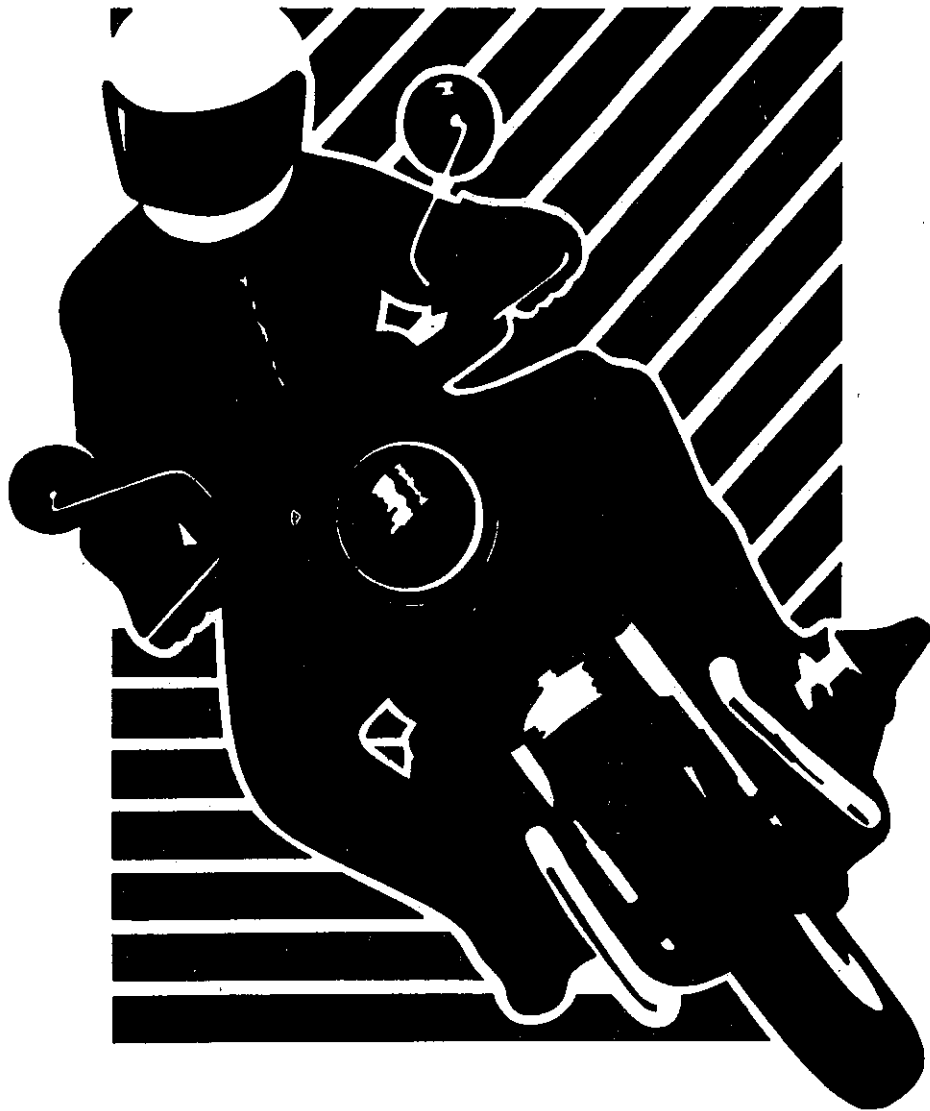


Nov 91

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

~~OCT.~~ 1991
NOV

- SUNDAY 10th. CAPE SCHANCK LIGHTHOUSE.
9.30 KBCP.
10.15 Hallam.
Luke Richardson leading. This leisurely ride will take us to Berwick
Sommerville & Hastings (smoko). Then to
Shoreham, Arthurs Seat the Lighthouse and
Dromana for lunch. Home via Tooradin,
Koo-Wee-Rup, Cockatoo and Emerald.
- SUNDAY 17th. Mt.SABINE FIRE TOWER.
via Great Ocean Road.
9.30 KBCP.
10.00 Laverton.
~~Some Dirt~~
Steve Leyland leading. After coffee and fuel at Laverton, we take
the back roads to Geelong, Moriac & Deans
Marsh (Smoko). Then Forrest and Mt.Sabine
Fire Tower, down to Apollo Bay for lunch
then the Ocean Rd to Anglesea and Geelong
where the ride will finish.
- FRIDAY 22nd CAMPING / DIRT RIDE, LICOLA.. Those going please refer to the information
to SUNDAY 24th. *** 7pm Hallam ***
Les Leahy leading. page elsewhere in this newsletter.
- DECEMBER
- SUNDAY 1st. S.P.O.R.T COURSE.
Victorian Police Complex,
Mickleham Road, Attwood.
9.00AM
8.10 KBCP This "FREE" course covers many aspects of
motorcycle maintenance and roadcraft. The
Police Motorcycle instructors will give
demonstrations then allow us to blast
around their track trying out what we have
been taught. A BBQ lunch is supplied.
- THURSDAY 5th. GENERAL MEETING and
CHRISTMAS SUPPER.
Club Hall 8.15PM. After the formal part of the meeting is
over the pre-Christmas socializing will
begin. BYO drink & a plate for supper.
- SATURDAY 7th. CLUB CHRISTMAS BBQ.
Fairfield Park.
Melway 30 J-12.
12 noon to 4pm. This "FREE" BBQ is open to all members of
the Club (\$5 nonmembers) and will be held
at the corner of Heidelberg Road and
Panther Place. BYO drinks, the Club
supplies meat & salads. DON'T MISS IT.
- SUNDAY 8th. BRUNTONS BRIDGE,
Walhalla.
9.30 KBCP.
10.15 Hallam.
Ian Payne leading. This trip to Walhalla will take in Cockatoo
Woori Yallock, Noojee, Willow Grove and
then those wishing will take the 15km DIRT
ROAD to see this historic iron bridge, the
bridge is 66 metres long & spans the
Thomson River. Home via Moe, Drouin Sth,
Bayles & Narre Warren. About 450kms.
"SOME DIRT"

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF GENERAL MEETING

DATE: 3 October 1991.

