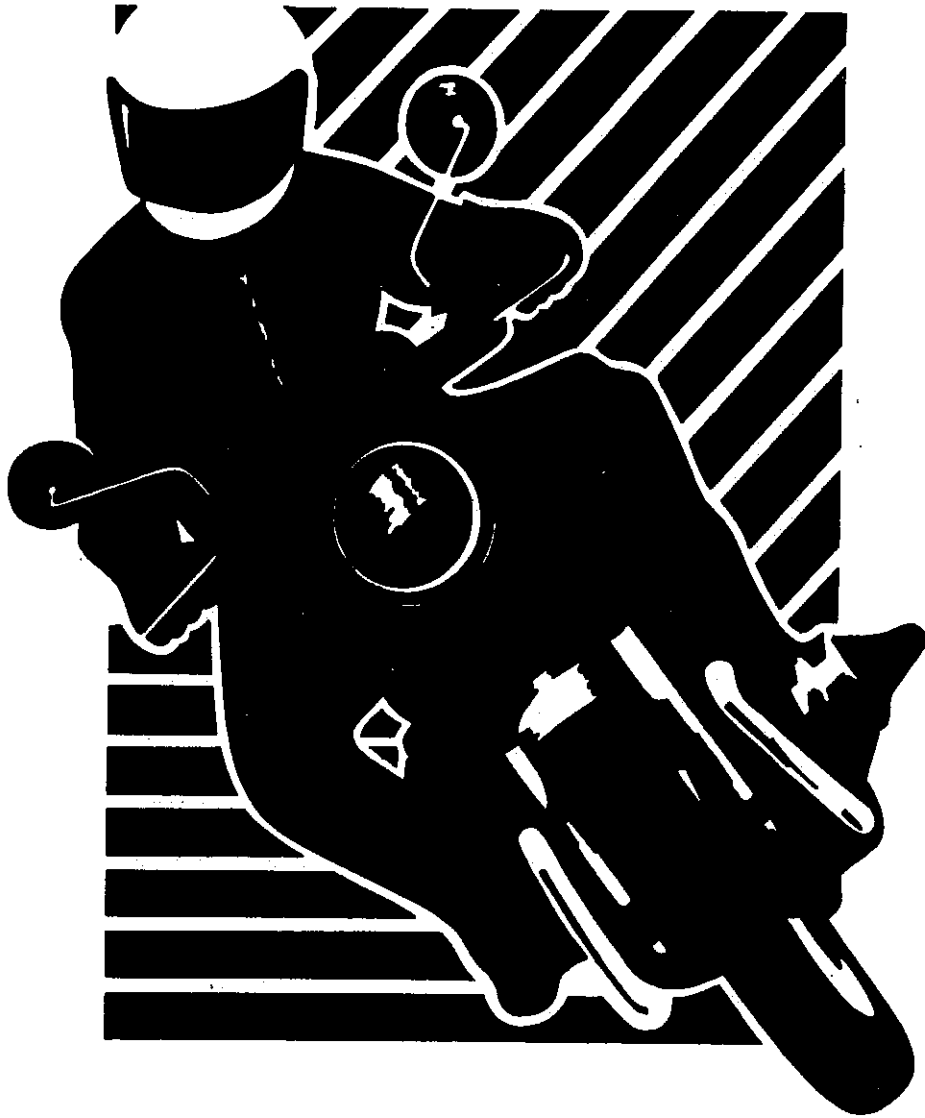


FEB 91

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

FEB. 1991

- SUNDAY 10th. MYSTERY RIDE. This ride will encompass approx 350km & take in Strath Creek (smoko), Kyneton (lunch) and Altona (BBQ tea). The BBQ will begin at about 4.30pm. Tea, coffee, salad and sausages will be supplied. BYO alcohol and other eats as required.
- 9.30KBCP.
Hans Wurster leading.
"BBQ DINNER"
21 Medford St. Altona.
Ph. 398-5575.
- SUNDAY 17th. WALHALLA CRICKET. Our annual grudge match against the QL'ers is one event not to be missed with the usual SNEAK tactics keeping everone on their toes. If wanting to make it a weekend event contact Tony Gustus for details.
- 9.30 KBCP.
10.15 Hallam
- TUESDAY 21st MELB. MOTORCYCLE SHOW. **"CANCELLED"**
to SUNDAY 24th. Exhibition Building.
- SUNDAY 24th. REDESDALE. Up to Whittlesea, Kilmore, Mia Mai and the Pub at Redesdale. Trip home will depend on time available and weather conditions on the day.
- Counter Lunch.
9.30 KBCP.
Gary Clifton leading.
- MARCH
- SUNDAY 3rd. BROADFORD. Ben Warden will now lead this ride of approx 300km through Kinglake, Flowerdale, Strath Ck, Tallarook, Broadford, Wallan & Whittlesea. Five stops will be made to pick a card with the best hand winning.
- "Poker Run"
9.30 KBCP.
10.30 Yarra Glen.
- THURSDAY 7th. GENERAL MEETING. This meeting is a must for those members going on the Easter trip, The Eastern Creek GP & those with ideas for the next itinerary.
- Club Hall 8.15pm Sharp.
- SATURDAY 9th LICOLA BUSH CAMP. We again visit this popular camping spot at the end of the bitumen. BBQ's are supplied but all other equipment must be bought with you. A few scenic trips are planned around the area, so don't miss it.
- to MONDAY 11th. Wellington River.
9.30 KBCP.
10.15 Hallam.

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF GENERAL MEETING

Date: 6 December 1990

Location: Jika Jika Community Centre

Open: 8:30 pm

Present: 41 members and visitors

Apologies: None

Minutes: Accepted by Kerrie Gooding
Seconded by Ian Payne

Correspondence: Information from Two Wheels magazine regarding a trip to Japan for the Suzuka Grand Prix.

