

JULY 91

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

JULY 1991

SUNDAY 7th. ABSAILING - Members only.
 9.30 KBCP.
 10.30 Yarra Glen.
 Tom Saville leading.

Two locations, not far from Healesville have been selected for this event. Final choice will be made on the day. Day will begin with a short ride, lunch then absailing. Home route will depend on time.

~~SUNDAY 13th~~ ~~YARRAWONGA~~ BORDER RUN
& SUNDAY 14th. 9.30 KBCP.

"CANCELLED"

Due to circumstances beyond our control this weekend has been "CANCELLED". Instead a run to ECHUCA will take place on the SUNDAY ONLY led by Steve Leyland.

SUNDAY 21st. YEA RIDE including
 short NAVIGATION TRIAL.
 9.30 KBCP.
 Les Leahy leading.

From KBCP we head to Mernda, Nutfield, Flowerdale, Strath Creek & Yea (some dirt). Here the Trial begins & will encompass a figure eight loop of less than 100kms with a few kms of "good" dirt. We finish back at Yea. To win you must maintain your nominated speed over the course. Lunch then home via an interesting route. It is suggested you bring something to hold the route instructions in & a way of securing it to your tank. (Plastic bag & tape!)

SUNDAY 28th. LAKE MOUNTAIN
 9.30 KBCP.
 10.30 Yarra Glen.

Come along on this annual event as we head for the top of this tourist attraction & spend a few hours playing in the snow, hopefully. Then a short ride before heading home. A small fee is charged for parking on the mountain.

AUGUST

THURSDAY 1st. GENERAL MEETING
 Club Hall 8.15pm Sharp.

After the formal part of the meeting is over we will discuss the interpretation (or mis-interpretation) of the Club's Road Rules and endeavour to clarify them once and for all. Therefore PLEASE ATTEND.

SUNDAY 4th. WILLOW GROVE
 9.30 KBCP.
 10.30 Yarra Glen
 Luke Richardson leading.

From Yarra Glen to Healesville, across to Donna Buang & Warburton for smoko. Then Yarra Junction, Noojee, around to Willow Grove & Trafalgar (lunch). Home via Ranceby Bales & Narre Warren. Approx 390kms with two sections of dirt (10km & 11km).

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF GENERAL MEETING

Date: 6 June 1991

Location: Jika Jika Community Hall

Opened: 8.45 pm

Present: 36 members and visitors.

Apologies: Mike Davis, Andrew & Pam Dunn.

Correspondence: Two requests for information.

Phone conversation with Jika Jika Community Centre Co-ordinator, details will be sent on various items.

Treasurer's Report:

Balance at 1 May	\$698.64
add Receipts	<u>133.20</u>
	831.84
less Payments	<u>112.12</u>
Balance at 1 June	<u>\$719.72</u>

Captain's Report: Inverloch - 5/5/91
28 bikes, 31 people, fine sunny day. Ben leader, Megs rear rider. Plenty of winding roads throughout SE Gippsland. 1 incident: a first timer on a ZZR250.

Healesville Sanctuary - 12/5/91
22 bikes, 25 people, wet roads all day, around 300 kms. Tom leader, Luke & Lyn rear rider. Both spurs plus Donna Buang. 1 incident: Andrew (ZZR250) was hit when a 4WD he was passing turned. No-one visited the Sanctuary so we headed to Eric's for coffee.

Dinosaur Park, Creswick - 19/5/91
30 bikes, 34 people, fog early but sunny later, around 300 kms. Gary leader, Graham rear rider. Ballan, Ballarat, Creswick, Trentham, Melton. 2 incidents: Eric (FZR1000) overcooks it, cosmetic damage only and Eric (FZR600) hit a car he was passing when it turned PLUS Chris (VT250) went down on the way to KBCP, minor damage only.

Apollo Bay Mini Golf - 26/5/91
34 bikes, 37 people, most fine but some rain, 360 kms. Hans and myself leading, Megs rear rider. 1 incident: Alec, with Jenny pillion, has a head-on with a car and totals both vehicles. Rider and pillion OK except for being real sore.

Circle Ride - 2/6/91
13 bikes, 14 people, rain all day, 300 kms (ride was cut short). Mike leader, Eric and myself rear riders. Yea, Broadford, Wallan, Romsey are all visited. No incidents.

Thanks to all leaders and rear riders.

General Business:

- Club Subscriptions: Subscriptions are now due and completed forms, with money, should be handed in at the next General Meeting.
- Oils & Grease Additives: A demonstration to be given at the July meeting, as agreed by the members at the June meeting.
- Itineraries: New leaders and rides requested for the next 4 months, and/or indoor activities. HART course was suggested for a Sunday ride.
- Yea Ride: The Navigation Trial was changed with the Hanging Rock ride.
- Yarrawonga Border Run: The weekend ride is in doubt due to Gary Clifton having lost his licence.
- Incidents on Rides: We need to try to stem the flow, particularly with first timers and cars. Riders need to be more diligent and to ride without stupidity. There is no need for 200 km/h.
- Dangerous Riding: Request all members to show responsibility and ask other riders, if seen to be dangerous, to take care, slow down and not ride as dangerously.
- Leader of a small group within a ride slow down after passing a car to allow the rest of the group to catch up in order to avoid passing on blind corners, passing too close to cars and/or blind corners and to reduce the risks involved with the smaller bikes trying to keep up with the rest of the group.
- Large Rides: Could possibly be broken into 2 groups and may take different routes.
- Suggestion that rides involving the spurs and the GO Road should not be advertised in AMCN. To be discussed at the next Committee meeting.
- GO Road Photos: Tom carried a photographer and photos are available to be seen and reproduced at \$1.00 each.
- Club Person of the Year: The Plaque and memento were presented to Ian by Angus.
- Club Paraphernalia: Still for sale.
- Door Prize: Won by Stuart Bates, Afterwork Soap and a can of Nuggett.
- Closed: 9.30 pm

ON BEHALF OF THE EDITOR

Something that has become clear in my time with this club is the reluctance of many club members to contribute articles to the newsletter.

