology from Sergeant Phil McGuire re police instructor not being allowed to attend and give proposed talk.

Information on Melbourne Motorcycle Show with offer for a stand.

Treasurer's Report:	Balance at 1st July	\$631.12
	add Receipts	<u>773.88</u>
		1,405.00
	less Payments	<u>240.93</u>
	Balance at 1st August	<u>\$1,164.07</u>

Captain's Report: **Echuca Border Run - 8/7/90**
17 bikes, 18 people, 520 kms.
Fine all day.
Gary Clifton lead while Peter P brought up the rear.
Two incidents. Luke and Kim both retire (temporarily) to the Heathcoate District Hospital with un-motorcycle related problems.

Glenburn Counter Lunch - 15/7/90
25 bikes, 28 people, 250 kms.
Fine but wet roads. Rita's first real club ride on L's.
Colin leader, Sam rear rider.
No incidents.

Last Laugh Theatre - 20/7/90
14 members + 3 visitors.
Entertained by an Irish stand up comic and "The Phones." A good time was had by all.
No incidents.

Central Gippsland - 22/7/90

28 bikes, 31 people, 400 kms.

Sunny day and not too cold.

Jack lead with Sam rear rider.

Two incidents. Frank (2nd ride) drops his GSXR1100 and suffers minor damage. Ron's CB900F2 Bol'dor's engine died and had to be left at a farm. Extensive (expensive) internal damage.

Lake Mountain Snow Ride - 29/7/80

23 bikes, 31 people, 370 kms.

Fine weather with roads mostly dry. Only 20 of the 31 actually went up to the snow.

Tony and Tom took turns as leader, Luke and Richie rear rider.

General Business:

Auction Night: Members asked to bring anything and everything, not just bike related goods.

Badges & Patches: Some of each being purchased. Will be ready in 6-8 weeks.

Caution: Members cautioned about making too much noise when leaving. Apparently there's an irate neighbour.

Guest Speaker: Three proposed by Ian: Michael O'Connor - A grade racer; Ken Wootton - AMCN journalist and ex-racer; and Peter Sharp - mechanic. Interest shown in all.

Rallies: Up and coming rallies mentioned:

- Tuning Fork Rally.
- Black Knight Rally.

Ride Day: Winton proposed as alternative to Phillip Island early next year. Fair amount of interest shown.

Thanks: Colin extended his thanks to those that attended his birthday party.

Door Prize: Won by Terry. A container of Amourall.

Closed: 8.55 pm

Guest Speaker: Anita followed the close of the meeting with a general talk on first aid. Surprising interest shown in heart attacks.

WHO'S NEWS

MELBOURNE MOTORCYCLE SHOW 1991. Royal Exhibition Building Feb 21-24.

The Club has an opportunity to be part of this show (thanks Dot & Gary), but to participate fully, volunteers would be required to man our display and promote the Club.

Exhibition hours will be:- 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.

Motorcyclists are supposed to be an observant lot, but how many of you picked the mistake in last months newsletter 'Minutes'....."CLUB OF CLUB"

New metal badges and cloth patches bearing the Club logo have been ordered and should be available by the end of September.

Our last meeting proved highly educational with Anita giving us some basic lessons in First Aid (look for a full report in next months newsletter). The benefits of this knowledge is obvious and the committee in consultation with Anita, plan to conduct a more comprehensive lesson in future.

One immediate benefit to come out of the talk was the Club purchasing a Resuscitation mask for the emergency kit. Thanks Anita.

PS. Steve Leyland played the medical dummy to perfection, probably comes from playing Doctors and Nurses in his childhood.

On their way to a recent committee meeting Sam & Rita noticed a guy pushing a white scooter along the Geelong Freeway. Rita thought it might be Trevor and his Spacy but Sam thought not, only a d--khead would run out of petrol. A short while later who should arrive apologizing for being late but Trevor(Richard Cranium)Harris.

Welcome back to our honeymooning members Pam & Andrew Dunn who are back in sunny Oz after their extensive holiday to the US of A and Canada.

Who said soft sports tyres don't last? Luke's GPX750 is still sporting a legal Dunlop K591 on the front after 20,700KMs.

Ben's ZX10's appetite for mufflers is continuing with the RH side now rusted out and due for replacement. At nearly \$600 each a secondhand one will do nicely.

Those who went on the Snow Ride will be unhappy to hear that Leon Zembachus, the VFR750 rider, had a coming together with a car resulting in the bike being written off & Leon spending some time in intensive care at Box Hill hospital.

