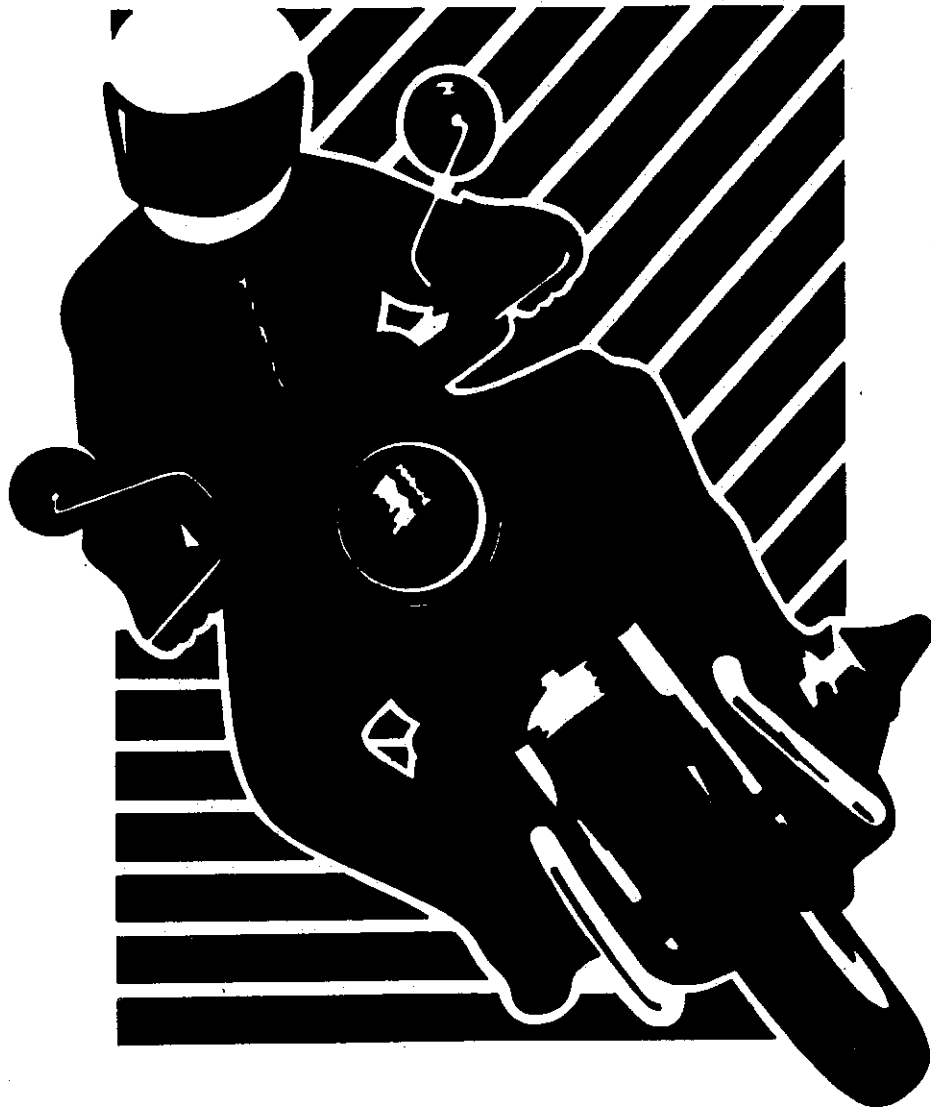


APRIL 92

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

APRIL 1992

- | | | |
|--------------------------------|--|---|
| SUNDAY 5th. | CLASSIC MOTORCYCLE SHOW
& Kinglake National Park.
9.30 KBCP.
Ian Payne leading. | After a short ride up to Kinglake & some lunch we will head for the Box Hill Town Hall to view this biennial show which will feature about 150 bikes ranging from 1920 to 1992. |
| SATURDAY 11th. | LADIES RIDE.
10.30 Yarra Glen.
Andrea Sirninger leading. | This "No Men Allowed" ride will head to Strath Creek for morning tea, then to Yea and Marysville for lunch. Home via the Black Spur to finish at Healesville. |
| SUNDAY 12th. | GRAND PRIX B.B.Q. LUNCH.
BYO Food & Drink
Pre-lunch ride: Lilydale.
9.30 KBCP. | Come and join with members around the table as we cheer on the Aussies. Go direct to Hallam or work up an appetite on the ride to Lilydale. For more details phone Sam at home on 703-2405. |
| FRIDAY 17th
to MONDAY 20th. | MT.KOSCIUSKO
& Snowy Mountains Highway.
9.30 KBCP.
10.15 Hallam.
Ben Warden leading. | For full details on this 1700km trip refer to the separate information page. As accommodation is limited, don't delay in returning the booking slip. |
| SUNDAY 26th. | POINT LONSDALE.
9.30 KBCP.
10.00 Laverton.
Andrew Platt leading | This 350km ride will be via Anakie to the Bellarine Peninsula and Point Lonsdale for lunch. Then to Anglesea and Geelong. |
| <u>MAY</u> | | |
| SUNDAY 3rd. | BASS HOTEL, COUNTERLUNCH.
9.30 KBCP.
10.15 Hallam.
Margaret Shelley leading. | This social ride will take us down to Drouin for morning tea, then some twisties to Bass & our meal. Route home will depend on weather & time. |
| THURSDAY 7th. | ANNUAL GENERAL MEETING.
Election of Office Bearers.
8.15pm Club Hall. | It's that time of year again when members are called upon to nominate for a place on the committee. |
| SUNDAY 10th. | SNOBS CREEK WATERFALLS.
9.30 KBCP