The first issue of the newsletter that I received contained an article on managing suspected spinal cord injuries and I was immediately impressed - this was a quality newsletter considering the size and finances of the Club.

Unfortunately, it soon became apparent that the same handful of people were responsible for making the newsletter what it is, especially our esteemed editor who often fleshes out the newsletter when contributions are lacking.

I believe that there are four main reasons for this:

- 1) Some club members do not feel that they are articulate enough;
- 2) A lack of interest;
- 3) A lack of time;
- 4) Concern about what other people may think or say.

To those who feel that they aren't articulate enough - give it a try. Often it's the complexly written points that fail to get across.

To those that don't have the interest - remember that you get from the Club what you put into it. Some longer standing members have 'been there, done that' before and consequently can't be bothered. Those members should bear in mind that over 35% of our current members, and a far higher percentage of active members have been with the Club for less than two years and would probably benefit from your experience.

To those that think they don't have the time, you would be surprised at how quickly an article can be written.

The fourth reason for lack of contributions, concern, is the most worrying. Some club members are reluctant to contribute because they haven't done so and don't know how their opinions would be received, or they have contributed and don't like the flak and/or ill feeling that occasionally accompanies some of the more provocatively written pieces.

A former Committee member once wrote, "I don't believe temperaments, personalities or anything else need be involved in the resolution of issues raised. If no-one ever made comments, progress just would not happen. Everyone needs and can benefit from feedback, whether in the form of accolades or constructive criticism."

This is very true. What we as readers have to be careful of, is assuring that feedback is in some way constructive, and we can see the difference between a point being raised, and the friend who is raising it. Hopefully then, more people will start to put things in the newsletter.

I refuse to believe that the only opinions worth hearing are those of a handful of regulars, and consequently request that we receive more submissions to ease the workload of a few, present opinions and stimulate thought, and possibly provide helpful tips.

Articles can take any form such as trips, tips, training courses attended, information, opinions on the Club and especially write-ups, just to name a few.

They can be hand written (legibly) or typed (preferably) and will definitely be appreciated.

Thank you for reading this.

Luke Richardson
Acting Secretary

WHO's NEWS

The new August/November itinerary has been formulated with quite a variety of events & rides that hopefully will satisfy most members requirements.

Eg: 1 x Devonshire tea, 2 x Countermeals, an Auction night, an Economy ride, a Maintenance day, Horse riding, watch the World Superbikes at The Island, Adelaide Hills Weekend, Dirt Ride Weekend plus the usual riders rides.

Due to an increased workload, our Secretary, Trevor Harris has tendered his resignation. In his place the Committee has appointed LUKE RICHARDSON. We thank Trevor for all his help over the last 12 months.

Ben up to his usual standard of chalking up the kilometres with his ZX10 clocking up 100.000klm in just 2½ years.

Alec still experiencing some difficulty walking as a result of his Ocean road accident. Seems the Doctors are playing a waiting game and hoping his knee will heal without surgery.

On Jack's Brewery ride a young first timer, Veronica on a SRX250, completed the whole ride when many others would have headed home, Seems she's pretty determined as previously she tackled the GO road to Warrnambool on a Suzuki 175!!!

The DR600 has been given the "shaft", yep Garry Breare has traded up to a Yamaha XJ900. And on its first Club outing he throws it down the road. Fortunately only minor cosmetic damage, unfortunately Garry is carrying a pillion, fortunately both he and Helen escape with bruising and some gravel rash.

Jon Riddett can't help himself! After attending Fowlers Bike Auction, Jon comes away with another K100Rs to add to his collection.

New member Andrew Platt - ZZR250 has been doing his bit for the racing fraternity by doing a spot a Race Marshalling.

MINI - GOLF APOLLO BAY

Well here it is nearly the end of June and I am trying to do a write up for a ride that was held way back in May, the 26th of May to be precise. My apologies if I omit any brave deeds as my memory is fading a bit with age.

The day started off well enough, some weak winter sun and approximately 25 bikes at the KBCP and a further 10 or so bikes at the Laverton Servo making quite a large group considering the time of year. Would you believe that there were two very new and shiny Harley's patiently waiting, amazing, the club is getting more "Yuppie" every day. The trip down the freeway through Geelong etc. was very boring, with the stop for morning tea and biscuits being a welcome break.

The ride from here on began to degenerate into the usual Apollo Bay race. Anyway, about 20 k's out of town I came across Alec's little party trick - "lets hit the VW". I guess that by now everyone in the club knows about Alec's prang so I won't dwell on it except to say that by the time I had left the accident scene there wasn't a bike in sight. So I rode from there to Apollo Bay by myself (boring), arrived at Apollo Bay just in time to see several of the group coming the other way on their way home. My apologies to the group playing mini golf but I am unable to pass on any credits to the winner as I don't even know who played. For some reason or other, things seemed a little disorganised, perhaps a reaction to Alec's prang. Anyway we all had lunch, filled up and headed towards home again quite late in the afternoon.

Actually the next 30 k's turned out to be the best part of the ride for me because the club stayed relatively bunched together and travelled at reasonably sane speeds, for a little while anyway. Soon the skies parted and down it came, so we turned inland and headed up through the hills and emerged on the west side of Geelong. Naturally the freeway was chocker's so we headed up through Lara and rejoined the freeway near Werribee.

The ride broke up quite late in the day at Laverton.

Ray T.



Put these coins into
3 straight lines
each containing 2 coins.

APOLLO BAY, MINI-GOLF. 26th of MAY.