Current policies, hall hire and information from the Jika Jika Community Centre.

Confirmation of the Club's application for a stand at the 1991 Melbourne Motorcycle Show **"CANCELLED"**

Treasurers' Report: Balance at 1st November \$909.79
add Reciepts 142.37
1,052.16
less Payments 215.23
Balance at 1st December \$836.93

Captains' Report: Snowy Mountains - 3/11/90 <--> 6/11/90
21 bikes, 21 riders, 1 van & 2 people. Over 2000 ks. Tom leader, many rear riders. Hot & sunny to mild & sunny to rain. Top roads, great company and camping spots. Snow capped mountains, etc

Incidents : Two Aprilla's "quit" within 20 k's of each other. (Thanks to Jon Riddet for the use of his car in recovering these two). CB 900 goes down, breaking an indicator.

South Gippsland - 11/11/90
5 bikes, 6 people, 350 k's.
Jack Youdan leader and only club member (!)
Took in Venus Bay.

Caves Ride, Inglewood - 18/11/90
17 bikes, 20 people, 450 k's.
Tony leader, Dave rear rider.
Many first timers.

Lavers Hill - 25/11/90
26 bikes, 30 people, 450 k's, fine to wet.
Steve leader, Luke and Janine rear rider.
GOR - Anglesea - Apollo Bay - Lavers Hill - Deans Marsh. Dave (1st ride, VT 250) falls off. Peter (XJ900) breaks universal joint.

Hills Ride - 2/12/90
25 bikes, 27 people, 400 k's, warm & dry except for rain on
Reefton Spur.
John and Eric leader, Terry rear rider.
Christmas Hills - Kinglake - Warburton - Marysville -
Healsville. One spill, a first timer on an XZ 550.

General Business:

Dirt Ride: Jon Riddett (& others) are looking at doing it in the dirt on a
Saturday in the near future. If interested contact Jon or
Steve L.

Economy Ride: Trophy's presented - Outright -> Steve Leyland
- Estimate -> Peter P

Kittens: Mr & Mrs President have 3 furry bundles available to "a good
home".

Lake Eppalock: Terry will be at the lake from January 5th, staying at the
Lakeshore Caravan Park, water skiing. Club members welcome to
"drop in".

Melbourne Motorcycle Expo: Volunteers requested **"CANCELLED"** the club stand and suitable
photo's sought for enlarging for display.

Puncture Repair Kit: One left, next supplies will have a price increase.

Superbikes: Les Leahey recommends the VIP passes available for this event
at Phillip Island : relaxing, good views, a good time had. Adds
that spectator numbers were down and the event may not return
to the Island.

Transport: Gary Cliftons' tent is looking for a ride to Porepunkah.

Winton Sports Day: Sam was informed by phone today that the club's chosen date is
available (3/2/91). We will have full use of the circuit
(control tower, PA system, etc). A form to be filled out by
those wishing to use the adjacent accomadation is available
both in the magazine and from Ian Payne. 15 members indicated
their intention to attend.

Door Prize: Won by Chris Seamons. A can of Mr Sheen.

Closed: 9:07 pm

WHO'S NEWS

Ex-member Peter Camilleri, now punting a RGV250 in Production racing scored a 7th (1:54.59) and a 5th (1:53.86) at Phillip Island in support races for the 1990 6-Hour.

Jack Youdan has added a new CBR1000FK to his stable.

During Michael Chan's forced "4 Months of walking" he plans to spruce up the Katana 750 & finish the repairs on his damaged GSXR750 with the view of trading them both in on a GSXR1100.

New member Colin Taylor, unfortunately had a "moment" (wet road) at Mt Tassie on Leongatha ride which put him and his GSXR1100 down. Colins OK, but the bike, striking a large log didn't fair too well.

Also on Leongatha ride, Paul Kesting while on his way home, was spoken to by the Constabulary resulting in 4 weeks "OFF" the bike.

Must be catching! John Barta also "WALKING" for a month.

Andrea Sidler has sold her GSXR750 to finance a 3 month holiday to Europe. This may be extended if the right conditions exist (Rich good-looking men), but in the meantime Andrea is more than happy to occupy the pillion seat of members bikes on Club rides.

Harry Chow enjoying the "fruits-of-his-labour" with a holiday to Hong Kong & Canada.

Luke Richardson has traded "UP" to a Yamaha FJ1100, and as a bit of a test, pointed it north and headed for Darwin.

LIGHTS-ON protest ride scheduled for Monday April 8th. (Day after the Aust. 500cc GP). Assemble at Canberra Airport then ride en masse to Parliament House.

After the Chocolate Factory ride, a few members headed for Healesville via the Spurs, where on the Black Spur the better ground clearance of a couple of KLR650's had the measure of Alec's GSXR1100!

Tom has traded his FZR1000 for a 1991 FZR1000. When your on a good thing.....

Unfortunately the Melb. Motorcycle Show has been cancelled. Reason given was "lack of support from the trade". Hopefully its planned return in 1992 will be more successful. Thanks to all members who offered to help man the Club Stand.

On a happier note, Steve Leyland's speeding conviction (67kmph in a 60 zone) has finally been withdrawn 12 months after the event. Shows what perseverance can achieve.

Seems Alec has won the heart of a Healesville Coffee Shop proprietor. Patricia, a mature lady who thinks he's "JUST WONDERFUL".

WE WAS WRONG:The report of Tom running off the road to avoid Steve was incorrect. Tom actually ran off the road TRYING to keep up with Steve!!!!

Mrs Secretary (Anne) is off to Bali and leaving Trevor to fend for himself. Beauty Trev, whens the PARTY?

For all you statisticians, please add Rod & Rose-VF1000f2 to the Toboggan Park ride.