The "Dirt Ride" of Jon Riddetts was certainly different with those on dirt bikes having a ball, especially in and around the Reefton Goldmine. Only incident to mar the ride was Jon being knocked off his bike by an errant 4 wheel drive rounding a bend and using all the road. Jon made a good effort avoiding the vehicle with the back of it just clipping his RH handlebar and putting him down.

When asked to explain using all the road, and what if Jon had been in a car! The drivers reply....."Bad Luck"

On the same ride, the surprise birthday cake for Steve Leyland had the desired effect.....made him speechless.

At Rutherglen, Colin Waddell put up a good argument as to why we should buy some Bobbie Burns Shiraz. No nothing to do with colour, bouquet or palate just a simple statement, "You buy it and I'll help drink it"

More Who's News

Dave's intermittent starting problems on his 1000RX looked like delaying the Ulysses BBQ ride, but as we reached for the RP-7 and some tools it was discovered the kill switch was OFF.

On the same ride, our rear rider Angus took the opportunity to converse with the driver of a Range Rover who had sat too close behind the group of bikes. Angus explained the dangers of this action especially in the wet & slippery conditions, & stated if you ever try a stunt like that again "I'll rip your bloody mirrors off".

Ray Thomas was recently horrified to discover the fairing on his ZX10 had started to self destruct, after hasseling the people at Kawasaki a successful warranty claim was made with the bike now clothed in a brand new fairing. Also looks like Ray has solved his bike's appetite for chain guards, seems the Gearsack rack is the culprit. A call to JAB confirmed this as a redesigned model of the rack is now on the market and hopefully one heading Ray's way.

While having morning smoko at Pakenham, during the Monbulk ride, who should we see riding with an "Alternative Club" but our own Jack Youdan. Yep amongst the Triumph, Matchless and Harley riders there was Jack aboard the big CBX.....Come on Jack, when are you getting that Coventry Eagle and being a real Classic Clubman.

Those who raced at Phillip Island in March would remember "MOUTH" on his ZXR750 and the great dice he & Tom had. It appears after being diagnosed as having terminal cancer, Mouth decided to hasten his demise! Apparently his last weeks were spent happily with lots of new and expensive toys all courtesy of hire purchase!

The wet weather strikes again with Luke's GPX being the latest victim, seems an errant motorist at a roundabout was his downfall. Although managing to avoid the car, the evasive action in the wet was enough to put Luke down. Lukes OK but the bikes a bit broken and bent.

SOME OF OUR LEARNERS ON THEIR 250's ARE GETTING A BIT OF A FRIGHT WHEN THE BIGGER BIKES PASS THEM CLOSELY AT SPEED, THEREFORE TO AVOID ANY PANIC WHEN PASSING THESE RIDERS PLEASE GIVE PLENTY OF ROOM.

Birthday wishes to Ben Warden who is farewelling the years of his youth with the arrival of his BIG 30 birthday.

A JOURNEY TO AYERS ROCK & A LOOK AT THE FAMOUS ALICE SPRINGS BOAT REGATTA "Henley-on-Todd" IS BEING PLANNED BY SOME OF OUR MEMBERS. TRIP IS SCHEDULED FROM MONDAY 24th OF SEPTEMBER TO SUNDAY 6th OF OCTOBER. IF YOU ARE INTERESTED IN GOING PLEASE CONTACT STEVE LEYLAND, JON RIDDETT OR LUKE RICHARDSON.

The Editor recently had the opportunity to test ride a BMW-K1, unfortunately the invitation ride was too short to fully explore the performance capabilities of the bike, but suffice to say it felt small & low with very nimble steering, however the one outstanding feature was the ABS they were superb with the hardest test being to overcome ones fear and deliberately lock up the brakes.

While having a cuppa at Jon Riddett's home recently we got talking to his mum, (Maree Steele, an ex-member of our club from the early 60's) and asked her does she still ride. Unfortunately no but she recently went pillion with Jon..... through the REEFTON SPUR.

Alec Brown arrived at a club ride in a bit of a lather recently, seems on his way there the Boys-in-Blue waved him in for a little chat. He said from the look on their faces it won't be friendly, so give the GSXR11 a big fistfull & bye bye.

CHRISTMAS CAMP 1990

The Committee has received the following suggestions for this years Christmas camp to be held over the Boxing Day/New Years Day period.

Your comments are required to help decide on the camp location.

CANBERRA (740km NE of Melbourne):

The Nations capital with many outstanding tourist attractions.
Close to Queanbyan and 300km from Sydney.

HALLS GAP (260km SW of Melbourne):

Situated in the Grampians National Park and offers bush walking
swimming etc.

Close to Stawell and 460km from Adelaide.

(Due to the success of last years camp a repeat was requested).