ENTRANTS:

SUKUKI GSXR1100G-Darryl	KAWASAKI ZX10-Ben
" GSXR1100L-Alec + Jennifer	" ZX10-Ray
" GSXR1100K-Mick	" ZZR1100-David (1st ride)
" GSXR750L-Jeff (1st ride)	" ZXR750H3-Mick " "
" GS650-Margaret	" GPz750Turbo-Wayne (1st ride)
" GS500-Walter	" ZZR250-Stuart
" RGV250-Rod (1st ride)	" GPX750-Steve + Dawn
" RGV250M-Anthony (1st ride)	" GPz500S-Mick
 YAMAHA FJ1100-Chris	 HONDA CB1100RC-Andrew
" FJ1100-Luke	" CB750-Tony (1st ride)
" FZR1000-Sam + Rita	" CBR1000-Jack
" XJ900-John	" CBR1000-Gary
" TDR250-Andi	" CB900-Chris
" RZ250-Colin (2nd ride)	" CBX250-Anita
 BMW K100RS-Hans (leader)	 HARLEY 91Fatboy-Garth (1st ride)
" K100RS-Jon	" Heritage-Paul " "
" R100CS-Mick	
" R100G/S-Tom + Ian	
" R100G/S-Chris (2nd ride)	

35 bikes and 39 people.

ROUTE:

From KBCP to Laverton then the Princess Hwy to Geelong and the Great Ocean road to Anglesea and Apollo Bay. After mini-golf home via Lorne, Deans Marsh, Geelong and Laverton.

INCIDENTS:

One only when Alec and Jennifer are involved in a head-on collision when an overtaking car fails to see them. Fortunately they escape with minor injuries.

MINI-GOLF SCORES:

NAME	HOLE/PAR	1/2	2/3	3/2	4/2	5/4	6/3	7/3	8/3	9/2	24
BEN		4	3	6	3	4	4	6	5	3	38
GARY		2	4	5	6	10	3	4	10	10	54
TOM		2	4	1	6	6	3	4	3	1	30
IAN		2	4	4	5	4	3	4	2	6	34
MIKE		2	7	5	3	3	5	7	3	4	39
ANDI		3	3	3	4	6	6	3	10	2	40
* CHRIS		3	4	2	3	4	1	4	4	3	<u>28</u>
STU		4	6	7	3	6	4	6	4	2	42
MICK		2	7	2	2	6	5	3	2	2	31
DAVE		2	2	4	2	6	4	6	3	5	34
DAWN		3	3	2	10	2	5	7	5	7	44
MICK		2	2	4	3	4	6	3	4	3	31
MEGS		2	10	6	5	3	9	7	2	5	49
STEVE		4	8	4	3	6	3	4	5	4	41

THE WINNER:

Chris with a score of 28.

PREFACE

In future, any article written by a Committee member and signed using that member's position, eg. Ian Payne, President, has been endorsed by the Committee.

Any article signed with simply that member's name and bike, eg. Ian Payne, XJ900, is merely a letter or comment from a concerned or helpful member.

What does this mean? It is simply a safeguard against Committee members dragging the Committee into an issue when expressing a personal opinion.

Luke Richardson
Acting Secretary

THE PURPOSE OF CRITICAL ARTICLES

The newsletter occassionally contains articles that are critical of attitudes to riding held by some club members. These articles are often written by Committee members who feel that there may be problems.

The purpose of these articles is not to determine those among us who should be more careful, rather they are intended to help us look at our own riding and ways that we as individuals can improve. It seems that too frequently we look around us for the culprits whenever careless riding is mentioned, and too rarely do we look at our own riding.

I have no doubt that there are those of you out there who feel that your riding needs no improvement and that these articles are a waste of time and space. There may even be some who are annoyed that they make it into the newsletter. If anybody disagrees with what's written, write to the editor, offer constructive criticism and possibly help stimulate some debate that may just be beneficial.

The impression I get from some members is that problems such as high accident rates, lack of courtesy on the road, etc. constantly re-occur and no matter how much we'd like to change things we can't. I don't agree. If even one person changes his or her attitude to riding, for the better, while enjoying riding just as much, then these articles were worth the time and effort taken to write and print them.

Luke Richardson
Acting Secretary

ARARAT WEEKEND JULY 8th - 10th.

SATURDAY:

At the KBCP:

Steve-GPX750, John-VF1000f2, Tom-P/D1000, Andi-TDR250, Luke & Lyn-FJ1100, Mick & Nadene-GSXR1100, Mike-K100RT, John-XJ900, Garry-DR600, Ross-XJ900 (rear) plus Peter P & Meggs (in Pete's car).

We headed over the West Gate and down the highway to Werribee then the back roads, where everybody took it easy as it was wet, to Anakie for coffee and fuel for Andi. Then to Maude, where I made two left turns when I should have made one left and one right, this route almost found us in Geelong! After back-tracking for about 15k's we reached Bannockburn then Teesdale and a special toilet stop for Andi (something about the Anakie dunny's being locked!) then on through Shelford to Skipton for lunch and fuel. Since leaving KBCP it hadn't stopped raining for a minute and it didn't look like it was going to stop!

After lunch we took the Hamilton Hwy for a few k's then onto the back roads for Ararat, along the way we encountered a stretch of slimy, slippery road-works that did nothing but cake the bikes in mud and just when you needed the rain to wash it off, you "guessed it" It had stopped raining!

At Ararat we were greeted by Ian & Kerrie who had driven up in the car, then Peter Dwyer-XJ900 arrived. All of us being on the WET side a clothes dryer and heater was arranged and the guest lounge turned into a huge drying room, a quick shower, a change of clothes and down to the bar for some socializing.

With the open fire and a few ales it didn't take long for us to thaw out, not long after Chris, acting as chauffeur, turns up with Alec & Jennifer followed shortly after by Ray & Denise and Eric & Nadene. Then just before it got dark Jon & Belinda arrive on the K100RS & GF250. Wow 26 people, must be about the most we've had for a long weekend pub stopover?