After 12 months without a spill Steve Leyland decided to celebrate the anniversary by having a.....crash. Steves OK with the bike suffering the usual dents and abrasions. Coincidentally the crash happened on the same day as last year (Saturday of the Aust. Day weekend), heading for the same place (Tallangatta) and both crashes involving a white roadside post.

Unfortunately the Winton Weekend contained a few spills. See Racing Lines for details.

CLUB CHRISTMAS BBQ - SATURDAY 8th DEC.

Thanks to the 52 members and friends who attended and made the day such a success.

Ian & Kerrie-Car, Sam & Rita-Car, Alec-GSXR1100, Peter P-Car, Mike-Car, Jon-CB250RS, Steve & John-Car, Rod & Rose-Car, Andrew, Pam & Janice-Car, Gary & Dot-CBR1000, Margaret, Maree & family-Car, Anita & family-Car, Terry & boys-Car, Luke-GPX750, Dave & Jennifer-Car, Kylee-GSX250, Michael-GPz550, Harry-GSXR750, Jack-CBX1000, Ben & Vicki-ZX10, Trevor & Anne-Car, Ken Brown-CD175, Tom & Andi-Paris Dakar, Stuart & Ann-CBR1000, Tony-XJ900, Angus & Lisa-Kombi, Ron-CB900, AJ & Holly-VF1000, Colin & friend-Car.

Thanks to Sam & Rita for the excellant organization and Tom, Andi & Kerrie for helping.

The volleyball game certainly helped work up an appetite, but next day "Oh those aching muscles".

Good to see life member Ken Brown on his Honda 175 turn up for a bit of a stay & tell us about the Club in days gone by.

Two American friends of Kylee also made an appearance on a Yanke Honda VF. AJ & Holly were over here working with AJ in the crowd control business (Bouncer) and was teaching Kylee how to be a "Doorbitch"!!!

Angus was seen hobbling around after falling down some steps, he now reckons motor-cycling is safer than walking.

As usual Dave couldn't help himself and "smoked the bags" of the Monaro as he left.

Sam was seen GIVING away bread as he had misinterpreted our need of 6 loaves as 6 CRATES!

* * * * *



Ken Brown



The Group

9th December 1990

LEONGATHA

Ben Warden

The day started out looking good, up early, washed the bike, had a shower, got on my leathers and hit the road. Sun was shining and I had 45 minutes to get gas and make the KBCP. Not a care in the world. I was just about to jump on the freeway when I realized I had forgotten my gloves and scarf, now my world started to look RED!! (Mad dash home and back to KBCP).

Eventually I get into town with 10 minutes to spare. At the start we've got 7 riders:

Ben	ZX 1000	-Leading
Dave	GPX 250	2nd ride
Adam	GPX 250	2nd ride
Steve	Honda XL600	
David	GPZ 1000RX	-rear to Hallam
Colin	GSXR1100	
John R.	K100RS	going on Toy Run

The sky has lost its shine but we part on time. John Riddett left first, and Colin, thinking John must be leader, followed. Mind you we were going in the other direction. Steve chases him up, and we're off again.

Good steady trip to Hallam where we pick up:

Frank	GSXR1100
Paul & Allan	GSXR1100
Alec	GSXR1100
Peter P.	GT 750
Sam & Rita	FZR 1000
John & Janine	XJ 900
Ian & Kerrie	XJ 900
Jack	K100RS
Andrew	K100RS

Ben leading, Peter P. rear, we leave for Drouin for morning-tea where it starts to rain, some food, talk and we're off with Jack at the rear.

Quite a good ride until we go down a stretch of road where I dropped my bike once before, so for a while I lost my nerve and decided to take it easy for a while. Sam, Rita and Peter P. part along this road. Into Leongatha for lunch and a little more sun-shine, at this point everything was fine. Then off to Mt Tassie, Ian and Kerrie rear, where we came across a little bit of dirt. Steve on his chooky would have enjoyed this, I had a little fun with the throttle, fish-tailing the RX a little just getting used to the wet and oily road days.

Jack just makes it because all his petrol ran to the back of the tank. Great view, clouds, rain, clouds and country side. Quick toilet break and off to a servo. I wasn't in much of a hurry so I followed my mate Dave, GPX250, down, just taking it easy, till about 10 km down from the top where we came across a Commodore with hazard lights flashing, suddenly up jumps some bloke from the front. "PISS OFF!!" was the first

thing I thought, but then Colin stands up from in front of the car.

Apparently his front tyre didn't want to hang onto a wet bend in the road, slid for about 15 yards off the road and into a tree. The bike was dragged back up onto the road, with special thanks to the large guy driving the Commodore. Colin decided to see if the Gsxr1100 would start - 1 cylinder, then 2, then all 4, bending the needle right off the tacho and sending hot oil four feet into the air from a ripped oil-cooler, giving Ian, Kerrie and myself a hot oil shower (AND THE BACK OFF MY BIKE, TYRE AND ALL!!!). Steve had gone to locate the nearest farm-house for the broken and sad-looking bike; which consisted of bent forks, crushed oil-cooler and much cosmetic damage. Steve returned and rolled the beat up bike down to the farm at an amazing speed !! Leaving Dave to walk down with the parts needed to be removed to make the bike mobile. A contact number was obtained from the lovely lady, Ben and Ian came in to pick up Steve and Dave. Ben took on Colin who had an ankle like a baseball and gravel-rash up his back.

The Motley Crew joined the rest at the petrol station about 5 Kms down the road. A little more food, quick look at Colin and the map. Deciding to take a more direct route home. Ben decided to put 10 litres of deisel in the Ninja (must handle like a KENWORTH now) GOOD ONE BEN!!! We set off again with me and my well oiled back tyre to bring up the rear (like riding on snow). Eventually Frank, marking the Drouin turn-off, decides to part and stays on the freeway. Kerrie dons a couple more jumpers as the temp had dropped to about 10° or so.