JINDABYNE (660km NE of Melbourne):

Situated in the Snowy Mountains and offers bush walking, swimming,
boating and the Hydro Electric scheme.

Close to Cooma, Lake Jindabyne, Mt Kosciusko and Thredbo.

MILDURA (560km NW of Melbourne):

Right on the Murray River in the Sunraysia district of dried
fruits and wine growing. Lots to see and also swimming, boating
and fishing.

Close to Wentworth (NSW) and National Parks.

PAYNESVILLE (300km East of Melbourne):

Situated on the Gippsland Lakes (Lake King) which offers swimming,
boat hire and fishing.

Close to Lakes Entrance, Omeo, Buchan Caves and National Parks.

POREPUNKAH (310km NE of Melbourne):

Situated at the base of Mt Buffalo and offers bush walking, Hang
gliding, rock climbing and horse riding.

Close to Bright, Albury, Mt Beauty and Dartmouth Dam.

PLEASE MAKE YOUR SELECTION KNOWN TO A MEMBER OF THE COMMITTEE AS SOON AS POSSIBLE
TO ENABLE BOOKINGS AND OUR ITINERARY TO BE FINALIZED.

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The 1990 Drink/Drive

AUSTRALIAN

MOTORCYCLE

GRAND PRIX

PHILLIP ISLAND Sept 13-16 1990
Supported by the Transport Accident Commission



Dirt ~~SA/ide~~ Ride to Reefton Pub. 5/8/90

There has been a lot of talk about the choock chasers in the club lately. With this in mind I proposed a dirt ride with a little bitumen thrown in. "Where will you go?", I was asked. Without even thinking my favourite destination, Reefton, slipped out. That night I went home hoping that there were some dirt roads in the area, I honestly had no idea.

To place even more pressure on me I was informed that it was Steve's birthday and he'd bought a dirt bike especially for the event.

I got my XL250 back together four days before the ride. I didn't have time to run the new engine in. The day before I was going up and down the Eastern Freeway just to get some miles in. It was really embarrassing to sit on the freeway at my maximum running in top speed of 85 kmh.

The actual day looked pretty gloomy and my pub booking for twelve people looked very optimistic. Two groups set out for Reefton, one group comprising three choock chasers and three road bikes, the other group made up of road bikes that didn't want to get dirty.

I went via every dirt road I had been able to find, and in the rain and mud was able to do some really spectacular sliding. I don't think that the road bikes could have enjoyed it under these conditions but they seemed happy.

The incident for the day happened on the Old Warburton Highway. The Touring Club met up with the Mount Dandenong Four Wheel Drive Club - HEAD ON. I have found that a lot of 4WD's act as if they are the only people on the road. I have had many of them give me a scare and have even been put off my horse by inconsiderate drivers.

This one took the cake. On a hill to the side of the road we were amused by a 4WD rolling down a hill. They were stupid to roll it in the first place and as there were plenty of people around we continued on. At the very next corner, a right hander, I was met by a Jeep leaving the road out of control on my side. I swerved to my left and just missed him and a tree at the side of the road. Unfortunately a jerry can on his rear bumper just clipped my handle bar and the bike tucked under and I went down.

I was not happy and had I been able to get out from under the bike a little quicker I would have knocked him out. Steve acted as the spokesman and intimidated the driver in a true show of style. He had tried to say I was in the wrong but Steve put him right. I wonder if Steve has ever considered a career in politics.

The ride continued and we arrived at the pub only ten minutes late. I seemed to amuse the group gathered by removing my body armour. It certainly is good stuff only leaving the hips exposed as my bruises will testify.

I thought my lunch was a little average but it was more than made up for by an excellent chocolate cake that Rita had brought for Steve. I actually think our 'choci' bandit, Luke was as pleased to see the cake as Steve. The customary happy birthdays were sung to a red faced Steve.

After lunch I took some of the group up to a gold mine I had found. It was muddy and the choock chasers had fun. I wish I had a knobby tyre on the XL. I got well and truly bogged. I finished the day off with a real trail for the trail bikes. At the end of the track which had seen us all raise a sweat Sandra stopped in a clearing next to me and slipped over on the wet grass. We picked it up again and went blue in the face trying to start it. Then Sandra then released the kill switch and it started first prod. How frustrating. At least I know how Dave on his GPZ1000RX feels. It poured with rain as the remainder of the group headed home. All in all I think we had a hell of a great day.

Jon Riddett. XL(nice engine shame about the frame)250.

Ian & Kerrie XJ900
David XJ900
Michael & Kylee GSXR750
Jack K10ORS

Sam FZR1000
John (Iceman) FZR1000
Eric (Flash) FZR600
Rita SRX250
Steve GP125

The day was not looking too promising with only 9 bikes fronting at Hallam. The sun was shining, but clouds lurking in the distance. We set off with Ian & Kerrie leading and Ice volunteering rear rider.