LOCATION: Jika Jika Community Hall.

OPENED: --- 8.35 pm.

PRESENT: 45 members and guests.

APOLOGIES: Daryl Cole; Martin Bastock.

CORRESPONDENCE: 1 subscription; 1 cheque for auction items; MRAA Deciding Factor plus 20 Red Cross tickets (all sold) and an upcoming calendar of events.

TREASURER'S REPORT: Balance of \$1,773.03. \$167.00 received from the auction last month.

CAPTAIN'S REPORT: MIRBOO NORTH - 8/9/91
22 bikes, 27 people, rain early but fine after lunch, Ben leader, Les rear rider, 400+ kms. Powelltown, Noojee, Neerim South, Warragul, Mirboo North, Leongatha. 2 incidents: Megs on the way to the 2nd pickup at Lilydale locks up the front going down hill on a wet bumpy road, rider OK, minor damage to bike; Rocket Rod East fails to take a bend near Leongatha, rider OK, bike minor damage only.

MAINTENANCE DAY - 15/9/91
21 bikes, 25 people on the ride, 38 people total, sunny and warm but wet roads, Garry leader, Les rear rider, 200 kms. Yarra Glen, Toolangi, Healesville. The BBQ was a big success with socialising going late in the afternoon and some maintenance being done on a number of bikes. No incidents.

ECONOMY RIDE, STRATH CREEK - 22/9/91
20 bikes, 27 people, fine all day, Trevor leader, Peter P rear rider, 300 kms. The run went via Strath Creek, Broadford, Tallarook, and Flowerdale with Luke winning on the day. 1 incident: Megs' 650 breaks down while still in the city. Luke gets Megs home and rejoins the ride at Whittlesea.

MT BULLER - 29/9/91
18 bikes, 22 people, beaut day, Jack leader, Ian and Luke rear riders, 600 kms. Eildon, Jamison, Buller.

Thanks to all leaders and rear riders.

GENERAL BUSINESS:

Auction: Good profit received from the Auction Night. Thanks to all members who donated their items for the benefit of the Club.

Dec-Mar Itinerary: We need leaders and destinations for the summer itinerary. Also need a location for the Christmas Camp and for two long weekends, January and March.

Kancoban was suggested for the Christmas Camp as there are not usually many people at that time. Facilities include white water rafting. Could be used for a long weekend, if not for Christmas.

Chance of using a Sunday ride as the opportunity to go gliding at Bacchus Marsh. If a dozen or so are interested it would work out at approximately \$25 each.

Suggestion of a Winery Walk-A-Bout in the Swan Hill district for a long weekend.

Adelaide Hills: Accommodation has been finalised with 20 going. Others are still welcome but will have to organise their own accommodation. Mt Gambier still has places available but Adelaide and Murray Bridge are pretty well booked out.

Weekend Dirt Ride: Les gave a brief rundown on the route and expected highlights of the dirt ride over the high plains and also passed on some instructions to those interested in attending. Les can be contacted for further details.

Pillion Ride: Terry asked if anyone attending the Horse Riding would give a pillion ride to a friend of his from Adelaide.

Jika Jika Community Hall: We have been looking for suitable halls in the local area as well as in the Richmond district. We have to vacate in December so there are only two meetings left in the Jika Jika Hall.

CLUB PARAPHENALIA: Still for sale.

DOOR PRIZE: Won by Adam - a can of Armorall.

GUEST SPEAKER: Michael O'Connor, rider for the Rothman's Honda Superbike Team, spoke about the differences and/or advantages of Phillip Island vs Eastern Creek; types of tyres; suspension settings; team involvement and racing set-up; road bikes and competition developments etc.

CLOSED: 9.35 pm.

CAMPING DIRT RIDE - 22nd to 24th NOV.

The Nitty - Gritty on November's Dirt Ride:-

Mine hosts for the Maffra to Mansfield dirt bash, T.Saville and L.Leahy, are now able to provide full details for your convenience on this Terrestrial Torture Trek (only kidding!).

Prior to the departure date of NOV. 22nd, all riders must deliver their extra fuel and camping gear to the residence of:-

SAM & RITA SIRIANNI at 7 SURREY CLOSE, HALLAM. TELEPHONE 703-2405.

So please pay them the courtesy of a phone call to arrange a suitable time as the latest time for dropping off gear will be 6.30pm on the Friday of departure.

Our back-up vehicle for the trip is a short-wheelbase Toyota, generously offered by Alec Brown. These vehicles are very short on carrying space so please keep your gear to an Absolute Minimum. Total distance from Maffra to the first Servo out of the bush is approx 300km. For most trail bikes this will mean a full tank out of Maffra and one fill-up from your jerry can (ie. 10 Litres). You will be camping for one night only and will need food for an evening meal and one breakfast. COMPULSORY donation to cover the costs of running the back-up vehicle will be \$10 per bike or \$15 for couples sharing a bike.

Departure is 7pm from the servo at Hallam on the Friday evening, a quick stop for fuel at Moe then straight through to Maffra where we check-in at the salubrious Metropolitan Hotel. But don't plan on getting to sleep before 1AM, as there is a band in attendance and the host has welcomed us to come down for a drink and a bit of a dance even in the old size 9 motocross boots! Cost of accommodation is \$15 a head. This includes a light breakfast which we make ourselves in an adjoining kitchenette.