Next John and Janine had trouble with No. 2 and 3 coil on the XJ900, another short stop to see if we could fix it. Running on two cylinders, Janine jumps on the back of a real bike, the GPZ 1000RX, well what could I say. 20 kms down the track John's bike starts to run on all four. I said 'SO!', he said 'SO I'LL TAKE THE WOMAN BACK NOW!!!', what an Indian-giver.

And into Narre Warren for the break up. All in all after 507 kms, 15 bikes, 19 people, sun, rain, spills and thrills, good ride Ben. Thanks for the day also thanks to Peter P, Jack and Ian for rear-riding, good variety.

DAVE GPZ 1000 RX



I'll tell you what I'm looking at. About 20 years ago I was arrested for having sex with a bush pig. And I was wondering if you was my son!

Participants;

Luke-GPX750 (leader & organizer), Terry-GPz900 (rear), Brian-RGV250, Hans-K10ORS, John & Janine-XJ900, Steve & Debbie-GPX750, Gary & Dot-CBR1000, Stuart-CBR1000, Doug-ZX10, Dave-GPz100ORX, Rita-SRX250, Sam-FZR1000, Andrew-K10ORS, Jon & Kerrie-K10ORS and Alec-GSXR1100.

From Hallam Luke takes us through the Dandenongs to Pakenham for our first stop and where everyone talked, ate, drank and generally had a good time while I toiled relentlessly taking down all the names of the bikes and riders, and just as I finished someone yells out that we're going! Huh, oh well coffee's bad for you so they say.

We pass through Drouin and Alec realizes there isn't much air in his rear tyre, so after putting some more in its of to Poowong and Yarragan for lunch. Again Alec notices lack of air in the tyre and after a brief search discovers the hole and decides to plug it.

Between Yarragon and Neerim Sth. we negotiate our first section of dirt, which proves to be "good dirt" so those inclined towards dirt have a little fun, through Noojee and more dirt (not as much fun as the first section but not bad either) then onto Yarra Junction where en-route we visit the historic Trestle Bridge, this being a first for me believe it or not.

At Warburton we find Ian-XJ900 and the Chocolate Factory. A 20'X 12' shed with a couple of freezers and some cooking pots which churns out $\frac{1}{2}$ a million bucks worth of sales per year. Unreal ay, but enterprising Aussies like him remind us all of the opportunities that still exist here for everyone.

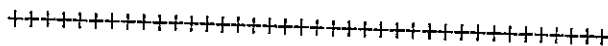
The promotion of his product was extensive and interesting, albeit a little too long which stretched the interest level of a few. But the coffee and free samples at the end made it all worth while. As my friend Debbie had to be somewhere else about an hour ealier, and seeing it was about an hour & a half's trip from home I figured it's probably a good time for us to head off.

On ya Luke, another well thought out ride which encompassed good roads and points of interest that I and others had probably never seen before.

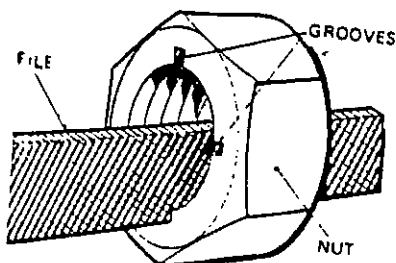
Well done.

Steve GPX750.

HANDY HINT



When you don't have a die to restore battered or damaged threads on a bolt or stud you can file or saw a few radial grooves in a nut of matching inside diameter and thread count and use it as a die. Heat the nut to a dull red. Sprinkle the thread several times with granulated sugar until the sugar burns. This produces a very hard surface, similar to case hardening.



RIDER'S REFLECTIONS III

=====

THE ART OF FALLING OFF.
THAT'S WHAT IT IS, YOU KNOW.
AN ART FORM.

HOW TO FALL OFF YOUR MOTORCYCLE AND:

- 1: MAKE IT LOOK GOOD,
- 2: MAKE IT WORTHWHILE AND
- 3: DON'T HURT YOURSELF IN THE PROCESS.

THE RATIONALE BEHIND THIS, IS THAT WHILE IT IS A ROYAL PAIN IN THE ARSE FALLING OFF YOUR MOTORCYCLE, (BELIEVE ME, IT IS), YOU MAY AS WELL MAKE THE ACCIDENT OUT AS A REALLY COOL INCIDENT, PROVIDING OF COURSE THAT YOU DON'T GET HURT IN THE PROCESS, BUT THEN YOU CAN GET THE SYMPATHY VOTE IF YOU DO.

THE TRICK IS MAINLY TO LAUGH IT OFF, OR FIND SOME EXCUSE:

EG; "THE BIKE NEEDED SOME WORK ON IT ANYWAY"

"THAT DIDN'T HAPPEN LAST TIME I WAS HERE"

"THAT BLOODY WOMBAT PUT ME OFF!!!!"

"THAT'S THE LAST TIME I BUY TYRES FROM GRANT HODSON!!!"

YOU CAN EVEN USE THE TRUTH, RE:THE LAST EXCUSE, A CONTRIBUTING FACTOR IN MY FZ/BLACK SPUR LOSE.

MAKING IT LOOK GOOD IS MORE DIFFICULT, IT TAKES A LOT OF PRACTICE. THE EASIEST WAY TO ACHIEVE THIS IS TO PURCHASE AN OLD PIG OF A BIKE, LIKE AN EARLY VF750 OR AN RD250, OR SOMETHING IN A SIMILAR VEIN. MACHINES LIKE THIS USUALLY HANDLE POORLY BUT STILL CAN BE RIDDEN QUICKLY (RELATIVELY SPEAKING), MAKING IT A CHALLENGE TO PUSH IT, BUT STILL HELPING YOU TO PRACTISE YOUR CRASH TECHNIQUE AS YOU FREQUENTLY EXCEED THE LIMIT.