Down the back roads to Nyora and coffee then through Poowong to Mirboo Nth for petrol (for the little bikes). On our way again, leaving a few minutes later than the little machines, when we finally caught up to them Steve showed us that the GP125 only has a top speed of 125km/h and Rita's SRX has a little more. Those back roads are certainly good scratchers roads with Flash and myself dualling it out for most of the morning.

A few kms out of Trafalgar tragedy strikes, with light rain starting to fall and roads slightly slippery Steve's (the destroyer) GP125 comes to grief while rounding a right hand sweeper. A combination of old tyres and Steve hitting the front brake too hard caused the front end to go from underneath him, he slid across the road with the bike hitting the Armco at about 60 to 80km/h.

Luckily (sort-of) the railing stopped him trying out his flying skills as on the other side was a humungous drop off the mountain. Bike damage was confined to a badly buckled front wheel, bent forks and cosmetic scratches, also one Shoei helmet which is now well and truly....run in.

Steve (the destroyer) was a bit shaken up, sore and bruised "BUT ALIVE" (thank God).

I rode the wobbling GP125 a few kms into town at a maximum of 20km per hour with a 3 bike escort behind me, we leave the bike at a servo in Trafalgar then have lunch. After lunch David, Iceman & Flash head for home, Steve hops on the back with me and Jack takes up the rear as we continue to Neerim Sth and the Cheese Factory.

On arriving, Steve starts to check for bruising while our Hostess begins shovelling all sorts of cheeses into our faces to eat and receiving comments like, YUK, YUM, Tastes like a Campfire. Finally, after selling us a large quantity of cheese we head off home through Jindivick, Drouin and Hallam then back for coffee at our house.

P.S. It wasn't Steves day as that night we went with him to pick up his bike from Trafalgar and the trailer he had borrowed had a tyre blow-out and no spare! We finally got the bike home late late late that night.

Steve would like to thank Club members for their support on the day. He is now saving for a bigger and better bike (maybe)

P.S.S. Have you checked your tyres lately?

Sam & Rita
FZR & SRX

LOOKING FOR GOOD TYRES?

This is just a short recommendation for what is, in my opinion, one of the best road tyres available on the market - Dunlop's K591.

I fitted Dunlop K591's to the front and rear of my GPX750 whilst looking for an acceptable combination of wear and grip, both in the dry and more importantly in the wet. The Dunlops fit the bill perfectly and at this stage I have no intention of changing to another type of tyre.

For grip in the dry, the K591's are excellent. I consider myself average when it comes to fast riding and I can't induce slides, even when a large amount of the tread has worn away. In the wet the grip is more than acceptable. The tyres only really seem to slide when they are cold or the bike is leaning too far and the road is very wet and even then the slide is predictable, controllable and easy to remedy.

As for wear - I understand that they aren't so good on the bigger bikes but as a comparison I got 4,000 kms out of a Pirelli Demon - 4,500 before it was down to the canvas. With the first rear K591 I got 9,500 kms before it was approaching illegality and another 1,300 before I replaced it. A total of 10,800 kms. The second has done 10,200 at the time of writing and is still legal. I have had the same front tyre all along and it has done 21,000 kms and is still legal (just - I think). More importantly, the front tyre has been pushed hard on several rides lately and it hasn't given any trouble whatsoever. The wear on the front tyre also seems to be evenly distributed over the whole of the tyre, which suits a rider like me perfectly.

The K591's are fairly expensive but, all things considered, I think they're worth every cent.

LUKE (GPX750)

Go silently but healthy, that's the

I thought I had a problem until I read with relief in *The Sunday Herald* (July 29) of research that showed the average Australian belches or passes wind 15 times a day. My average is only 10.

However, as with all research, that isn't the full story. The length, volume and velocity need to be taken into account. No distinction is made between north and south, to be as coy in language as the report of the research. The silent southerly "fft" should not be

taken as equal to the resounding "parp". Parity of esteem may be all very well for the VCE where an E is as "satisfactory" as an A. But quality of fart is a social question.

This has long been the case. In a recent anthology of erotica, there is a story of a middle-eastern bridegroom who was exiled as the result of a high-volume fart after a prolonged wedding banquet, emitted as the first of his bride's seven layers of clothing were being removed by her attendants.

When some years later he slipped back into the kingdom secretly, he found that the Day of the Great Fart was celebrated annually and he left in sadness, knowing he could never return incognito.