Departure on the Saturday is 8AM and after some 15k's of bitumen onto the dirt which is the approach road to the Mother Hardy rally site. The continuation of this gravel road becomes the Valencia Creek track and our first taste of the real Out-Doors. Unfortunately, the lower section has suffered considerable damage from heavy rains and has been closed-off to traffic of the 4 wheel persuasion but fortunately your leaders have done a little clearing work and we will get through without much drama. This first section is 76km and is the longest and most difficult of the week-end. However it is all up-hill (the best way to tackle it) and we will all be fresh.

The first taste of the High Plains cattlemen is Moroka Hut (Re-built in the year I was born) and it will be interesting to see which has weathered the years best! From here a short easy ride of 15k's to the Pinnacles, and one of the most spectacular views in Victoria. As this is our lunch stop, please bring something to munch on in your back-pack as there are NO shops in God's country. We then retrace our steps over Moroka River to eventually meet up with the support vehicle at Arbuckle Junction having covered a distance of 128k's and a refill for the peanut tanks

cont.

CAMPING DIRT RIDE cont.

Depending on time, we will visit perhaps one more Cattlemen's Hut during the afternoon and then complete the trek over the Howitt High Plains and down into the Macalister River Valley. This is the camping spot for the Saturday night after having ridden for $7\frac{1}{4}$ hours and covered 173 kilometres. The high plains can experience BLIZZARD conditions right up until Christmas. On the other hand, we experienced superb warm weather for the pre-ride in mid Oct. Therefore your back-pack should contain clothing to cope with anything from bitterly cold drizzle though to really hot and sweaty. Good Luck!

Sunday we ride up to King Billy Track and over a particularly snotty but short section of rocky track to Lovick's Hut. This is "Man from Snowy River" country but unfortunately the presence of the dreaded Range Rover is all too often. There may be the odd muddy Goop-Hole to negotiate on our way down to "The Bluff" but it's all pretty easy-going now as we cruise on down to Sheep-Yard Flat. Bring something to munch on for lunch if you can't wait till we reach the Bulla to Mansfield Highway not far away.

The feel of bitumen under the tyres will amuse you after two days of dirt as we sweep around to Jamieson and over the back of Eildon, and just when you're feeling disappointed about no more dirt, we'll throw in the track to Enock's Point, which eventually comes out at Cumberland Junction. This just about wraps up the weekend as a whole bunch of Tired, Dirty and Saddle-sore riders arrive back in Melbourne. but I guarantee they'll be walking a foot taller on Monday.

See Ya, on the High Plains,
Les and Tom.

+ + + + +

294 Mc.Kinnon Rd
Mc.Kinnon 3204
16/10/91

To all members of the Club,

Here I am again writing as I have not been able to attend any club functions because of the state of my wife's health. I could not leave her for more than 2-3 hours therefore could only attend the Christmas Party for an hour and meet some of the members. However my wife passed away on July 6th 1991 and I have not been the best since, but now I am just starting to get out and hope to be able to come to some functions in the near future. Also as I don't ride for long distances I hope to attend some of the shorter club rides in the future.

Yours Truly

Ken Brown (Life Member)
Honda 175CD (The Club Baby)
Telephone: 578-3403

MARYSVILLE HORSE RIDING

A VIEW FROM THE BACK

I WAS FEELING KIND OF NERVOUS AS MY DAD WOKE ME ON THE CHILLY SUNDAY MORNING OF OCTOBER 6. I JUMPED IN THE SHOWER, GOT DRESSED AND WE WERE OFF. IT WAS MY FIRST RIDE AS A PILLION WITH THE CLUB AND I WAS EXCITED. WE RODE INTO THE CITY AND MET HALF OF THE CLUB UNDER THE BRIDGE. THE WEATHER WASN'T ON OUR SIDE AND HAD TURNED THE SKY A NASTY GREY.

WE WAITED AWHILE AND GOT AQUAINTED, THEN LEFT. I GOT USED TO THE CORNER MARKING SYSTEM AND WAS REALLY ENJOYING THE RIDE, JUST AS THE HORRID RAIN SLOWLY BEGAN TO TRICKLE DOWN UPON US. IT WASN'T LONG BEFORE WE ARRIVED AT HALLAM AND MET UP WITH QUITE A LOT OF RIDERS. AGAIN WE WERE OFF AND RIDING. BY NOW, DUE TO MY NOT VERY WATERPROOF CLOTHING, I WAS DRENCHED RIGHT THROUGH BUT NOTHING COULD STOP MY SMILE.

WE RODE ON, AND I BEGAN TO LIKE THE CHALLENGE OTHER RIDERS WERE PUTTING ON MY DAD AS HE PUSHED HIS BIKE HARDER AND NEARLY TO ITS LIMIT. IT GAVE ME A SENSE OF BEING FREE LIKE A BIRD.

EVERYONE STOPPED FOR A PIE AND DRINK AT HEALESVILLE. THEN WE RODE ON TO THE BLACK SPUR. I HAD HEARD A LOT ABOUT THIS PLACE BUT HAD NEVER SEEN IT. WE WERE NEARLY TO THE TOP WHEN UP AHEAD I SAW A FEW CARS HAD COME TO A STOP. I GOT A DEEP BUT WRENCHING FEELING AS I REALISED IT MAY BE ONE OF MY NEW FOUND FRIENDS LYING ON THE ROAD, BUT ROUNDING THE CORNER PROVED BEN ZX10 HAD DONE NO INJURY TO HIMSELF AND ONLY MINOR DAMAGE TO HIS BIKE. THERE WAS ONLY ONE OTHER INCIDENT ON THE WAY WITH BOB AND HIS DAUGHTER FJ1200 PUTTING THEIR BIKE INTO A MUDDY EMBANKMENT.