10.30 Yarra Glen. | Come along with John Barta up Eildon way to view these seldom seen waterfalls. |

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF GENERAL MEETING

DATE: 5 March 1992.

LOCATION: St Paul's Church Hall.

OPENED: 8.40 pm.

PRESENT: 40 members and guests.

APOLOGIES: Garry Breare; Hans Wurster; Lisa Robinson; John & Jackie Llatse; Kerrie Gooding; and Daryl Cole.

CORRESPONDENCE: Form for Treasurer to complete after AGM; list of tours from Motorcycle Adventures of Australia; letter confirming future bookings for the Hall; and form to be completed in the event of a Club name change.

TREASURER'S REPORT:	Balance as at 1st February	\$1,751.98
	Income	116.28
		<hr/>
		1,868.26
	Expenditure	<86.03>
		<hr/>
	Balance as at 1st March	<u>1,782.23</u>

CAPTAIN'S REPORT: ORGAN PIPES NATIONAL PARK - 9/2/92
30 bikes, 36 people, hot and humid all day, 220 kms. 2 incidents: Peter P (GT 750) on the Toolangi Road and Garry Pincott (K100RT) on St Andrews Road. Minor damage only.

WALHALLA CRICKET - 16/2/92
14 bikes, 18 people and 1 car, stinking hot, 500+ kms and a 9-run loss to QL Club. Incidents: Steve (GPX 750) booked for speeding; Vaughn (GS 650) got a puncture.

STEVENSON FALLS NIGHT RIDE - 21/2/92
16 bikes, 28 people (6 for the meal only), mild weather, 150 kms. Only incident was David (GSXR 750) crashing in the Christmas Hills.

BACCHUS MARSH GLIDING - 23/2/92
13 bikes, 30 people and 3 cars, increasingly windy, 150kms. Split departures at 8.30 and 9.30 am. 23 flyers.

BROADFORD - 1/3/92
18 bikes, 20 people, weather increasingly wet, 360 kms. No incidents but only 8 finishers.

Thanks to all leaders and rear riders.

GENERAL BUSINESS:

New Itinerary: Club Laverda has challenged MCTV to Ten Pin Bowling. To be held in July, MCTV to organise a ride and Club Laverda to organise the bowling.

Ladies' Ride, led by Andrea, to be held in April. It will be advertised in AMCN in the hope that more lady riders will become aware of the Club and the fun of riding with a group.