This pub proved to be good value with B & B at \$17 a night, main meals at about \$6/\$7 and \$2 a can of beer and being guests we got the benefit of undercover parking and after hours service. After our evening meal some played pool against the locals, some watched tele in the lounge and some headed for the next pub and the disco. I think everyone had a good time that evening, although there was one local guy who got a bit excited, Christ, I only asked his frisky girlfriend to come for a ride.....on Sunday!

Steve GPX750

ARARAT ANTICS:

Chris, making progress with a real cutie at the disco, is eventually knocked-back as at "20" she's TOO OLD for him.

Steve hoping to impress one of the local girls takes her outside to show her "HIS EQUIPMENT".....The GPX must have done the trick as she's keen for a ride but she'll have to ask her boyfriend first as he has a bike helmet she can borrow!

Ararat Weekend - Sunday.

After a wettish ride up the day before everybody had wet gear. After breakfast it was still a little overcast and very cold. Turning my heated grips on soon changed things as the steam began to rise from my gloves.

The group left and headed out to Dunkeld. The roads were mostly all our own. I had scored a passenger for the day and this combined with my rebuilt front end and new tyres made me a little cautious. At Dunkeld my GF that Belinda was riding blew a repaired seal. We held the group up while some silicon was applied.

The roads were drying out and the cornering speeds were increasing. The group headed back through the Grampians and into Halls Gap for lunch. The place was very crowded and a large group of trail riders made for some interesting conversation.

The next stage of the day was the Zumstiens. What a road !

I was getting used to my handling and having disposed of my passenger the twisties were not as tyre-ing.

Everyone looked at the roos and as we watched, the bloody things stole someone's picnic! They're so cute, especially when you centre punch one at 100kmh.

Apparently Chris, taking up the rear in his station wagon, had a bit of a brake loss problem. The group then did the return trip via the various lookouts. I saw some interesting braking and overtaking efforts. I preferred to just sit back and watch.

Gary wanted to ride my K saying something about wanting to buy one. I obliged and took over the reigns of his DR. He disappeared and I couldn't keep up. Upon relieving him of my mount sometime later he exclaimed that it handled well at CENSOREDkmh (lots anyway). His DR could pull 16000 RPM in top gear keeping up but I didn't have the heart to tell him. No one riding a K for the first time gets what they expect and as a testament to this he now owns an XJ.

The ride then broke up at the pub and people went their own ways.

The drama for the weekend took place when Ian got a bit sick and was taken to hospital. In a true display of MTCV teamwork he was carried down the stairs and into the meatwagon. Apparently it was a virus that affected his inner ear and a few days rest saw him up and about.

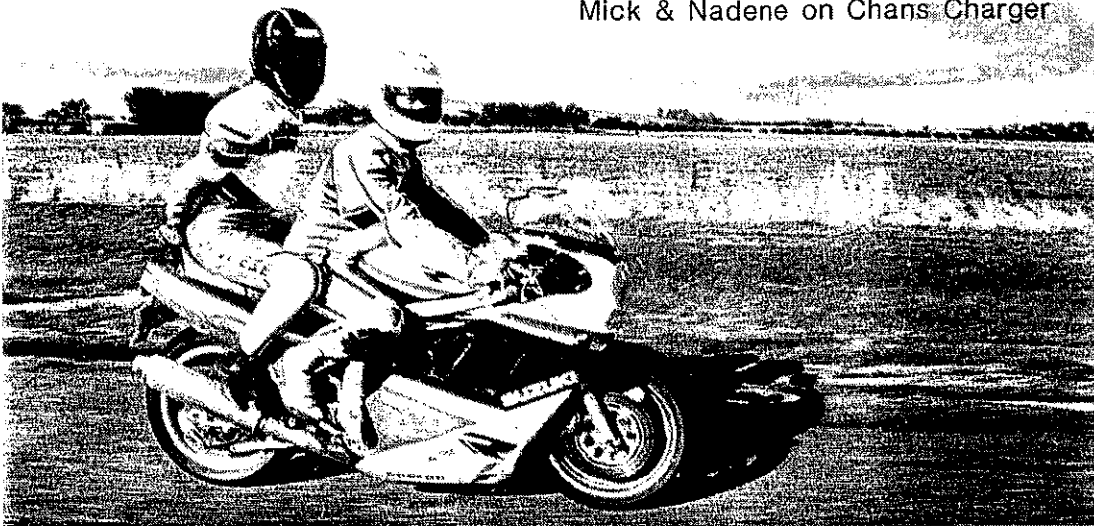
Finally, to top off the day, we watched the Grand Prix as a group. Much CocaCola and amber liquid was consumed, and judging from the depleted ranks at the 8:30 breakfast it had some effect.

The day was great making the weekend a success.

Jon Riddett K100RS



Undercover parking with "Donut Ring"



Mick & Nadene on Chans Charger



MONDAY:

Monday morn started with a quick visit to the hospital where Ian seemed better but still unable to travel for a few days, saying our farewells we prepared to move out and as the weather had once again deteriorated into some serious precipitation the consensus was "highway to Ballarat" where we stopped for lunch. From there it was onto the Gordon turn-off, Ballan, Pentland Hills and finally break-up at Melton.

I'd just like to say "thanks a heap" to all those who came and made it a most enjoyable 3 days, bummed about Ian but I already know he is well on his way to a full recovery which is great news for everyone.

Steve GPX750.

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Ararat Antics cont:

Apparently the Sunday run to Zumpsteins was up to the usual standard, with Chris finding the Commodore is not as nimble as his VT250 when trying to stay with the group. Lyn also hitched a ride in the car which gave Luke the opportunity to explore the limits of his FJ.