WE ARRIVED UNSCATHED AT MARYSVILLE AND WAITED QUITE A LONG TIME FOR OUR HORSES. WITHIN HALF AN HOUR WE WERE SADDLED UP AND RARING TO GO. I WAS AMONG THE FIRST FEW WHO TOOK OFF ON THEIR HORSES ANXIOUS TO SEE THE COUNTRYSIDE ON HORSE BACK. WE HAD SOME TROUBLE ON THE HILL , AS SOME HORSES WOULD JUST NOT GO, NO MATTER HOW MUCH YOU KICKED THEM IN THEIR SIDES.

THE SUN HAD FINALLY MADE A STARTLING APPEARANCE AND BEGAN TO DRY OUR CLOTHES OFF. WE RODE UP TO THE LOOKOUT WITHOUT ANYONE FALLING OFF. EVERYONE, EVEN THOSE WHO HADN'T RIDDEN BEFORE WERE HAVING A BALL OF A TIME. BUT THE HORSES LOOKED TIRED. WERE THEY SICK OR UNFIT?? WE DECIDED TO HEAD BACK AND GRAB A NICE WARM CUPPA, SUPPLIED BY THE HORSE OWNERS. WHEN EVERYONE WAS BACK, THE AIR WAS FILLED WITH A WARM BUZZ AS EVERYONE HAD AN EXCELLENT TIME. MY THANKS GO TO SAM & RITA FOR A GREAT DAY. CONGRATS!

MELISSA, ON DAD'S RZ350

<u>RIDERS</u>	<u>BIKES</u>	<u>HORSES</u>	<u>INCIDENTS</u>
Sam/Rita	FZR1000	Silver/Lady	-
Ben	ZX10	-	Crashed on a wet Black Spur.
Bob/Krystal	FJ1100	-/Beauty	Crashed on a wet Black Spur.
Dave/?	GPz900	-	-
Steve/Tanya	GPX750	Harley/Rolly	-
John/Carrol	VF1000f2	Gus/Choko	-
Noel	GPX250	Bubbles	-
Geof/Melissa	RZ350	Thunder/Dusty	-
Nick	GSX750	-	-
Gary/Lyndal	KLR650	-	-
Adam/Simon	CBR1000	-	-
Andi	R80GS	Sparky	-
Tom	FZR1000	-	-
John/Anita	XJ900	Rebel/King	-
Jon	K100RS	Tubeless Tyre?	Puncture (AGAIN!)
Sandii	GPz900	Tiffany	-
Gary/Dot	CBR1000	-	-
Les	XR600	-	-
Alec/Jennifer	Toyota 4WD	Beama/Luke	Blew a radiator hose.
Daoma/Margaret/Dave	Car	Baldy/Caspa/-	-

To the Editor, Good Vibrations,

When reading a recent issue of the magazine I enjoyed an article regarding the correct operation of the "rear rider" system and it brought back memories of one day in 1963 when the system almost caused the THIRD WORLD WAR!

The club at that time was known as the WHITEHORSE MOTOR SCOOTER CLUB and we always took part in the Williamstown Moomba Parade on the Sunday after the Melbourne Moomba Parade. The Club left the city meeting place (Alexandra Avenue) and for some reason or another decided to travel to Williamstown via the ferry instead of the usual "long way" along Footscray Rd. However, nobody told the rear rider about this plan.

The rear rider, whom I shall not name for fear of being sued, but shall simply be referred to as "R.R". Now let me just mention that RR was occasionally known to be a little "fiery" when agitated and likely to punch his grandmother on the nose! The leader on the day was the late Ken Kilgour, also known to be a bit "explosive" if upset.

The group (about 22 bikes) took off and within about 5 minutes, RR realised that we were going via the Ferry and for some reason still unknown today, RR decided he did not want to travel on the ferry, so without telling anybody he made a U-turn charged down Footscray rd and waited for the ferry to arrive on the Williamstown side. You can imagine the look of shock-horror-disbelief on the leader's face when he rode off the ferry (first) to be greeted by RR who should have been last!

KK held his comments until we reached the Parade Assembly area, and then "THE SHIT HIT THE FAN". RR told KK he did not want to go on the ferry! KK said he should not have abandoned the rear of the line! About 10 other riders agreed with RR that we should not have used the ferry! The rest wanted to get on with the job we came for! RR and the 10 friends wanted to go home! KK argued that we could not do the job with the reduced number of bikes! I considered phoning for a S.W.A.T. squad! KK and RR wanted to sort it OUT behind the shelter shed! Finally, it all calmed down and all agreed to do the Parade and sort out the problem later, which was done peacefully after the show.

The aftermath was that the ferry was never used by the club for official club runs, the rear rider was ALWAYS informed of the proposed route to be taken, and KK and RR never spoke to each other again!

RR at a later date was involved in a minor "brawl" with one "RON.D" before a club run was to begin at Alex. Avenue. Ron.D beat RR playing "tiggy" and RR tried to STRANGLE Ron.D over the bonnet of someone's car. It took 5 members, including KK, PP and myself to break them up. Ron.D had turned BLUE before we realised he wasn't Kidding!

RR was disciplined a week later and eventually left the club.

I hope this story may be of some interest to yourself
and other members of the club.