Grading of Rides: The feeling from the last meeting was that grading was not really necessary but arduous rides can be qualified and a new symbol will be tried for a couple of itineraries to see what feedback is prompted.

Points raised: Smaller bikes and new riders should not corner mark (though corner marking can sometimes provide a break instead of forcing newcomers to keep moving); the arduous symbol is aimed at the newer rider and relates to stamina/ability rather than bike capacity; suggested the total kilometres of the ride be included on the itinerary; include a warning on the itinerary for rides that could cause problems when advise should be sought from a Committee member.

Advertising: Advertising was stopped in AMCN and HART because the riders being attracted was not the kind of rider necessarily wanted. Felt that at 90 members, the Club was large enough but some of the membership will drop due to winter and the end of the financial year. Also a feeling that the Club will stagnate without new membership.

Points raised: Advertise in AMCN through the winter for hard-core riders but don't advertise at HART; advertise in AMCN but not for GO Road or Spurs rides; advertise to attract riders but don't disclose destinations to avoid specialists on certain roads and to give no pre-warning to police. Also suggested that a survey be included on the membership form to find out how new members heard about the Club. The general conclusion was to stay with the current situation.

General Elections: Next meeting will call for nominations for all Committee positions, to be decided at the Annual General Meeting in May.

Club Name: Should the Club change its name to include the word 'sports' or would 'sports' attract the wrong type of rider? Will a vote to decide a name change mean it is generally approved? A note will be included in the Newsletter (possibly with a voting slip) on the decision to change the Club's name. The choice of any name change will be a separate issue.

Life Membership: To be awarded to Tom Saville, who joined the Club in 1972, for his efforts to put motorcycling first and to improve the image of motorcyclists and motorcycling in general. Will be dedicated during the Annual General Meeting in May.

Ear Plugs: Request for different (more comfortable) type of ear plug which the Club will look into as we are financial at the moment. Also a warning that, should the Club change its name, we have 2 years' supplies of current paraphenalia.

CLUB PARAPHENALIA: Still for sale.

DOOR PRIZE: Won by Tom Saville - to be presented next meeting.

CLOSED: 9.30 pm.

BACCHUS MARSH GLIDING, FEBRUARY 23rd.

The Troupe:-

Anita-VF500 (organizer)	Michael-GSXR1100	John & Kerry-XJ900
Gary-KL650	Phil Duffy-CX650	Luke & Julie-FJ1100
Chris-VT250	Daryl-FZR600	David & Leanne-GPz900
Stuart-ZZR250	Colin-RZ250	Ian & Kerrie-XJ900
Terry & Liz-GPz900	Mr & Mrs Mike Davis-Camper	
Geoff Jones, Family & Friends-Car + Car.		
Total 29 people.		