The Pub licensee tells us not to worry if the showers are a bit intermittent as its only pigeon feathers!!! Due to the drought (no rain since January) the birds have been drinking from the header tanks and some can't get back OUT.

Hmmm, maybe it WAS the water! The Prez, Ian, is struck down with a virus & requires a stay in Ararat Hospital. (an inner ear infection that upsets your balance - Some said it was the WINE) In the same ward is old Hugh, bit senile but appears harmless enough. Turns out he's a lifer at the local Sanatorium, seems when younger he was pretty handy with an "AXE"! Seriously though, I would like to sincerely thank those members present for their assistance and best wishes during my illness - IAN.

Bid to end bike carnage

By GREG THOM
POLICE, Vic Roads and motorcyclists have joined forces to stop the carnage among bike riders on the winding Yarra Boulevard in Kew.

Vic Roads chief executive Reg Patterson announced yesterday that a white stone median strip would be built in the middle of the road to slow traffic and discourage speed trials among "cowboy" motorcyclists.

Forty-six motor-

\$120,000 road plan to slow 'cowboys'

cyclists have been killed or injured on the scenic road since 1986.

Many riders had reached 100kmh before losing control of their machines.

"It is just a matter of



● Mr Green ... complaints.

time before innocent people are killed," Mr Patterson said.

"This dangerous and stupid behavior must stop before more lives are lost."

Construction of the

\$120,000 median strip between the Chandler Highway and Walmer St. Kew, will be finished by the end of this month.

The move has been backed by police and the Motorcycle Riders' Association.

The association's president, Mr Damien Codognotto, said riders who raced on the Yarra Boulevard deliberately broke the law and gave a bad name to the majority of law-abiding motorcyclists.

"They are not real motorcyclists," he said.

"They are short-term thrill seekers."

Assistant Commissioner (Traffic), Mr Frank Green, said his office had a thick file of complaints about speeding on the Yarra Boulevard dating back to 1965.

"There is a section of road-users acting totally irresponsibly, with a wide scope for mayhem and suffering," he said.

"It is a continuing problem that people are using the Boulevard as a speed strip, where it should be a place for enjoyment."

HANGING ROCK - 16/6/91

Riders:

Steve	XL600R	(Leader)	Ben & Vicki	ZX10
Peter P.	GT750	(Rear Rider)	Iain	Spada
Terry	GPZ900		Walter	GS500E (2nd ride)
Luke	FJ1100		Noel	GPX250
John & Megs	VF1000		Stuart	ZZR250
Chris	VT250		Peter	GSXR1100 (1st ride)
Anita	CBX250F			

Got up early to a cold morning, but blue sky, so off to KBCP as a pillion on the VF1000. Peter P. lost a screw in his helmet which was taped up to hold the visor in place. Then Steve arrived and the ride was underway.

Headed out through Werribee and Bacchus Marsh where Walter parked his side-stand on a wet leaf and had his bike fall down. Then to Ballan for smoko which was also a good opportunity for the majority to get the wet weather gear on. I decided, as pillion, there was no real need just yet.

From there we aimed for Daylesford but it was hard to tell by which roads due to the fog that closed in and extremely limited the view. The first corner marking stop out of Ballan saw my wet weathers and John's other jacket make their appearance. So much for the blue sky!

Fuel stop in Daylesford and a bit of a delay as we waited for the rear rider - Peter P. having more trouble with the visor. Ben & Vicki left while we had lunch, then on the bikes again to Straws Lane where we stopped to while away some time in roll races going uphill. The phenomenon is apparently due to the seismic activity in the area - not an optical illusion. All the sceptics were satisfied, even the car that joined us, and we were on our way again to Hanging Rock.

Steve took off very quickly looking for lost school girls. I reached half way and figured it was far enough but (being accused of wimping out) continued on anyway. After proving their prowess as rock climbers Steve led us down the back of the Rock on a path to nowhere and we eventually regrouped at the bikes.

With John & I now rear rider we headed out from Hanging Rock and onto the best roads of the day. Peter P. left almost immediately with more visor problems. Over the top of Mt Macedon heavy fog closed in again, with wet roads, but it was still a fun ride.

Chris, on the VT250, did a bit of bush bashing when he took a round-about incorrectly but stayed upright and mostly in control. As we turned onto the freeway John snapped the bolt on his gear lever but a 5 minute delay saw him wire it together and we were off again to finish at John's for coffee.

It was a good ride Steve and a fun day, regardless of the weather. John, I appreciate the lift but I'd rather my own bike - thanks all the same.

Megs

Grand Ridge Brewery -- Mirboo North

Sunday June 23 1991

Now first let us get something right, right ?

All the participants on this run just have to get a medal !
So come on Committee, get busy casting one.

It rained, it rained, it rained.

Dry at KBCP and for the first 3.75 Km, then constant rain. The only difference after lunch break was it rained harder, then to add insult to injury it stopped a whole 10 Km. from our 6 PM stopping point at Hallam.

Whinge, moan, complain, but at least it gives something to discuss in an otherwise uneventfull ride.

Uneventfull ? Yes, despite the atrocious conditions no one came off, down, totalled or even slid..... makes a change , doesn't it ?

The reason for this is a committment to caution by all riders, you know, ride at 6/10 ths, slow into curves-faster out, keep the bike as vertical as possible, watch for slippery patches (and brake where they aint), in other words ride smoothly.

And with all this, we still run at around 100-120 KPH in the straights and 80- 100 in most of the swervery.

If wet riding means caution and survival and dry means gungho crashing, the former is the go, you must agree.

Several brave souls did not ride further than Hallam and Drouin due to torn waterproofs (and an early inner dampness) but the ones below did the whole approximately 400 Km. run.