The practice is still considered anti-social, especially in a packed room or a car. But the research indicates 80 per cent are odourless. Embarrassment accompanies the audible, but the source of the odoriferous may be concealed. "Silent and deadly" used to be the saying.

No research is reported on auditory volume, but the 15-a-day average must indicate, given open-plan offices, a high level of silent farts. Though, now one comes to think of it, most communal workplaces are among machinery and computers and air-conditioners with a sound-dampening level of noise.

Social implications are more widespread than mere discomfort. The ozone layer problem is clearly not New Zealand dairy cows at all. If 15 million

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whisper.

Australians each produce 700 ml of marsh gas a day, as research indicates, that makes 1231 billion ml annually. And what about China?

When I first went skiing in Austria, I was astonished to see notices on the slopes Fart Langsam, meaning only Go Slowly. Saussure points out the arbitrariness of languages, so in conclusion, I shall instead wish you Fart Heilsam, which means only Go in Health.

ANIMAL KINGDOM - SUNDAY 19th

8.00am alarm rings, Michael crawls to the window and looks out, "Sunny Day", "Ride"? "Yeah"!

Arrive at Kings Bridge Carpark at 9.25am to find a reasonable gathering.

9.40am started cruising along Kings Way and head towards the South Eastern Freeway and arriving at Hallam to learn Rita had got her "Ps"

"Congratulations Rita."

Left Hallam at 9.50, at this stage I didn't know Sam was going to kindly nominate me to do the write-up so I did the usual things like , sitting on the back of the bike and hanging on for dear life, and looking at the back of a blue & white helmet (no offence Michael, I see it often enough and it gets a bit boring).

Stopped off at Pakenham for a coffee and out of the goodness of my heart go to buy Michael & myself a cup of coffee, and what do I hear when I get back? That I'm doing the write-up, "WHO ME?" That's the last time I buy anyone a coffee.

Anyway the sun is still out and we watch a few old Nortons and outfits go by (Classic Club run - Ed), then we depart to Animal Kingdom in Monbulk with the ride going as per usual with Sam racing Eric & Eric racing Sam and Rita showing the guys had to really ride.

Then the roundabout. Ian had stopped with about five others for a regroup I guess, but Michael had other ideas, turned left and kept going, looking back in his mirrors to see Ian & Kerrie chasing us up "oops"

Finally arrive at Animal Kindom, walk around and see a few animals including an affectionate Camel (thanks Sam) but no Ninja Turtles. Michael leads us on a nature walk, h'mmm yes very interesting.

Have lunch then depart for Emerald & Belgrave with a near accident on the way with a right hand turning car, well it would have been if Michael & I hadn't been on a SUZUKI, and of course Michael's riding capabilities.