The Weather:-

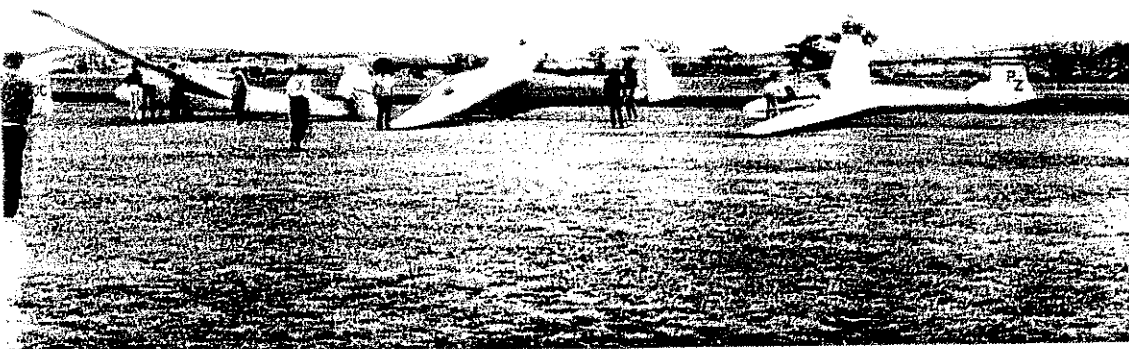
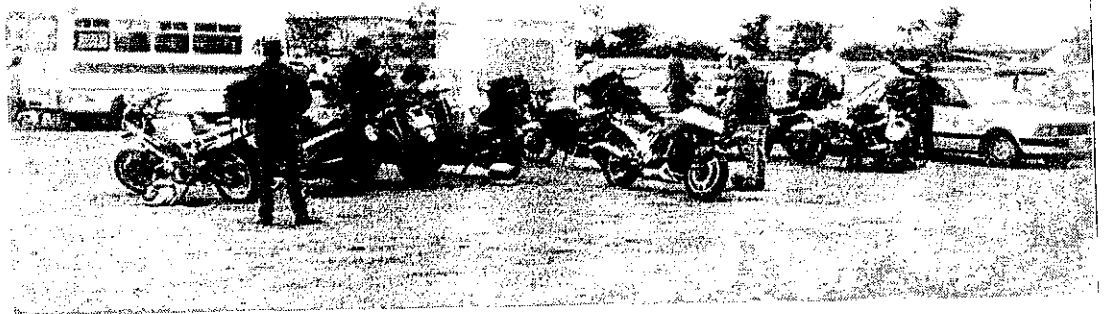
Overcast but dry with a slight breeze to start with - Ideal.

Incidents:-

Phil was the only one to actually use "the BAG" but several others felt the effects of nausea.

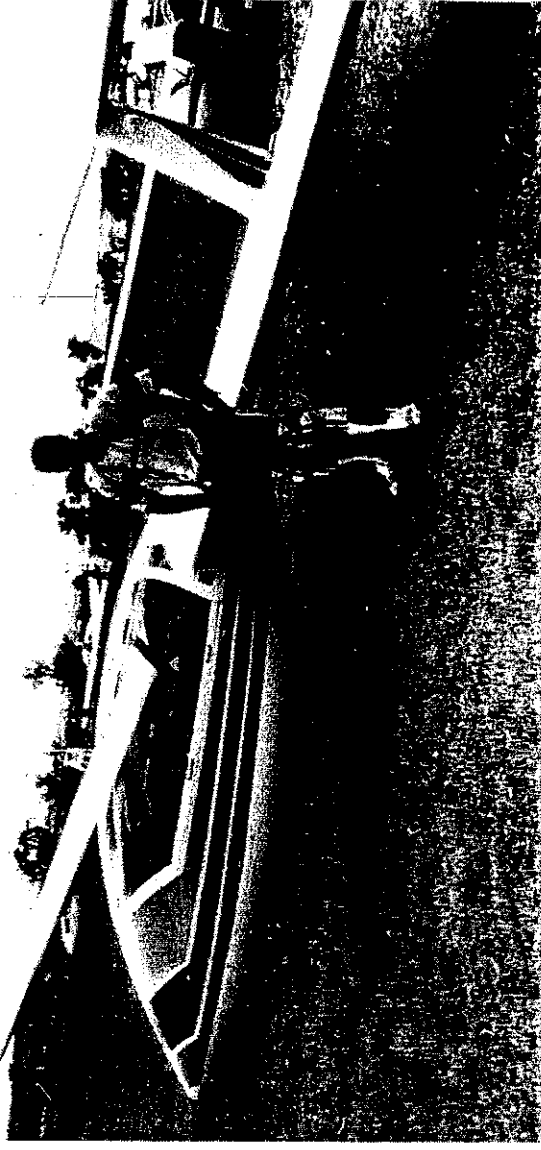
Thanks to Anita and the Bacchus Marsh Gliding Club for this wonderful opportunity.