After Drouin coffee stop, where we watched bicycle racers getting even wetter and colder than us, we did the Poowong- Ranceby- Arawata- Mirboo North swervery, including 3 Km of gravel clay road (an acheivement in itself in the conditions).

All enjoyed the warmth and (partial) dry out in the Grand Ridge Brewery bar and the tolerance to our dripping everywhere by the management.

Most had the Bistro meal with consensus of value-
for money for the country cooking.

As no one suggested we abort the ride and go home direct, even if
the rain was even heavier, we rode on to Boolarra- Limonite-
Dumbalk- Meeniyah. Again smoothly on these G.P. course type roads.

Just shows you our " sensitivity ", Andi saw two
police cars (together would you believe) on this stretch and
slowed down. Then she realized the TDR was on 90-100 KPH through
the bends----- all strictly legal unless they pulled the "dangerous
in the circumstances " bit.

The next section was the South Gippsland Highway to
Korumburra, then the challenge of the Ranceby-Topiram - Drouin
tight bends and second class surface. In case I did not mention it,
it was still raining and we were still concentrating on smooth
performance riding.

Yes, by Drouin we had had enough of the effort
needed and we ran back to Hallam via Princes Highway.

One last point is to congratulate the two first
time riders, Norm and Veronica, who stuck it out with the " hard line"
club members, and to thank Steve for the rear riding responsibility.

Tom and Kerrie BMW PD

Jon K 100RS

Ben 2x10

Veronica SRX 250

Steve GPX 750

Norm Across

Andi TDR 239

Jack and Ian CBR (Leader)

John VF 1000 F

Adam GPX 250 (Part way)

Moral of the story for future Club rides ----- more caution,
concentration, smoothness, safety.

Jack (Six Tenths) Youdan.

* * * * *

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The Victorian State Government's June mini-budget showed itself
to be impartial by imposing a \$70 rego fee for motorcars and a
flat \$10 charge for all motorcycles regardless of capacity.

Odometer Calibration

Twenty five bikes made it to Anglesea, 9 of which were ridden by non-members. There were 4 brave girl pillions riding with members. From Laverton to Anglesea (via a torturous back route through Lara, Batesford and Moriac) is 104.1 km, as best I can determine. The facts and figures part of the ride was now complete.

On the pre-ride the day before, I calibrated the ZX10 by using the kilometer posts down Geelong Road. The odometer indicated exactly 27 km whereas the signposts said only 26 km, ie the odometer was reading about 4 percent high.

My odometer is cable driven from a gear arrangement in the front wheel. The accuracy of the reading is dependent upon the rolling diameter which in turn is dependent upon a number of variables such as tyre size, make and profile; air pressure, tyre pressure, and ambient air temperature. Speed is the most significant variable - the tyre grows with speed due to the centrifugal force trying to pull it off the wheel. (Early 16 inch front wheel GPz900s tended to "eat" their front mudguard when fitted with slightly taller 120/90 profile tyres.) Prolonged high speed causes the tyre tread to heat up due to the friction which in turn raises the air temperature inside the tyre, and hence the pressure, expanding the tyre. So the tyre grows even more.

Bearing all this in mind, I travelled at a steady 115/120 km/h, to duplicate the next day's riding speeds as leader, and to minimise the "variables". Hopefully the front tyre pressure would not vary much a day later. The temperature certainly didn't change much - cold with wet promised, though the wind was less gale like on the Sunday.

Results are printed on the following page, in random order. In general, the odometers read high. Wayne Pope's XR600 (with a digital trip meter) seemed to be the most accurate, closely followed by Derek on his R100RS. (Note: an error of 4 percent means 40 km per 1000 km.)

John and Jacqui Llatse met us at Lara and hence did not start with the rest of the bikes at Laverton. I calibrated their machines between Anglesea and Lavers Hill (120.0 km by my reckoning, 121 km according to an RACV map). Interestingly enough, John's bike appears to be reading low by about 1.8 percent. Either I made a mistake or it genuinely is reading low.

Enough figures. Everyone made it to Lavers Hill safely, despite the misty, wet conditions. In fact most people seemed to enjoy it, paradoxically, once they realised the surface was quite grippy. Apollo Bay to Lavers Hill is really magical, wet or dry. Wayne, having filtered through the rest of the ride, was giving the XR the berries (as usual) and we were riding pretty much on the limit. Lack of horse power, and knobbies were making life interesting for him.

After a long lunch, care of the inefficient milk bar ("this is the country yer' know") it was back on the bikes, next stop Lorne, and more fuel for the chooky. (Wayne had already nearly run out!) (By the way, we established that Wayne's front wheel bearing was shot - the wheel could be moved on the axle!) Somewhere between Apollo Bay and Lorne Wayne and I came up to a couple of Mini's (Cooper S) trying fairly hard. Suffice to say life as a passenger in a Mini can be both exhilarating, and short. The driver bailed out after nearly being beaten to death by his passengers.