Yours Sincerely

Len Shearer (Life Member)

SUNDAY 13 OCT 91 - EILDON
=====

K100RS Jack (rear)	GSXR1100K Mick	KR1S 250 Eric
K100 John/Lyndal	GS500 Walter	FZR1000 John
K100RS Andrew	GS650 Margaret/Dawn	FZR1000 Tom
K100RT Gary	DR250 Michael B.	Fj1100 Luke
R100RS Derek	GSX750SF Nick/Aaron	XJ900 Ian/Kerrie
R65 Dickie	ZX10 Ben (leader)	XJ750 Roger
R80GS Andrea	ZX10 Ray	RZ350 Geoff
CBR1000FL Gary	GPz1100 Peter	RZ250 Colin
VF1000f2 John/Jenny	GPX750 Steve	PASO 906 David
VT250 Chris	GPX750 Fritz (1st ride)	

ROUTE: KBCP, Yarra Glen, Xmas Hills, Panton Hill, St.Andrews, Kinglake West, Flowerdale, Yea (lunch), Molesworth road to Alexandra, Fraser Nat.Park, Eildon, Mt.Pinninger, Eildon, Buxton, Marysville, Black Spur, Healesville and Yarra Glen. Approx - 350kms, 29 bikes/34 people, Weather - Dry & Hot all day.

PICTURE THIS: Melbourne Show Day early morning, sun is shining. Nothing better.

A quick zip into the City then a white utility parked in A'Beckett St pulls out only to turn straight in front of me! With only metres to spare the impact is imminent as I react to attempt to turn right to avoid the Ute.

RESULT: \$5200 damage to the Suzuki and a dented-in drivers door on the ute. Damage amount unknown but appears minimal.

PROBLEM: A 19 year old P-Plater, minus plates who not only failed to indicate but also failed to look and see the brilliantly lit twin 140 Watter's of the Suzuki which are so annoyingly bright even in daytime. I think I preferred the Wombat!

SAGA: After dragging the kid to the Police Station, I find out the ute is a company vehicle and the Manager refuses to submit an insurance claim, resulting in me having to do so and incurring Quote costs, Excess and Time Running Around. Great!

MORAL: Don't try this trick at home kids.

After the insurance go-ahead for repairs, I stripped the bike down to a rideable state to then (after a 3 week absence) enjoy Ben's Eildon ride Fairingless.

It's amazing how exceptionally good weather makes it so much easier to get up for a Club ride regardless of any prior evening activities. We leave KBCP as usual to travel to Yarra Glen where numerous other enthusiasts await.

My time was spent monotonously describing my Show Day experience, Ho-Hum, Jack also has a small problem, something about the shocker bracket on his new BMW.

Before long we are hitting the twisties of Panton Hills and St.Andrews by which time the group has strung out a bit. But with good cause, as it appears from several testimonies some unnatural phenomenon caused some or if not all of the cars on the Xmas Hills road to suddenly U-Turn 5 metres in front of any oncoming biker?

Onwards to Kinglake West, Flowerdale then Yea for lunch and a change of underwear. By this time the weather is superbly warm to hot and tyres the same. Now for a bite to eat in the Park.

cont.

EILDON cont.

Lunch over, we attack the Molesworth to Alexandra Road then the Fraser Nat.Park's delightful bends. Great views overlooking Eildon from here and a chance to sneak in a photo session and a leak. Eildon follows, then a chance to weightlift an R80GS up Mt.Pinninger (or at least set it upright). Who says a Beemer can go anywhere? Andi discovers, next time MORE REVS.

More picturesque scenes of Eildon Lake from the lookout and also the Dam Wall. (No, THE Dam Wall) And also Jon R has puncture number 5 (all within 2 weeks).

Down to Eildon proper where some of us took petrol, not all of us have ZX10's. Homeward bound via Buxton and Marysville where we met up with John and Eric who, earlier had lost a chain split-link-clip and had returned home to fix the Fizzer. Onwards and we find ourselves on the Black Spur where the usual sprint begins, Why is it that cars on this section of road always clump together in groups of 10 with barely 2 inches between them making it almost impossible to pass ?

Finally Yarra Glen appears where the ride is to break up and I notice my previously roadworthy rear tyre isn't. It must have been a GOOD day!

Thanks to Ben and Jack, also Andrew for volunteering to carry the First Aid Kit.

Good Stuff.

Michael (Half'a) GSXR1100K

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Who's News

Garry Breare having to forgo bike riding for about 6 weeks after managing to dislocate one of his knee-caps - OUCH!

Tony Gustus & some friends recently headed to Malaysia to take in the last round of the 500cc GP & also a little sightseeing. Seems the trip over got a little chaotic when it was discovered that a Mr & Mrs Gardner (Wayne & Donna) were on the same flight.

Tony's venerable XJ900 has just clocked over 165,000 kilometres. Says something about the Marque.

Wayne & Michelle Pope have ventured into the printing business & can offer members very competitive rates on printed coasters, placemats & T-shirts. What sets them apart is their ability to reprint a photo of your favourite BIKE/PERSON onto a T-shirt etc. Wayne hopes to have samples at a future club meeting.

COMMISERATIONS to Ken Brown on the recent bereavement of his wife.

"Be Warned", the Vic. Police are now equipped with radar detector DETECTORS, with one police car positioned on the Western Hwy near Bacchus Marsh managing to snare 75 detectors in one afternoon. This information was collected first hand by a Mr G.Clifton Esquire!

It seems some of our rides are becoming a little LAX with late starts & secondary pickups ending up as breakfast stops. Members are therefore reminded that the Sunday ride starts at KBCP at 9.30am SHARP & secondary pickups are, unless otherwise stated, just for a regroup.

Jon Riddett's becoming quite proficeint at repairing flat tyres after his K100RS managed to get 6 punctures in a little over a week.