The Group

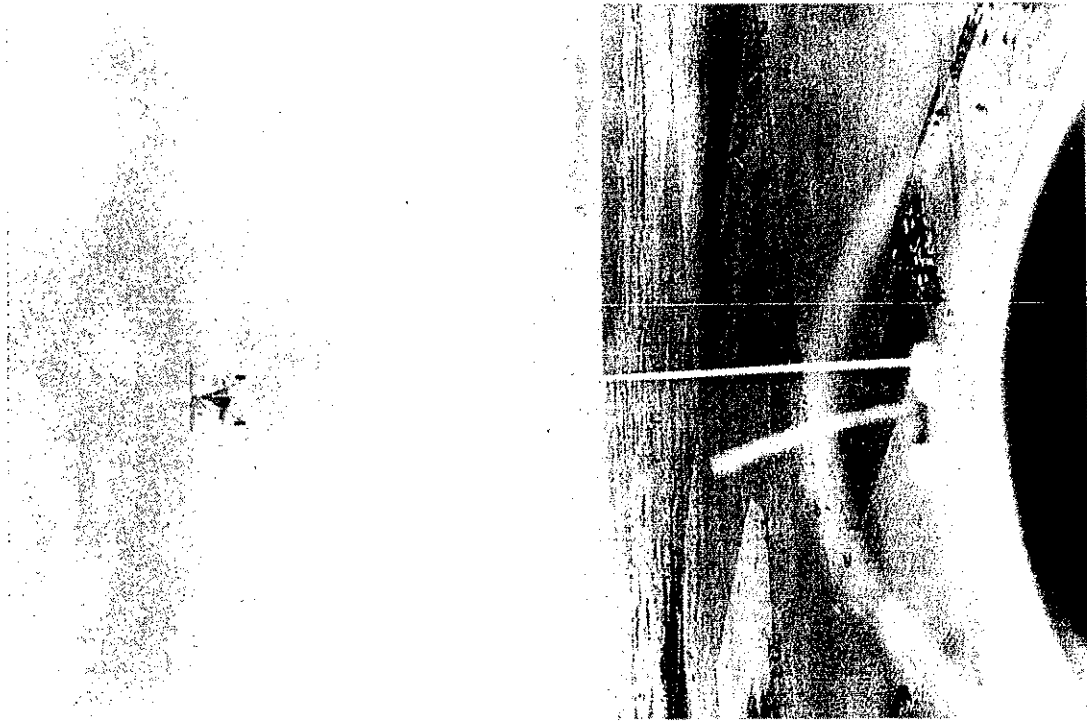


Waiting Waiting.....

Ah, a GSXR of the sky



No, there is no brake!



Up, up and away

SATURDAY 7th

At KBCP a worried George-GSX750 waited all alone until Ian-XJ900 led him down to Hallam to pick up the rest of the group comprising:-

Jack-CBR1000	Chris-VT250	Stuart-ZZR250	Colin-RZ250
Tom-R100G/S	Andi-R80G/S	Mark-FZ750	John-VF1000 (rear)
Eric-FZR1000	Kerrie-Mazda	Lynn,Chris & Rebecca-Sigma	
Sam-FZR1000*	Gary & Cynthia-GSXR1100*		

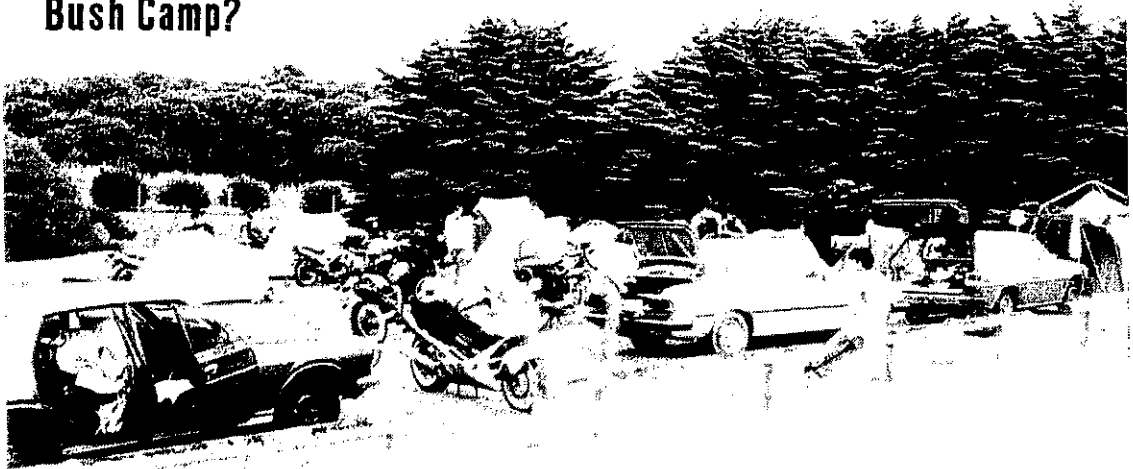
*Came along just for the ride down.