EVENTUALLY, YOU WILL NOT ONLY LEARN TO FALL WITH GRACE, BUT GAIN THE ABILITY TO DO SO WITHOUT (HOPEFULLY) RISK OF SERIOUS INJURY OR DEATH.

THE MAIN TRICK HERE, IS TO MAKE SURE THAT YOU ARE WEARING DECENT SAFETY GEAR WHEN YOU PITCH IT DOWN THE ROAD;

IE: *FULL LEATHERS (SCRAPE MARKS LOOK GOOD ON THESE)

*ANY 1698 APPROVED HELMET, BAR: SHOEI AND ARAI RACE REPLICAS AS THESE ARE TOO EXPENSIVE TO KEEP REPLACING.

*STRONG LEATHER BOOTS (SPORTS SHOES SHRED TOO EASILY)

AND *LEATHER GLOVES.

APART FROM THE RISK OF INJURY, THE ONLY OTHER WORRY, IS THE REPAIR COSTS TO YOUR MOTORCYCLE. THE ANSWER TO THAT IS TO EITHER INSURE IT, OR HAVE A WELL PAYING JOB.

PRACTISING YOUR FALLING OFF TECHNIQUE IS VITAL, AS ONLY EXPERIENCE CAN TELL YOU HOW TO FLY THROUGH THE AIR WITH THE GREATEST OF EASE AND STILL COME TO AN ABRUPT HALT ON THE ROAD IN SUCH A MANNER THAT YOU MIGHT HAVE THE POSSIBILITY OF AVOIDING THAT SOLID LOOKING PIECE OF ROAD FURNITURE THAT YOU ARE SLIDING TOWARDS.

WELL THAT'S ALL THIS TIME FOLKS!!
HAPPY SLIDING/FALLING/SCRAPING/CRUNCHING/CRASHING.

HARRY "HANGOFF"

CHRISTMAS CAMP - PORPUNKAH

WEDNESDAY 26th. (Boxing Day)

Arrivals; Trevor-KL650, Anne-Mazda, Steve-GPX750, John-XL600, Michael-K100RT, Ian & Kerrie-XJ900, Paul-GSXR1100.

Arrived, set up camp and just relaxed until tea time where some headed for the Pub & a countermeal, while others ate at the camp BBQ, then off to bed as most were suffering post Christmas exhaustion.

THURSDAY 27th.

Woke early to drizzle, hired the wood stove & set about chopping some wood (much fun had in visualizing who the wood represented as you hacked into it). Christened the stove and cooked lunch. Rod-VF1000f2 arrives from Wangaratta (Rose is off playing the pokies with her family) and as its warm, a ride is in order. Steve & Trevor decide to be dirty and head for the mountain tracks while Rod, Paul, Ian & Kerrie depart for Mt Hotham Ski Village, Mt Beauty and Myrtleford. Back to camp and a BBQ, where Kerrie, sitting on Steve's XL overbalances and sends both it and Paul's GSXR to the ground. Fortunately little damage except to pride! Now with a blazing fire and liquid refreshments the conversation (bullshitting) extends late into the night, during which Steve attempts to tell a 'horse joke' and explains his simple test of checking John's, his mate, sexual persuasion!!!!

FRIDAY 28th.

Paul, John & Michael and Ian, Kerrie, Trevor & Anne head for Mt Buffalo to watch the Hang Gliding championships, feed the parrots, climb the Monolith & travel the dirt section to the Horn. After lunch Ian+Kerrie and Trevor+Anne have a 'roll race' down the Mt Buffalo road (YAMAHA WINS) then to the pub for a few ales before heading back to camp and a swim. Later Rod & Rose arrive from Wang just in time for tea, but decline the "green meat" in the bottom of the Esky in favor of something more palatable, then we settle down to our nightly ales around the fire. Just as we are getting ready for bed at 12.30am, Dot & Gary-CBR1000 and Dave & Jennifer-GPz100ORX arrive. At 2AM Trevor DECIDES we are all going to bed "NOW", its wise not to argue with a sleep deprived person waving a large piece of flaming fire wood, so its to bed.

SATURDAY 29th.

After breaky we walk to Porpunkah for a look at the Craft Market and to make a group booking for a countermeal. At Gary's suggestion we take the scenic river track back to camp, after the scenic MUD, BLACKBERRIES & RAPIDS we finally reach our camp. Things change in a couple of years eh Gaz! After lunch, a swim, during which John-XJ900, Hans-K100RS, Rod & Rose arrive, later we head for town and our countermeal. After a short time Dave turns up sporting a nasty cut from playing with knives, Steve suggests pouring SALT into the wound as it helps the blood to coagulate. Fortunately Dave had consumed plenty of antiseptic and revelled in all the attention. With our group now swelled with Terry-GPz900, Tony-XJ900, Luke-GPX750, Debbie, Jon & Jennifer-K100RS we headed back to camp where the waffling continued late, late, late into the night.

Maintenance Intervals

	Thousands of Kilometres																
	1	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80
Oil																	
Oil Filter																	
Air Filter																	
Fuel Filter																	
Battery																	
Spark Plugs																	
Valve Clearances																	
Synch Carbies																	
Drain Floatbowls																	
Front Brake Fluid																	
Rear Brake Fluid																	
Clutch Fluid																	
Front Brake Pads																	
Rear Brake Pads																	
Fork Oil																	
Fork seals																	
Clutch Cable																	
Speedo Cable																	
Top S/H Bearings																	
Bottom S/H Bearings																	
Headlight Globe																	
Blinker Globe																	
Instrument Globe																	
Grease Nipples																	
Front Sprocket																	
Rear Sprocket																	
Chain																	
Gearbox Oil																	
Differential Oil																	

R - Replace C - Check A - Adjust L - Lubricate

CLUB CAMP continued.