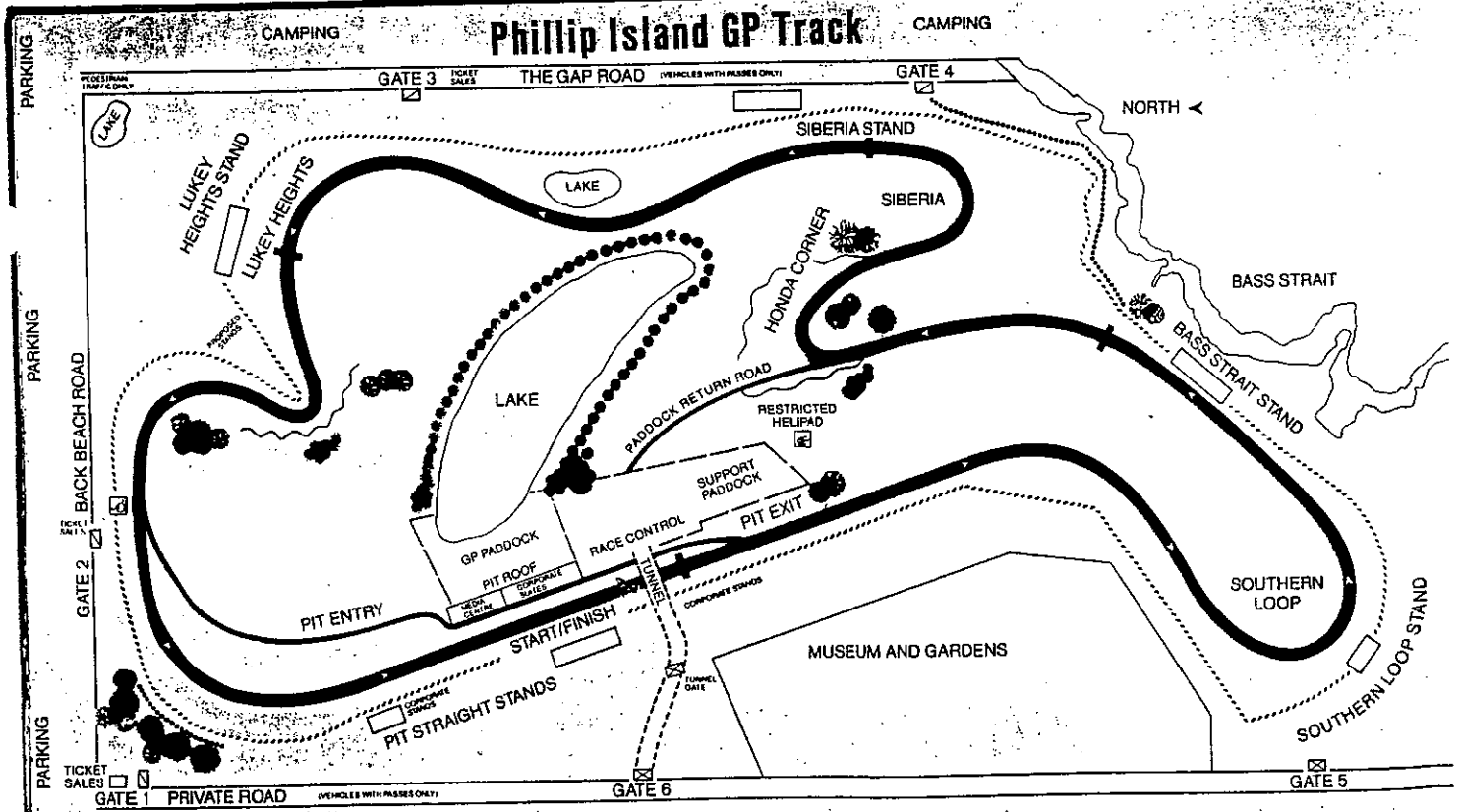
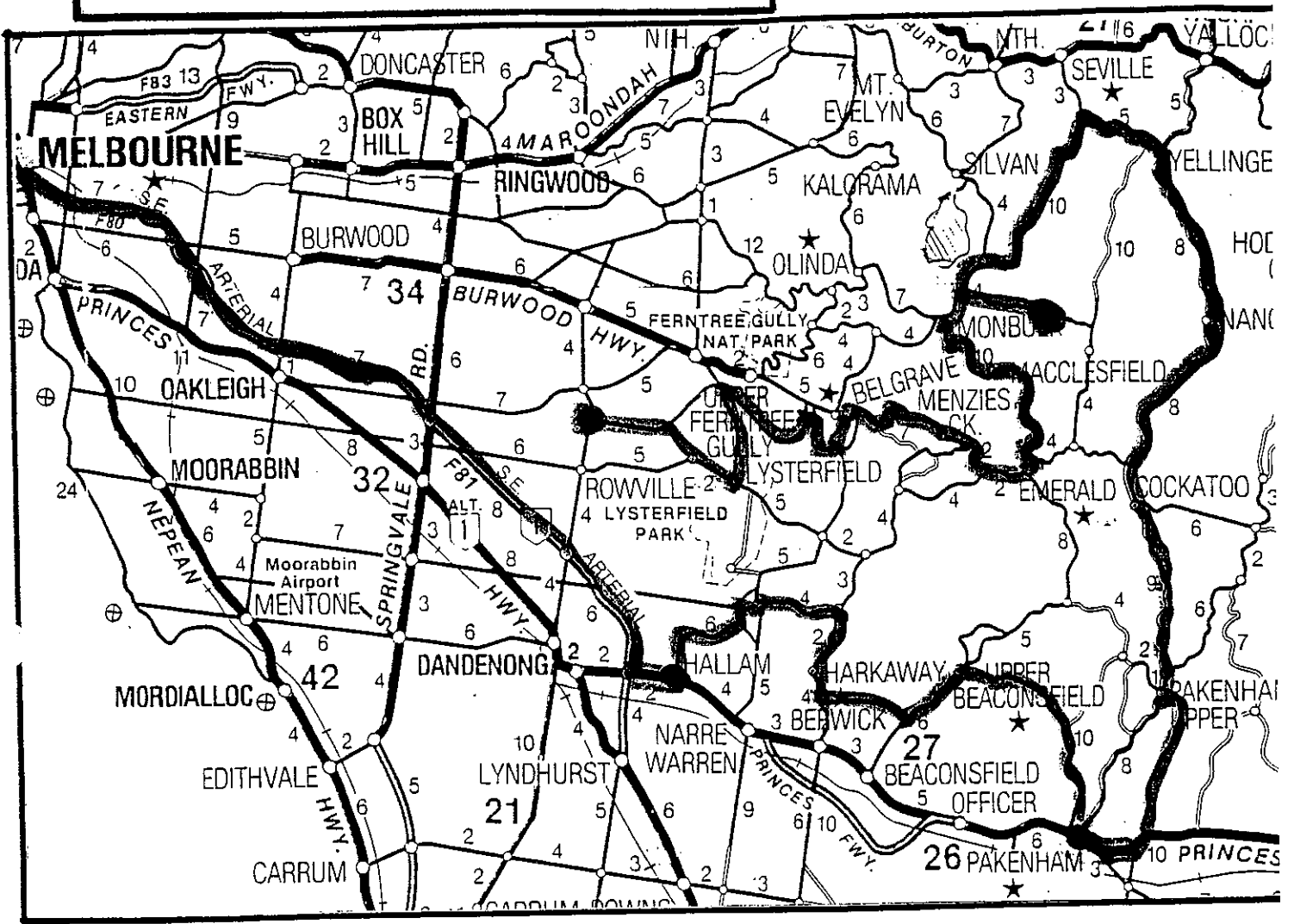
Arrived at a servo in Rowville where we refuelled and the ride broke up,