LAVERS HILL VIA GREAT OCEAN ROAD - 30TH JUNE 1991
ODOMETER CALIBRATION

NAME - MEMBERS	BIKE	ODOMETER START	ODOMETER FINISH	ACTUAL 104.1KM INDICATED	% ERROR
1 WARDEN, BEN	ZX10	99,408.85	99,516.95	108.10	3.84
2 CHAN, MICHAEL	GSXR1100	10,484.45	10,593.00	108.55	4.27
3 THOMAS, RAY	ZX10	22,227.50	22,337.35	109.85	5.52
4 BREARE, GARY (+ HELEN)	XJ900	35,769.20	35,878.90	109.70	5.38
5 LEYLAND, STEVE (+ TANYA)	GPx750	51,350.45	51,459.30	108.85	4.56
6 VAN DORP, JOHN (+ CAROL)	VF1000FII	25,516.05	25,623.40	107.35	3.12
7 RICHARDSON, LUKE (+ LESLA)	FJ1100	61,472.90	61,583.80	110.90	6.53
8 YOUDAN, JACK	CBR1000	4,989.55	5,099.10	109.55	5.23
9 BROWN, NOEL	GPx250	12,434.50	12,545.70	111.20	6.82
10 LOCKE, ADAM	GPx250	24,630.05	24,741.05	111.00	6.63
11 POPE, WAYNE	XR600	-	-	104.92	0.79
12 PLATT, ANDREW	ZZR250	18,247.10	18,355.90	108.80	4.51
13 LEE, CHRIS	VT250	18,231.05	18,337.75	106.70	2.50
14 SHELLEY, MARGARET	GS650	65,544.45	65,651.50	107.05	2.83
15 LLATSE, JOHN	ZXR750	9,859.50	9,977.30	117.80	** -1.83
16 LLATSE, JACQUI	GPx250	17,970.25	18,099.10	128.85	** 7.4
NAME - NON-MEMBERS					
1 ANDREW	CX-500	54,247.50	54,354.00	106.50	2.30
2 DEREK	R100RS	7,323.00	7,428.00	105.00	0.86
3 STEVEN	GPx900R	66,823.70	66,933.20	109.50	5.19
4 JASON	CBR1000	13,394.35	13,504.10	109.75	5.43
5 FLOOD, ROBERT	XJ750	57,886.50	BROKEN	SPEEDO	CABLE
6 WALTER	GS500	1,789.90	1,896.30	106.40	2.21
7 IAN	VFR750	5,960.90	6,068.20	107.30	3.07
8 JONES, GEOFF	RZ350	45,893.75	46,001.45	107.70	3.46
9 MIKE	GTR1000	18,247.10	18,355.90	108.80	4.51

** actual distance 120.0 km (not 104.1 km)

While waiting in Lorne we heard the sad news of an accident - Gary Breare decked his new(ish) XJ900 resulting in the usual cosmetic scratches and a banged foot for Helen, his pillion for the day. Something about "lost concentration and lack of sleep". Ho-hum.

After an inordinate delay, I headed back to offer some assistance, but met the remaining riders on their return. Back at Lorne, those few going to Geelong Hospital (as a precautionary measure for Helen's foot) were organised, and the rest of the ride continued on up through Forrest and Deans Marsh to breakup at the new Geelong BP service station.

This indeed was a most enjoyable part of the ride, the roads completely dry, the wind a whisper, the sun setting magnificiently and slowly in a great red fireball. The riders packed up behind me as we maintained a moderately fast pace through the giant sweepers and gently undulating hills. Idyllic.

Thankyou to the riders who expressed their enjoyment of the day, thus making the effort to lead a ride worthwhile.

Ben Warden (ZX10)

ADELAIDE HILLS WEEKEND NOV. 2 - 5.

ITINERARY:

SATURDAY 2nd; Leave KBCP at 8.30AM sharp, travel down to Geelong then along the Ocean Road to Mt.Gambier - approx 550kms. Overnight star at Jens Hotel.

SUNDAY 3rd; Continue along the coast then inland to Murray Bridge and the Bridgeport Hotel - approx 375kms. Unpack then head for Birdwood and the "National Motor Museum" (largest collection of motorcycles in Aust), View at leisure then back to our hotel.

MONDAY 4th; Spend the day "exploring" the great roads in and around the Adelaide Hills. Back to the Bridgeport Hotel for our second night.

TUESDAY 5th; Today will be spent travelling back to Melbourne, depending on route expect to cover 650-700kms.

NOTE:

As the Adelaide Formula One GP is held on this same weekend, accommodation is very scarce and the club has only managed to secure a limited number of rooms. Therefore if you wish to participate on this weekend away, the entry form, PLUS \$25 deposit MUST be returned prior to August 15th.

Forward to:- Ian Payne, 2/3 Leroux St. Oakleigh. 3166.

Ph. 563-2410

Adelaide Hills Weekend

NAME.....PHONE.....

Please book the following for me;

Saturday 2nd.....Single.....Double room at \$19 per person.....\$.....

Sunday 3rd.....Single.....Double room at \$17 per person.....\$.....

Monday ~~4th~~.....Single.....Double room at \$17 per person.....\$.....

Total \$

Less a deposit of \$25 per person.\$.....