ROUTE.

Down to Berwick, Clyde, Bayles, Lang Lang, Poowong & Loch (smoko). Then to Wonthaggi, Inverloch (lunch), Tarwin Lower, Fish Creek, Yanakie and the Caravan Park. Even the park access road was great with a fast steep right hander to finish with. After setting up camp and buying supplies we settle in for the night.

Early in the evening sees the arrival of Dot-Datsun & Les-XR600. Chris, Colin, Mark and Eric return from the Fish Creek hotel with John B-XJ900 in tow. Then later-on Gary-CBR1000 & Steve-XL600 arrive but with the cool nature of the night and a fire ban in force its a fairly early night.

Bush Camp?



Sitting around the Camp.....LIGHT

The 'Prom Camping Weekend.

Sunday March 8 (well half it really)

Most of the camp is awake and active between 7-8 AM,
just shows what a sober bunch we were last night.

Even with a proclaimed 9-30 start we are away at nine,
that's what I like- punctuality in advance !

Tom is our leader with this scribe rear rider and it's
a warm- but-cool-breeze-patchy- sunshine sort of day (typical
'Prom weather)

We pay our \$2 each at the National Park gate to help
another Victorian Government Department fund their super payouts,
and run the magic 28 Km road to Tidal River.

Some agree (well at least me) that it is good we are
not camped here..... a veritable ant's nest of humanity prevails.

Time for a break and me to catch up and we are off back
to the " mainland" to an unknown (except to map readers) beach at
Sandy Point.

The beach is flat with the tide out, so it's an invit-
ation to tear up the beach, both in speed and environment carve up.
(No not really, as tide in will smooth it all again).

Of course the off-on road bikes are leaders in the
sport but it soon gets to some with heavy Jap. roadies who even
perform the traditional rally doughnuts (how do they remember that
far back ?)

Around midday and time for a few to return to Yanakie
to collect gear for the trip home..... and your scribe for the
remainder of the day is the esteemed Editor.

Jack Youdan.

Wilsons Prom Camping cont.

SUNDAY ARVO

After Sandy Point we head to Foster then the dirt roads around Turton Creek where Stuart gets the ZZR a little out of shape (nice save Stu). Back on the bitumen and lunch at Boolarra. This lunch stops sees a much smaller group than the one that started out as Jack & Les have headed for home, John VD has returned to camp & some fishing and Gary & Dot also leave for a trip to the coast where they check out the SeaCat and take a scenic flight over The Prom.

We leave Boolarra for Mirboo Nth and a nice piece of swervery out the back of Thorpdale, but apart from the four lead bikes no one else appears? We work our way back to find Steve's XL has a broken drive-chain. With some help he is soon on his way as we head to Meeniyan and Fish Creek then back to camp and a BBQ tea. (the young ones again head for the pub countermeal). With a bit more "anti-freeze" in our system we outstay the rest of the campers & waffle on late into the night. (Today also saw the arrival of Mick & Nadine-GSXR11)

MONDAY

Up early and pack. Steve, Gary, Dot, John VD, Mark, Kerrie, Lynn and the kids head straight home. Tom, Andi & John B will detour via Tara Valley while Chris, Colin, Eric, Nadene & Stuart want to experience the Invorloch/Wonthaggi coast road again which leaves Ian, Michael, Nadine, George & Ivan heading home via Mirboo Nth, Poowong, Berwick and Dandenong.