Riders:-

Sam-FZR1000,	Rita-SRX250,	John-FZR1000,	Eric-FZR600,
Jon-K100RS,	Alec-GSXR1100,	Sandra-TS250,	Derek+Sally-GSXR1100,
Harry-FZR600,	Ron-CB900f2,	Peter-GT750,	Michael+Kylee-GSXR750,
Tim-K100RS,	Luke-GPX750,	Michael-K100RT,	Norm-GSXR750 (1st ride)
Adam-GPX250 (1st ride)		Dave+Jennifer-GPz1000RX,	
Ian+Kerrie-XJ900.			

Exlomendo day, Thanks Guys
Kylee.

Animal Kingdom Ride



The 1990 Drink/Drive
AUSTRALIAN
MOTORCYCLE
GRAND PRIX

- PREMIUM SEATS
- ⊠ DISABLED AREA
- ⊞ PUBLIC ACCESS GATE
- ⊞ RESTRICTED ACCESS GATE
- SPECTATOR FENCE
- WALKWAYS
- ~~~~~ EARTH/TYRE BARRIERS

RUTHERGLEN WEEKEND - AUGUST 25 + 26

AT KBCP. Jack-K100RS, Rod & Rose-VF1000f2, Dave & Jennifer-1000RX,
Ian & Kerrie-XJ900, Peter.P-HD Holden.

AT WHITTLESEA. Colin FZ750, Gary & Dot-CBR1000.

With Peter having his car at KBCP allowed those interested a chance to unload their excess baggage into the Holden for the trip to Rutherglen. After picking up the Whittlesea contingent we headed to Yea, Merton & Swanpool, with the weather up to here being wet & cold, which definately disagreed with Dave's big Kwaka as on the Yea road it began to falter. Water in the petrol seemed to be the problem, which was to plague us all the way to Wangaratta (could it also have something to do with Dave washing it every day????)

The Swanpool store offered hot food, drink & petrol, then off to Tatong, Greta West and Wangaratta. It now being dry helped lift our soggy spirits and a detour to Momma & Poppa Ciarlo's sounded like a good idea, but Rose wouldn't divulge her parents address. A quick stop for Dave's Metho!! (for the bike) then off to Rutherglen where the straight roads allowed the pace to quicken, Colin seemed to be lagging behind, and its not until we stop that he tells us that that stretch of road is heavily policed with himself being booked for doing 105km/h.

On arriving at Rutherglen we find Murray & Annette (arrived Friday night) and Peter.P, so book into our rooms, freshen up and into the CARS for a spot of wine tasting. As Peter had been driving all day & had a few wines to buy (had a list as long as your arm), Ian took over the wheel amid screams of hysteria from the occupants but after visiting 4 wineries the HD rabble had settled into silly-bugger mode with the antics of Gary & Colin taking the spotlight of my driving somewhat. But in between "being nice to Dot, Doors opening & screams of "we're all going to die" we did notice the Holden's antiquated road-holding, but we were assured by Peter it was greatly improved thanks to the new ball-joints!

Back to the pub for a S---, Shower, Shave then down to the bar for a few ales. At this stage Jon Riddett arrived and a little later Steve Leyland (Steve on holidays, having ridden down from Sydney via Canberra). We had our evening meal over the road at the Victoria Hotel and it was obvious our group had overloaded the kitchen staff to the extent, 2 hours later we were still eating. Dot's son & family had also joined us, namely Glen, Julie, Raymond & Renee.

While enjoying our meal a sudden commotion caught our attention as Gary disagreed with something Colin had said and before you knew it, Colin looked like the walking wounded with his face covered in.....tomato sauce, however revenge is sweet but Gary disappears WITH the sauce bottle.

cont.

RUTHERGLEN continued.

Back to the Star Hotel for a few ales and tall stories, with Dave's praise for his GPz1000RX getting bigger and bigger with every glass of the amber fluid. When our bar-man disappeared, Gary put his bar-tending skills to good use (last seen at the Ettamogah Pub weekend) by pouring a few beers, although a bit heady not a bad effort considering it was from the wrong side of the bar!

As the night wore on, Steve still in holiday mood and reminiscing over Cairns/Girls/Skuba diving/Girls/White-water rafting/Girls and Girls, felt quite generous and shouted the group a drink, "anything you like" talk about good timing after Steve's shout they SHUT the BAR!!!