WORLD SUPERBIKES - PHILLIP ISLAND

SATURDAY 19th OCTOBER

MEMBERS:-

Ben & Vicki-Zx10, Doug-ZX10, Stuart-CBR1000, Meggs & Terry-GS650,
Ian & Kerrie-XJ900, Peter-FJ1100, Mick-GSXR1100, Gary-CBR1000,
John-ZXR750, Ron-CB900f2, Colin-RZ250, David-GPz900, Daryl-FZR600,
Adam & Rebecca-CBR1000, Noel-GPX250, Jon & Jennifer-K100RS,
Alec & Jennifer-Toyota 4WD and Luke-FJ1100 (on First Aid duty with St.Johns)

VISITORS:-

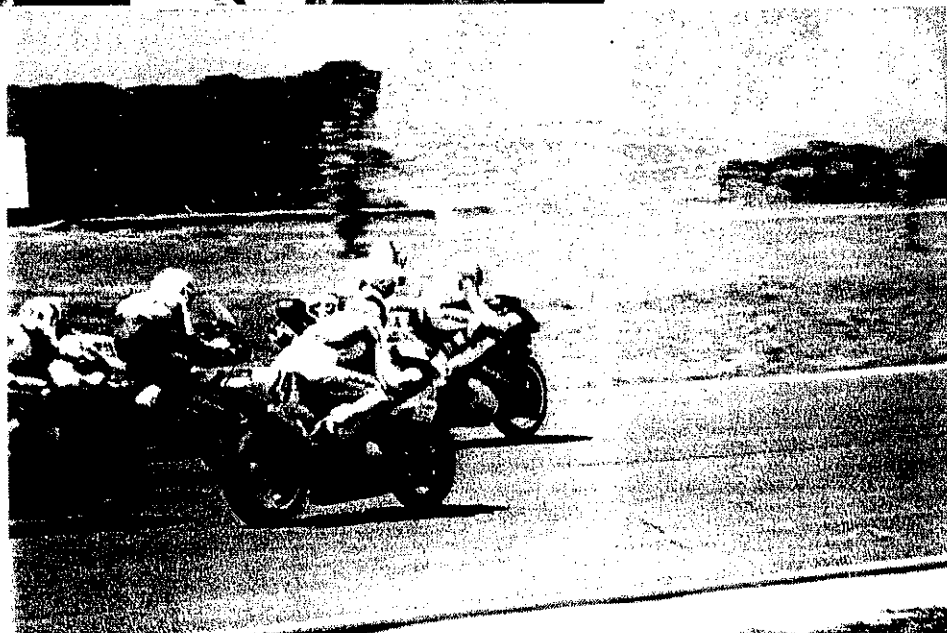
Chris-GSXR750 (1st ride), Harry Chow & Cathrine-ZXR750, David-906 Paso,
Ian-RGV250 (1st ride), Phillip-CBR1000, Simon & Kim-GOLF & ??-Moto Guzzi.

ROUTE:-

Ben led us down to Pakenham, Koo-Wee-Rup, the highway to Phillip Island and the track. Most of us congregated on the main straight and watched some fantastic racing.



**Superbike
Action**



BIKES & PEOPLE

ADAM CBR 1000, BEN ZX10, DARYL FZR600, ERIC KR1S, GARY TENGAI
GEOFF RZ350, GRAHAM BR250, IAN P TT350, IAN GPX250, JOHN FZR1000
JOHN & JENNY VF1000, LUKE & JOANNE FJ1100, LES XR600,
MARK RZ500, MICHAEL GSXR1100, SAM & RITA FZR1000, STEVE XL600
TOM R100GS [LEADER], TREVOR R80GS.

AFTER LOSING 1 HOUR'S BEAUTY SLEEP, THANKS TO DAYLIGHT
SAVING, ITS UP AND INTO KBCP WHERE TOM IS KEEN TO BE ON THE
MOOVE. NO TIME FOR A KEW BOULEVARDE 'STARTER', SO ITS DOWN THE
FREEWAY AND OFF TO YARRA GLEN WHERE MOST OF THOSE ATTENDING ARE
WAITING.

AGAIN TOM HAS US ON THE MOOVE, 'NO COFFEE' AND ITS ON THE
RIDE PROPER. BACK UP THE CHRISTMAS HILLS ROAD OVER A RECENT OIL
SPILL, EVERYONE EASES UP HERE THINKING HOW MUCH OIL COULD BE ON
THE TYRES?

THE NATURE OF THIS ROAD SOON HAS EVERYONE BACK IN THE
GROOVE, AND OFF TO ST. ANDREWS, THEN UP THE TWISTIES TO KINGLAKE

GRAHAM BR250, TOOK A SPILL ON THIS SECTION TO BECOME THE
DAY'S 1st INCIDENT. RESULT- 1 SORE THUMB. AFTER LES [rear rider]
GAVE THE FRONT END A COUPLE OF TWEAKS IT WAS OFF AGAIN TO
KINGLAKE

ERIC KR1S AND JOHN FZR1000, LEFT THE RIDE HERE,
[KINGLAKE]. ERIC HAD DECIDED THE KR WAS A 4 STROKE AND DIDN'T
USE OIL, A NEARLY EMPTY OIL TANK AND KINGLAKE DON'T MIX
'ONLY CHAIN SAW OIL MATE'. SO INSTEAD OF A SEIZE IT WAS OFF
HOME.

NEXT STOP WAS STRATH CREEK STORE FOR MORNING TEA AND A
TALK. THE SUN WAS OUT AND WARMING UP, WEATHERWISE WE WERE
LOOKING TOWARDS A GREAT DAY AND WERE NOT DISSAPOINTED.

ON THE ROAD AGAIN TO BROADFORD WHERE AN AMBULANCE STIRRED
THINGS UP BY USING SOME PEOPLE'S PIECE OF ROAD AND RIGHT TURNING
INTO REG HUNT PARK WHICH HAD BRAKES ON AND KNUCKLES WHITE.

SO ONTO SEYMOUR FOR LUNCH WHERE THE DAY'S 2nd INCIDENT
WAS REPORTED, TREVOR R80GS, A 1st RIDER, HAD HIS THROTTLE JAM ON
AND DROPPED THE 'CHOOKIE'. HE WAS ABLE TO CARRY ON BUT DECIDED
TO RETURN HOME.