INCIDENTS

#Kerrie goes bush-bashing in the Mazda.

#Gary (with Dot aboard) finds out how unstable the CBR is when doing tight U-turns on up-hill roads.

#One irate female camper comes to tell us how some irresponsible bikers had passed her car in what she described as a dangerous manner. She was assured it would not have been us!!!

#While at Tidal River, feeding the Rosellas, a little girl tried to feed John VD some bird-seed? Could be time to change your Barber John?

#The section of road between Lang Lang and Nyora suprised Tom, "he hadn't been on it before". On the twisty section to Poowong I nicknamed him the MAGICIAN as he appeared in BOTH mirrors at the same time.

Thanks to all who came along over this weekend and made it a success.

Ian - XJ900

#

Tell a man there are 300 billion stars in the universe and he'll believe you.
Tell him a bench has wet paint on it and he'll have to touch to be sure.

NEWS

A few of the members are heading up to Sydney for the GP with Adam & brother Simon planning to point the Honda's westerly and tour across to Broken Hill after the Eastern Creek action.

Sam & Rita been a bit absent from rides of late. It seems Rita feels a bit queasy first thing in the morning!.....sick.....morning.....MORNING-SICKNESS!! Yes, Sam & Rita are expecting an addition to the family on 15th of October. Congratulations.

After 150,000kms, Luke's Red Leathers are being retired and replaced by a brand newBURGUNDY coloured set.

An atlas for the bush? VicRoads have released a new COUNTRY DIRECTORY which includes 100 maps & 256 township maps all at 1:250,000 scale. Covers all major & minor roads. So accurate its been adopted by Police & Emergancy Services as their official guide. Available VicRoads, RACV & selected Newsagents.

RAAF 50th Anniversary Air Show. Bairnsdale Aerodrome, 3rd of May.

SCIENCEWORKS. The new science & technology museum is now open. Features all things mechanical and is located on the River Yarra at Spotswood.

ALL MAKES SWAP MEET. Saturday 25th & Sunday 26th of April.
Melb. Wholesale Fruit Market, 542 Footscray Rd. Footscray.

RACING:

April 4/5, Winton. 4 plus 2 meeting. (Touring cars & Superbikes).
April 11/12, Eastern Creek. Round 2 Motorcycle Grand Prix.
April 18/19, Broadford. B & C Grade road race championships.
April 17/20, Bathurst. King of the Mountain (Bikes on Friday & Saturday only).
May 2/3, Phillip Island. Supersports, SoS & 250 proddies.

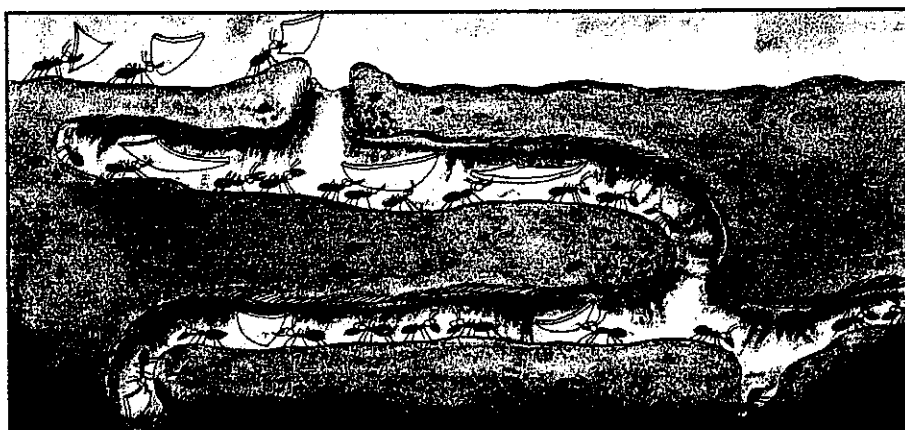
UPCOMING MTCV EVENTS:

May 16/17, EPPALOCK WATERSKIING. Thanks to Terry Mountney, members have the opportunity to try this sport. Even if you don't want to get wet come along on this weekend. On-site vans are available or contact Terry to reserve some floor space in his annexe. Ph: 460-1519.