Next morning at breakfast (Rod declined the bacon & eggs, something about an "up-set tummy" In reality he looked like death warmed up) decisions were made as to the mornings activities, with Gary, Dot, Jack & Colin heading for Hume Weir to view the spectacular sight of the open flood gates (first time since the dam was built!) dispensing tons of water. Dave (another one to forego breaky) and Jennifer would go for a look at the Ettamogah Pub and Peter.P to Church. The rest of us (Murray, Annette, Rod, Rose, Jon, Steve, Ian & Kerrie) would do a few more tastings and look at flooded Corowa. After our excursions we met back in town then headed for Glen & Julie's place and a coffee, while there, Glen produced some photos of his "failing to negotiate a bend" at Mt.Slide on the Yarra Glen road. It seems the loaded Semi he was driving decided to dump its engine (fractured engine mounts) onto the steering mechanism sending the truck off the road at about 80km/h, now a fully loaded rig takes some stopping and the resultant crash scene had to be seen to be believed and for Glen to escape serious injury was a miracle. About the only person happy with the outcome was the farmer who owned the land, seems Glen had bulldozed a new access road onto his property.

After our coffee and some members rendering the toilet off-limits for a few hours, the trip home was discussed. As the snow traffic would be heavy a route via Yarrawonga, Katamatite, Shepparton, Rushworth, Heathcote, Lancefield & Bulla was decided upon. So saying our goodbyes we headed off, Murray, Annette, Jon and Peter took the most direct route home. After reaching Heathcote a few members took up Gary & Dot's invitation for a Pizza back at their place.

Thanks to all who came along and made this weekend a success, especially to the car owners/drivers for without their help the wine tasting would not have been so enjoyable.

Ian & Kerrie

XJ900

Horsing Around.

With Sam and Rita's horse ride coming up this month I thought I'd set some atmosphere. If you've never ridden before you won't regret it.

Riding a horse shares much in common with riding a motorcycle. The feeling of freedom is the same, at speed the wind rush is just as thrilling, and you are just as likely to get hurt.

I was interested to see a magazine publish figures recently, that stated horse riding was three hundred times more dangerous than bike riding. I can believe it.

When you get on your bike and start it is yours to command as you please. When you want it to go you put it into gear, slip the clutch and open the throttle. It will do everything you tell it, when you tell it and in most cases only if you tell it. Most riders can get on any bike and after a few kilometres become comfortable with it.

When you get a horse you have to remember that it is a living creature. Bikes may have character but horses have personality. A horse may like one person and not another. Its mood can change for better or worse.

Believe it or not a horse can be your friend. When you go on a long trip on a bike, the bike is transport. A long trip with a horse means you have a companion.

Riding well is a matter of team work between rider and horse. When you both get it right you both share in the enjoyment.

Horses also have fears. Look-out if your horse meets a snake while you're on it.

But worst of all horses and bikes don't mix. I get distressed to see how afraid of bikes horses can get. My horses have had to get used to them but as a rule most don't.

If you are riding your bike and you come across a rider on a horse put the bike into the highest gear possible and slow down. This should reduce the bike noise and upset the horse less. If the track is small and you need to squeeze past each other kill the engine and let them pass. They will thank you.

Don't open up as soon as you pass the horse or you are likely to see the rider fall as the horse rears.

What normally happens is when you hear a bike coming the horse gets nervous. You get nervous because the bike may not slow down and sensing this the horse gets even more nervous. By the time you actually see the bike things are very tense. The bike rider will hopefully slow down while you reassure the horse. If necessary you will tell him to stop the engine. He should have his visor up so that he can hear you. He will then wait until you have passed and quietly take off.

And do you want to know the best thing about a horse? When you come down to the paddock it will recognise you and come to see you. It will show pleasure at you being there.

Your bike will just sit there until someone turns the key!

Jon Riddett.