AFTER LUNCH ON THE LAWN A LOOP WAS DECIDED ON TO
ACCOMMODATE THE 'DIRT WIMPS' WHO DIDN'T HAVE A 'CHOOKIE'

BEN ZX10, LED THE 'WIMPS', WHO WILL NOT BE NAMED
[BUT THEY KNOW WHO THEY ARE] ON A 120K LOOP TO MEET THE DIRT
'HEROES' AT YARCK.

TOM LED THE 'CHOOKIES' AND JOHN & JENNY VF1000 AND
MYSELF RZ350 INTO THE SWITZERLAND RANGES FOR ABOUT 60K OF FUN
AND DUST AND SLIPS AND SLIDES. WE ALL STAYED RIGHT SIDE UP
EXCEPT STEVE'S MUFFLER WHICH DECIDED TO DO THE LOOP IN JOHN'S
GEARSACK. THE FRONT SPROCKET ALSO DIDN'T WANT TO PLAY AND
STARTED TO SLIP- LUCK WAS WITH STEVE AS THE GOING WAS MOSTLY
DOWNHILL. I WAS MISSING ENGINE BRAKING [2 STROKE] AND WAS
LOCKING BRAKES INTO DOWNHILL CORNERS AND QUICKLY RUNNING OUT OF
ADRENILINE.

SAFELY INTO YARCK WITH TIME FOR AN ICECREAM AND A DUST
OFF ---STEVE DOES SOME SPROCKET MAINTENANCE WITH SOME ADVICE
FROM LES ---'CHUCK SOME SAND IN THERE MATE---THAT WILL FIX IT'

AFTER A SHORT BREAK BEN AND THE 'WIMPS' TURN UP AND WE
REGROUP FOR THE RIDE BACK.

ALEXANDRA, THORTON, TAGGERTY, BUXTON-- HIGHWAY RUNNING
WITH SOME TIME TO RELAX AND ENJOY THE SCENERY. WHO NOTICED HOW
ATTRACTIVE THE REAR OF SAM'S FZR1000 IS WHEN RITA IS PILLION.

WITH HEALESVILLE AS THE BREAK UP POINT AND THE BLACK SPUR
TO DESCEND TIME TO STOP DAY DREAMING AND CONCENTRATE. WITH
SUNDAY DRIVERS TO DEAL WITH AND OTHER RIDERS TO PASS AND BE
PASSED BY---A GREAT BUZZ TO END AN INTERESTING DAY.

AT ALL THE STOPS THERE WERE PLENTY OF SMILES AROUND AND
AS USUAL A RELAXED ATMOSPHERE, THANKS FOR THE DAY TOM, LES AND
IAN P [REAR RIDERS].

GEOFF RZ350 [old fart]

Sunday October 20 ---Avoca.

(Or how the West was won.)

The deal today is that Ian Payne will lead us into the wilds of the Western District to sort of relive the High Noon scene through the many small towns out west.

We now mosey west from KBCP with Peter P riding rear shotgun, but goddamm, why are we stopped, and corner markers going back and we are not yet further west than Brooklyn ?

Must be Injun attack on our rear, the yellow (red ?) coyotes. Hell but it aint, it's some varmint rider wanting petrol five minutes from KBCP. I'll give 'em petrol, I'll give 'em six colt slugs at their feet, and let that be a warning to other members who figure this stunt.

Posse leader Ian is taking us through some right inhospitable country west of Deer Park, road rough as all hell and a wind born of the same place.

Blast, your gearlinkage is now broken Margaret, and we are stopped. Just a place to get rounded up by the Souix. Better shoot the Suzuki and let's go before we are dry gulched.

OK, OK, we have made it to Mt. Egerton for coffee and beans. What sort of wild west town is this ? No saloon, no lockup, and no goddamm bank to rob ! " Mount Up", " Let's go", "Waggons roll ", and all that.

These towns of Creswick, Clunes and Talbot sure as hell don't look any better to shoot up, besides the local sherrifs seem to have too many deputies.

Creswick, now there has to be one real rich bank here for the taking, after all, Gary's relatives and a few dudes have been digging up nuggets here since the gold rush.

Waall this is Avoca huh ?

Choice of cowboy food in the saloon or cowboy food in the cafe. Posse leader is saying we stop for less than an hour, doggone that ain't enough time for a good lynchin', let alone to ambush another bike gang in town.

That's sure good news Jon, you don't have to shoot the BMW hoss as it's gone a whole day without a puncture. Seven in two weeks is a real doosie.

Yippee, we're off for the best littlest town in the west,
Moonabel just across the next prairie.

Right friendly folks at the saloon, called Moonabel Hotel, and
we can relive High Noon outside. Goddam Gary can't you fall face
down when shot? , not enough dust on the road, you say ?

The \$ 8.50 for a bottle of F..... Good Port (label not
censored) is that good all the stock has been sold to our posse.
FGP is a speciality of this saloon, along with throwing dudes through
the swing doors down the verandah steps.

" Mount Up" , Let's Go " , etc, etc.

Gentle readers , after living our fantasy, this is how we came
back to Melton to disperse.... Maryborough, Majorca, Campbelltown,
Dalesford, Blackwood, Greendale. and did not see an
Indian of the North American type all the way !

Posse Riders Included :-

Ian & Kerrie-XJ900 (leader),
Jack-K100RS, Geoff & Val-RZ350, Meggs-GS650, Gary-CBR1000,
Hans-K100RS, Gary & Sue-K100RT (1st ride), John VD-VF1000f2,
Steve-GPX750, Adam & Simon-CBR1000, Michael-GSXR1100,
Luke-FJ1100, Jon & Jennifer-K100RS, Peter.P-GT750 (rear)
and Graeme BR250 (joined at Maryborough).

Jack Outrider Youdan.

PS. If we do this run again, it's hired Harleys and fringed jackets
all round.