BALANCE..\$

	Members	Address	Home	Work	Motorcycle(s)
	Barnes, Mick	5 John St, Williamstown 3016	397-1640		Kawasaki GPz500S
	Barta, John	28 Pine Rd Bayswater 3153	729-1712		Yamaha XJ900
n	Bates, Stuart	4 McComb Blvd Frankston, 3199	787-1321		Kawasaki ZZR250
	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
+	Breare, Garry	35 Hannover Rd, Healesville 3777	059-622-949		Yamaha XJ900
	Brew, Max	RSD 9090 Willowgrove, 3825	051-271-222		Kawasaki GPz900
		Residential: Cnr Wilkes and Old Sale Rds			
	Brown, Alec	155 Power Rd Doveton 3177	791-1297		Suzuki GSXR1100L
n	Brown, Noel	5 Shoring Rd, Diggers Rest 3427			Kawasaki GPX250
1	Brown, Ken	294 McKinnon Rd, McKinnon, 3204	578-3403		Honda 175CD
*	Browne, Murray	9 Guerin Place, Chisholm, 2905	06-292-2971		Yamaha XJ900
1	Carron, Fred	38 Valentine St, Ivanhoe, 3079	49-2776		
*+	Chan, Michael	100 Creek Rd Mitcham 3132	874-3373		Suzuki GSXR1100K
	Chow, Harry	83 Loch Rd, Dandenong, 3175	701-0150		
	Chivers, Darryl	22 Quinn St, Heidelberg, 3084	459-7798	344-7047	Suzuki GSXR1100H
a	Ciarlo, Rosie	105B Harp Rd East Kew 3102	819-7942		
	Clifton, Gary	1 Hubert Ave Glenroy, 3046	306-7071		Honda CBR1000FK
	Clowes, John	17 Auburn Rd, Healesville 3777	059-622-309		Yamaha FZR1000
	Cole, Dave	70 Croyden Rd, Surrey Hills, 3127	836-9636		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		Yamaha XT200
	Dobson, Sandra	20 Corryong Cres. Taylors Lakes, 3038	390-2160	339-6069	Suzuki TS250
	Dodds, Chris	51 John St, Elwood, 3184	531-9379	690-2090	Suzuki GSXR-750
	Dunn, Andrew	3/17 Wimbledon Ave, Elwood, 3184	531-8034		BMW K100RS
	Dunn, Pam	3/17 Wimbledon 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
	Forsyth, Doug	3 Toulon Ave Carrum 3197	772-4355		Kawasaki ZX10
	Forsyth, Stuart	33 Darvall St, Donvale, 3111	842-3998		Honda CBR1000
	Frampton, Graeme	8 Norval Tce, Altona Bay, 3028	369-6332	646-1129	BMW GS800
	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	Honda ST1100
*	Gustus, Tony	4 Bardwell Ave, Frankston, 3199	770-2092	706-5099	Yamaha XJ900
	Harris, Trevor		497-1008		Kawasaki KL650
	Heath, Robyn	5 John St, Williamstown 3016	397-1640		Kawasaki GPz500S
	Hobert, Eric	Lot 1 Warburton Hwy Launching Place 3139	059-67-3345		Kawasaki GPz900
n	Hodgetts, Peter	1/2 Lee Crt, Heathmont, 3135	870-3315		Yamaha FJ1100
n	Hosking, Ian	6 The Brentwoods, Chirnside Park 3116	735-4951		Kawasaki GPx250
	Kesting, Paul	18 Highfield Ave Warrenwood 3134	729-6697		Suzuki GSXR1100H
	King, Ross	23 Nicholson St, Essendon, 3040	370-9479	688-3400	Yamaha XJ900
1	Leahy, Les	3/5 High Rd, Camberwell, 3124	889-6505	429-6577	
	Lee, Chris	66 Ormond Rd, Clayton, 3168	543-2807		Honda VT250
	Leyland, Steve	Honeyhush Caravan Park			Kawasaki GPx750
		6 Leakes Rd, Laverton North, 3026			
n	Llatse, Jacquie	310 O'Neils Lane Anakie 3221	052-841-383		Kawasaki GPx250
n	Llatse, John	310 O'Neils Lane Anakie 3221	052-841-383		Kawasaki ZXR750
n	Locke, Adam	29 Grange Rd Sandringham 3191	598-0510		Kawasaki GPx250
*	Makin, Eric	17 Auburn Rd Healesville 3777	059-622-309	287-1627	Kawasaki KR1S-250
	Miller, Harold	25 Velma Gr., Ringwood East, 3135	870-3402		Yamaha FZR600

	Miskin, Rod	18 Linlithgow St, Mitcham, 3132	874-5569		Honda VF1000FII
*	Mountney, Terry	6 Lambassa Grv. Keon Park 3073	460-1519		Kawasaki GPz900R
	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
l	Philferan, Peter	19 Aird St, Camberwell, 3124	813-3518		Kawasaki GT750
*	Piller, Vicki	12 Timor Parade, West Heidelberg, 3081	457-4479	867-1666	
n	Platt, Andrew	2 Snowy Crt, Corio, 3214	052-755-708		Kawasaki ZZR250
	Pope, Wayne	Lot 20B, Talbot Clunes Rd, Dunach, 3371			Honda CBR1000
n	Price, Gary	5 Fallon St, Caulfield Sth, 3162	571-6941		Yamaha FZR1000
a	Richardson, Iris	25/5 Collocott St Mordialloc 3195			
*	Richardson, Luke	2/1 Linton Crt, East Hawthorn, 3123	882-9645		Yamaha FJ1100
	Riddett, Jon	20 Pine St, Surrey Hills, 3127	808-1946		BMW K100RS
	Saville, Tom		848-7867		BMW R80 G/S
	Schwarze, Dot	1 Hubert Ave Glenroy 3046	306-7071		
l	Shearer, Len	798 F'treegully Rd, Wheelers Hl, 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	
	Sirianni, Sam	7 Surrey Close, Hallam, 3803	703-2405		Yamaha FZR1000
	Sirianni, Rita	7 Surrey Close, Hallam, 3803	703-2405		
	Siminger, Andrea		848-7867		BMW R80 G/S
*	Spackman, Terence	9 Taronga Crt, Nunawading, 3131			Yamaha SRX600
+	Staniforth, Simon	17 Martin St, Box Hill North, 3129	890-1230	428-0999	Honda ST1100
	Stroud, Chris	21A William St, Abbotsford, 3067	428-2286	344-5699	Yamaha FJ1100
	Taylor, Colin	42 Goodridge St Sth Oakleigh, 3167		570-7776	Suzuki GSXR1100J
	Thomas, Ray	PO Box 242, Rosanna, 3084	458-4984		Kawasaki ZX10
	Tomlinson, Derek	20 Corryong Cres. Taylors Lakes, 3038	390-2160		
	van Dorp, John	6 Leakes Rd Laverton 3028			Honda VF1000FII
	Waddell, Colin	439 Lwr Heidelberg Rd, Eaglemont, 3084	45-1433	344-2262	Yamaha FZ750
*	Warden, Ben	12 Timor Parade, West Heidelberg, 3081	457-4479	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

l life member

n new member

a associate member

Life Members - 5

Associate Members - 2

Full Members - 78

Total - 85

FRENCH MOTORCYCLE GRAND PRIX.

JULY 21st.