SUNDAY 30th.

This day was filled with action; Dot & Gary headed for Rutherglen, Terry to Albury, Anne & Kerrie do the Wineries, Michael, Paul, Dave & Jennifer head for home while Rod (crook) & Rose just relax around the camp. With the arrival of Tom & Andi a ride to Falls Creek is organized comprising Ian, Steve, John, Luke, Jon & Jennifer and Trevor. After negotiating Towonga Gap, Tom was prompted to say how lethargic the groups riding was - The night before had something to do with it! Back to camp for a swim. Keith on a 750 Ducati (friend of Peter Dwyer's) calls in to say hello, then Ken & Ann arrive in the Pulsar. Time for tea then a relatively early (2am) night.

MONDAY 31st.

Hans heads for home while Tom, Andi, Trevor, Steve & Debbie decide to do it in the dirt, where Trev christens the KR and Steve uses Debbie to cushion the falling XL and minimize damage. Rod & Rose depart for Wang then Albury in an effort to obtain new chain & sprockets for the VF. Anne, Kerrie, Ian & John travel to Myrtleford to stock up on supplies for New Years Eve. Terry, Gary & Dot take a trip to Wangaratta while John, Jon & Jennifer and Luke head for Omeo, Dinner Plain and Falls Creek.

About mid afternoon Sam & Rita arrive and after a swim we wait for the cool change to arrive, and arrive it does with torrential rain sweeping through the area, into the cars and head for the sanctuary of the Pub. After a couple of hours back to camp, cook tea and start the countdown to midnight. Having overdone it on the previous nights Debbie, Anne, Tom, Andi and John didn't see the New Year in but the rest of us made up for their absence with much gusto till about 2am.

TUESDAY 1st.

Pack up and head for home.

Thanks to all those members and friends who came and shared this great holiday.



"YAHOO"
Happy New Year

Round The Bay Ride

6th Jan, 1991

30 People, 23 Bikes

Trevor	(L) KL 650	Lisa/Denise	GPz 900	Ian	VT 250
Stuart/Ann	CBR 1000	Terry/Dean	GPz 900	Ian	XJ 900
Jack	CBX 1000	Alex	GSX-R 1100	Tim/Tony	XJ 900
Matt	CBX 750 F	Hans	K 100 RS	Mark	XS 650
Walter	CD 250 U	Jon/Jennifer	K 100 RS	Ben	ZX 10
Andrew	CX 500	John	K 100 RT	Doug	ZX 10
Sam	FZR 1000	Rita	SRX 250	John	(R) XJ 900
Steve/Debbie	GPX 750	Stephen/Brett	VF 750 F		

A large and growing group greeted The Leader as he arrived at KBCP on the Mean, Green, Chook-Chasing Machine. After John B volunteered for the coveted position of Rear Rider and the club rules were dictated to the eager horde (thanks, Steve), we made our way through Port Melbourne for the coast. The unofficial stop while Trevor climbed into his wet-weather suit had the aid of a police car to divert traffic around the suddenly materialising group. There were a few nervous people for a couple of minutes, mainly of the 'rego label over the number plate' variety, right Sam? Then it was just a matter of following, following, following the road to Mornington for the first official stop at Schnapper Point, to take in a view of the Bay. John B, having heard of the expression "it stops on a sixpence" thought to go one better and have his XJ "stop on its' right front indicator"! Only a broken lens to show for it. Amid grumbles from the coffee addicts about the walk from the parking area to the kiosk were heard cries from The Leader of "Take in the View!" and "You need the exercise!"

Next it was off to Arthurs Seat to enjoy some curves, quite rare on today's ride and to "Take in Another View". As we ascended the rain descended, therefore No View, unless a closeup of the inside of a low cloud qualifies. Sam chose to stay at the bottom due to the slippery roads and a suspect rear tyre. Alex chose to ride up quietly by spinning his rear tyre on a few of the curves. Off again down the 'back' side of the Seat led to a bit of a problem as Sam's intention to carry on direct to Sorrento was not known by all. The Leader's eager corner marking also let down the group as a small throng rode around in circles at one stage, with Ben helping to sort things out. Once at Sorrento it was straight to the ferry wharf to stake our claim for the 2 pm crossing (nineteen tickets please, mister), then on to the pub for a counter lunch. While the rest of us got ready to get nautical, Sam, Rita, Jack, Stuart and Ann left the group after lunch to go their own ways.

Then it was off for a float on the boat, or for poor old Jon, a barf on the boat. Buying lunch was a waste of time for him! Docking at Queenscliff we headed for the Bellarine Peninsula, with an erratic stop for petrol just out of 'town'. The Leader has a range of 400+ k's and didn't even consider those unfortunates with less range; if he doesn't need to stop then neither does anyone else....

Geelong came with a regroup, then it was onto "Australia" alongside the Barwon River (Melways Map 227 H7) which sadly was overgrown with tall reeds just off the coast, obscuring the view. Alex took the opportunity to walk around the entire country in less than five minutes while a few of us less energetic types stood around and watched him do it. The final stretch took the group to Flinders Peak in the You Yangs where we officially broke up for the day. Afterwards most of the group followed Steve to his place in Laverton along many back roads.

Trevor KL 650.