More Who's News * * * *

Seems some of the members took our October speaker, Michael O'Conner,
a little to liberally when he was describing how you slide the rear out when
cornering. With Ben & Bob both losing the back-end while negotiating the wet
Black Spur. Ben's bout of dropsy didn't stop there, with a car & a roundabout
combining to send him down the road again less than a week later.

During the horse riding, Tom took a friend of Terry Mountney for a spin on
the back of the FZR. Apparently this guy was into FAST CARS, so Tom gave him
a good time! So much so that he came back looking decidedly GREY.

Jack Youdan now punting a new ABS equipped K100RS.

Good to see Hans Wurster on the Avoca ride, Hans had just celebrated another
birthday and from the calibre of his riding, he's a bit like an OLD PORT. The
older you get the better you are!

On the dirt ride I had a chance to swap bikes with Les and if I thought the
TT350 had grunt, it paled into insignificance after riding the XR600.

Maldon, an Alternative Ride

Nov. 24th, '91

On the last weekend of November the Club itinerary reads *Camping Dirt Ride, Licola*. If the idea of getting dirty for a weekend doesn't appeal to you, then maybe the following alternative committee sanctioned Club ride may be more attractive.

Nine thirty at Kings Bridge Car Park will see about 20 bikes waiting, all polished and gleaming, knowing that this style of ride is what their respective makers intended them to be used for: sports touring. There will be big open sweepers over gently undulating green countryside interspersed with the occasional tight, twisty section, and the odd straight. No dirt.

With the corner-marking system explained, a rear rider nominated (the position to be rotated throughout the day), and a magazine scribe volunteered, we are away. Over the West Gate Bridge, a gentle breeze nudging the fully faired bikes, reminding the riders of the wind's unleashed potential. But not today. The weather is fine, barely a cloud in the sky, a warmish spring day.

Off the freeway and heading west we now pass through Exford. The roads are relatively straight, allowing ample time for the riders to acclimatise to their machines - getting comfortable, relearning the brakes, glancing at the gauges, all the while confidence rising with every passing kilometer. A bit of form returns.

A dawdle through Bacchus Marsh suburbia and onto the Western Highway, quickly taking the Pentland Hills turnoff, heading for Myrniong. At last some fast, wide, well surfaced smooth corners. The revs rise in appreciation, the first real corners of the day. Inspiring confidence and greater lean angles, the bike tracks straight and true. Ooooo!

Spiralling down into Greendale we back off for the gravelly T intersection before peeling right and cruising up the hill anticipating the slow, recently modified, tightening, off-camber sweeper. Already the faster riders are filtering to the front. But while travelling through the Lederberg Gorge State Park it's best not to push too hard - the road is a real test of suspension, though is quite manageable at moderate speeds. I once met three kangaroos around a blind left-hander at speed along here, albeit approaching dusk. Still the element of doubt lingers.

Blackwood provides us with morning tea and petrol for the two-strokes. The bikes quickly pack up outside the milkbar. It's not really morning tea, just the first of a number of food/rest/regroup stops. Toilets in the pub. Some suspension adjustments are performed and the first of many shared experiences are related.

Rushing headlong down the Blackwood Hill, the hoons know this section and the importance of getting into the swing of things quickly - there are 8 km of steeply rising and falling hills with a series of superbly surfaced corners culminating in a long "75 km/h" right hander running up into Newbury. Around to Daylesford along a *transport* section, then picking up the Midland Highway and the red bitumen. After a short series of uphill tightish corners the bitumen pans out very wide, the main straight at Phillip Island springing to mind. Some riders will be tempted ...

We are now in the mineral springs capital of Victoria, passing Hepburn Springs to the left and later Mt Franklin to the right before getting off the highway and heading for Newstead. After a right, left jiggle over the Pyrenees Highway, we travel through Welshman's Reef, a Club destination from yesteryear, and enter Maldon, our lunch stop. Maldon is classified by the National trust as an historic town, and more than likely people will disperse everywhere. The pastry shops are normally pretty good value.

The Maldon to Castlemaine steam train leaves on the hour, chuffs a few kays down the line, turns around and comes back. Having made excellent time we will be on it. The four dollar ticket doesn't seem so bad when you consider they are all volunteers, and, imagine servicing the beast! Bring the camera.

On the bikes again taking it easy to Castlemaine and around to Elphinstone and off the beaten track to Metcalfe and boulder country. Heading south now towards Kyneton we encounter one set of, you guessed it, enormous sweepers - be ready for them.

Straight through Kyneton bypassing the dreaded Calder highway picking up the Tylden-Woodend Road. Into Woodend and up Mt Macedon - beware the decreasing radius turns - possibly visiting the War Memorial Cross, noticing the rate of foliage recovery after the Ash Wednesday fires.

Onto Gisborne, now bypassed by the Calder Highway, for a quick regroup and more petrol for the RZs. The 33 km to Bacchus Marsh is fantastic. We skirt around Mt Bullengarook to find ourselves running along the top of a ridge, with the Lederderg Gorge out to the right and eventually Lake Merrimu to the left. Mile after mile the road gradually descends, the view spectacular, before a last frantic dive into Bacchus Marsh.

Picking up the Western Highway for the run into Melton we reluctantly are forced to acclimatise to cars and traffic lights. The Melton shops provide enough energy to see us home tired, but eagerly checking out the itinerary for next week's ride. It gets in the blood.

A round trip of 380 km.

Ben Warden (ZX10)

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TAS RALLY 1992:

A group of QL'ers are heading for the Apple Isle for this annual event in 1992 ,
(departing 28th Feb. and returning 15th March).

If your interested in going please contact Tony Gustus.

BENDIGO SWAP MEET:

This annual event will be held on the weekend
of NOVEMBER 16 & 17.