RIDER'S REFLECTIONS IV

=====

THE LIFE OF A MOTORCYCLE:

- 0 KMS PURCHASE OF KAWAZUKI 500.....\$7000.00
- 100 KMS ENGINE REBUILD, THEY FORGOT TO TELL ME I COULDN'T REV UPTO 10,000 RPM. SPEWIN'. COST \$1350.00
- 500 KMS O.E. TYRE REPLACEMENT. BLOODY YOKOHAMAS, BLOODY USELESS TYRES, COULDN'T STAND A FEW BURNOUTS. REPLACED WITH K591 DUNLOP. GREAT TYRES AY? COST \$250 REAR, \$210 FRONT.
- 1100 KMS FIRST 1000 KMS SERVICE. THEY REPLACED THE RINGS, BRAKE PADS, CHAIN AND SPROCKETS AND FORK SPRINGS, IT COST ME A BLOODY FORTUNE, HUH!! SO MUCH FOR FREE FIRST SERVICE. COST \$650.00.
- 2003 KMS BIKE HANDLES TERRIBLY. THE NEW FORK SPRINGS DON'T WORK THE REAR SHOCKER KEEPS ON BOTTOMING OUT. SOMEONE SUGGESTED TRYING FORK OIL AND TO SET, SOMETHING CALLED "PRELOAD ADJUSTMENT". BLOODY JAPS AND THEIR NEW FANGLED TECHNOLOGICAL BULLSHIT!!!
- 2005 KMS WELL WADDAYA KNOW!!! IT WORKS!!!!
- 3000 KMS NEW TYRES....AGAIN!!! GONNA TRY METZELERS THIS TIME K COMPS THEY CALL THEM. REAR \$290 FRONT \$250 AT THIS PRICE, THEY SHOULD LAST LONGER.
- 4000 KMS ANOTHER SERVICE. THE MECHANIC TOLD ANOTHER NEW IDEA, IT'S ABOUT THE CHAIN, HE SAYS YOU ACUALLY USE OIL ON IT AND THAT YOU CAN ACTUALLY MAKE IT TIGHTER, HE CALLED IT LUBE AND ADJUSTMENT. UNREAL!!! I'M LEARNING SO MUCH!!! SERVICE COST \$472 INC. NEW CHAIN AND SPROCKETS.
- 5429 KMS ANOTHER ENGINE REBUILD, SEIZED IT DOING 290 KPH!!!! IT WAS FAST WHILE IT LASTED. BERT, THE MECHANIC SAID IT HAD SOMETHING TO DO WITH "REDLINING". I WONDER WHAT A REDLINE IS? COST \$4587.00 FOR COMPLETE PARTS INC. FAIRING, HEADLIGHTS, FRONT RIM, TANK AND SWITCHGEAR. IT MUST'VE BEEN WHEN I LOST CONTROL WHEN IT SEIZED AND I HIT THAT EMBANKMENT.
- 5429 KMS I'M SELLING THE BIKE. I CAN'T RIDE IT ANYWAY WHILE I'M IN HOSPITAL. HO HUM.

REALLY?

HARRY "HANGOFF"

It is a well known fact that the Dandenongs are my favourite riding destination.

With this in mind Ian rang to see if I would lead the night ride. No worries.

No Mt Dandenong night ride would be complete without the compulsory visit to the look-out. The view wasn't too bad.

From here I decided to go back down the Tourist Rd and then back up the Mountain Highway. Despite a pair of FZR high beam headlamps up my rear I managed to see my way through.

Apparently a few other people were having night vision problems. Ben just couldn't see me leaving corner markers and Doug requested that I take only roads that have lights. I wish I had someone's tail light to follow.

At Mombulk we took a vote on where to break up. Out through Emerald and on to Belgrave was the consensus.

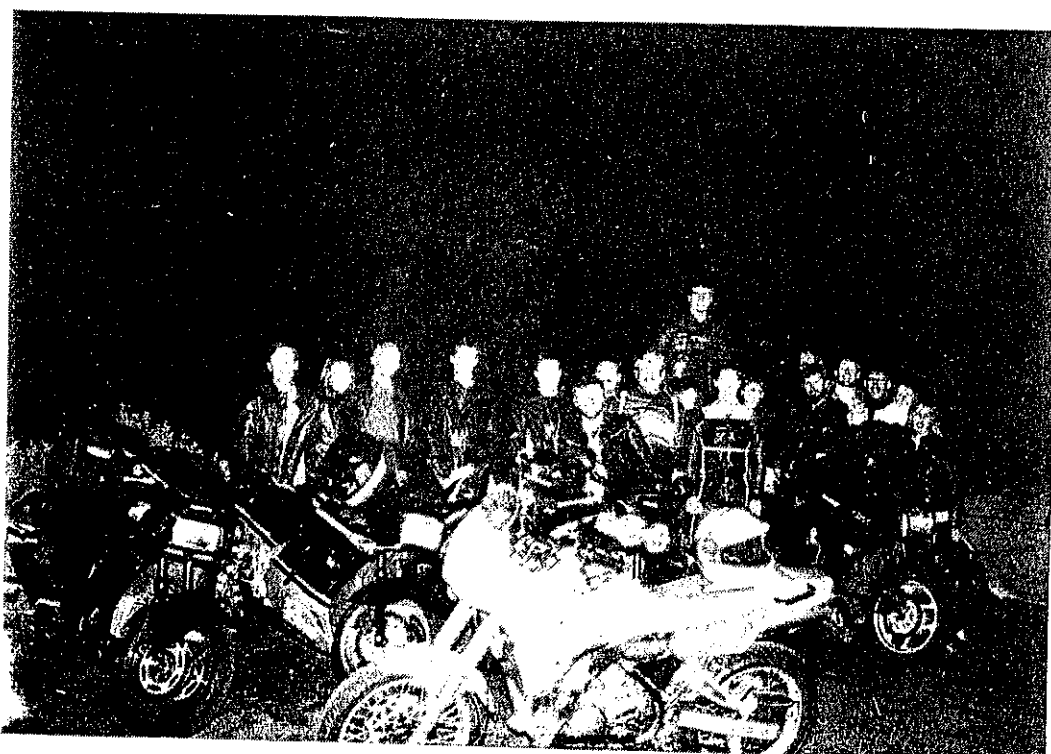
A very astonished looking pair of policemen gazed at us going through Emerald. On arriving in Belgrave I found a pizza place open so we stopped for coffee and broke up there.

There were no incidents and no casualties. Thanks to Andrea the rear rider and to everyone for coming along.

Jon Riddett (even more bent and buckled QH50)

Participants;

Doug-ZX10, Stuart-CBR1000, Ben & Vicki-ZX10, Steve-GPX750, Peter-KR250 (3rd ride) Trevor & Anne-KL650, Luke & Jenny-FJ1100 (new bike), Terry-SRX600 (meal only), Harry-FZR600, Ian & Kerrie-XJ900, Andi-TDR250, Tom-R100RS, Alec-GSXR1100, John-XJ900, Jon-K100RS, Sam & Rita-Kingswood (meal only), Chris-VT250 (1st ride).



NIGHT RIDERS

Racing Lines.

What a weekend. Some of us are sore and sorry, some more than others. Overall though, I feel the day was great.

The injuries.

Andrea was taken ill from food poisoning and did not ride on the track.

Trevor lost it on the corner coming on to the back straight. Jon Barta put the XJ down on some oil (all filmed on video), I got thrown over the bars of the 50 in a vicious tankslapper (also filmed) and Eric lost it in a big way on the sweeping left hander. He broke his collar bone. As they say, "THAT'S RACING !"

But none of us got booked for speeding, we had no near misses with cars and no one collected any white posts. I even ran off the track at 120kmh and got away with it.

The race track is the place to let it all hang out and enjoy it. Hopefully we have all got it out of our systems for a while and the club rides will be incident free.

I'd like to see us do it again. With a more efficient Winton Management we should be able to make the event more profitable.

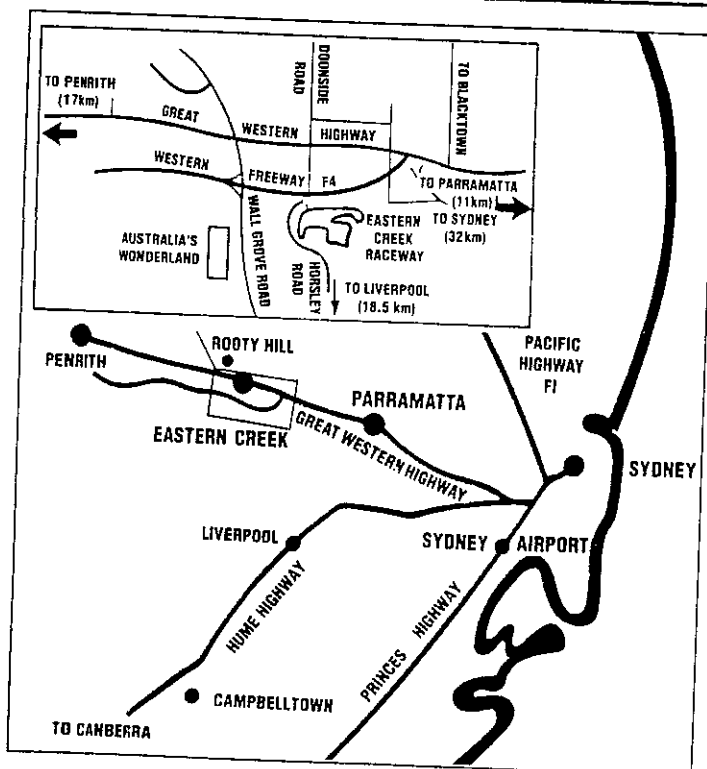
And to those who didn't turn up - you missed out !

I'd like to thank everyone who helped organise the event.

By the way, i've got a Nifty fifty or three for sale - never dropped - HONEST !

Jon Riddett (CB250 RS)

(See March newsletter for full report on Winton)



EASTERN CREEK

1991 Grand Prix

April 4th-7th.

HILLS RIDE - SUNDAY 2nd DEC.

MTCV Riders; Steve-GPX750, Ben-ZX10, Dave-GPz1000RX, Trevor-KL650, Terry-GPz900 (rear), Tom-FZR1000, John & Eric-FZR1000 (leader) Sam-FZR1000, Rita-SRX250, John-XJ900, Ian-XJ900, Jon-K100RS, Michael-K100RT, Rod & Rose-VF1000f2, Hans-K100RS, Alec-GSXR1100, and Jack-VFR750 (demo).

New Riders; Neil-CB900, Glenn-VFR750, Adair-Z650, Dave-FJ1200, Ian-Spada Les-GSX250 & Dave-XZ550.

Route; 400klm through Christmas Hills, Kinglake, Warburton, Marysville and Healesville.

Weather; Warm & dry except for some rain on the Reefton Spur.

Spills; Only a minor one, Dave a first timer on the XZ550.

888

Maintenance Sheets; These are courtesy of Ben Warden & are an ideal way to record the work required/work done on your bike.

Note. A tailor made version can be designed to suit you or your bikes needs. See Ben.



Murry & Annette Brown 19/1/91

Motorbike deaths drop 39 per cent

By ANDREW BOCK

The number of motorcyclists killed on Australian roads has decreased dramatically during the past decade, outstripping reductions in the road toll for car drivers and passengers, cyclists and pedestrians.

Deaths of motorcyclists have fallen by 39 per cent in eight years, from 436 in 1982 to 265 last year. The number of other deaths on the roads has fallen only slightly.

During the same period, bike registrations in Victoria fell by 12 per cent. A spokesman for VicRoads said there had been a marked decrease in the number of new licences issued, but this did not fully explain the improved road toll.

Mr Damien Codognotto, president of the Motorcycle Riders Association in Victoria, said there were three main reasons for the reduction in crashes: the introduction of Government-sponsored motorcycle training in 1983; the fact that drivers had become more aware because of educational programs like the 'Look Bike' campaign in the early 1980s; and improvements in riders' equipment.