May 24th. YUM CHA. Your chance to pig-out in style at this renowned restuarant. Contact Michael Chan if your interested so reservations can be made Ph: 531-5733.

June 6/8, SWAN HILL WEEKEND. Watch for details in the May news-letter on this trip away.

The Social Development Committee has just released its recommendations on the LIGHTS ON issue. It concluded that riding with the headlight on should be encouraged but not made mandatory and any decisions should be delayed for 12 to 18 months when the International Inquiry on this issue is finalized.



Humpty's final resting place

It was 3A.M. Sunday morning and a steady pitter-patter of rain on the sheet metal roof had woken me. Lying there listening and staring into the inky blackness above, I had plenty of time to ponder on the probabilities, Like.....It would probably rain on & off well into Sunday morning.

It would probably leave me with a very muddy bike.

It would probably mean a wet bum for all those attending Andi's dirt ride for road bikes.

All three assumptions were to prove correct, but then, what the hell. Everybody needs a little insanity.

A phone call from Thomas the night before had alerted me to lead the troops from KBCP and that we would also be riding the big K100 two-up. The BMW was chosen in preference to the Honda because the route was chosen to be suitable for road bikes and I feel it important to maintain the spirit of the event. Besides I was keen to keep the trail bike jockeys honest with the big Bavarian tourer.

Those who duly assembled at KBCP were.....

STUART DT 175
BEN ZX10
JOHN VF1000
STEVE XL600
LES K100

The variety of assembled machinery simply proved the point of "ride what ya brung" of late, there has been too much nonsense about what sort of bikes and riders are suitable for what runs.

"FACHRISAKE!" just get out there and ride, it doesn't really matter,

The trip to Yarra Glen got us in the mood for rain, mist, cold and to top it all off, several hundred metres of muddy unsurfaced road just beyond Kangaroo Ground. Oh well! That's the BM filthy, may as well get stuck right into it now.

Those who had assembled at Yarra Glen were....

ANDI R80G/S (leader)
JOHN B XT600
TOM (Pillion & pilot on K100)
RAY KLE500

Yes Martha, that's correct. A Kawasaki KLE500 middle weight dual purpose twin cylinder whiz bang. Ray had a ball on it and there was nowhere during the days ride where he felt the machine was inadequate. It handled all the conditions with comparative ease & would certainly open up a lot more possibilities of potential trips.

With Andi in front and Stuart at the rear we headed up the Steel's Creek Road, then across to the Melba Hwy and onto one of my favourites the old Toolangi road. Much horsing around ensued with a couple of ageing idiots on a bike of German origin depressing kill switches on the way past. All this including the rain, mist, muddy spray and yes....lets stop and send 3 trail bikes up an interesting detour which joined, eventually, the main dirt road. After waiting several minutes at the further intersection, Steve, John B, and Stuart re-emerged out of the mist wearing big grins.

cont.

ANDI'S DIRT RIDE cont.

Back onto the bitumen briefly at Toolangi and then into the State Forest in the Tanglefoot area. The altitude increases sharply on the road up to Mount St. Leonard with visibility becoming a real problem. At the track to the Lookout Tower we regrouped and organized with Ben that we would meet up with him again at the Tudor Lodge at "Narby".

At the end of the main forestry track we encountered forty metres of the only slightly difficult terrain of the day. This was an incline joining a major and minor track and it was a toss-up whether to point the tyres into one of the rather greasy wheelruts or go for broke and open up new territory on the grass. John VD found that heavy weight, high revs, minimal grunt and wet grass are not the ideal combination. But he made it OK. He always does but I know the brake pads on the big Honda were sand blasted away by the end of the day. Steve tried the technique of one wheel in the rut and one wheel on the grass. The bike wasn't so keen on the idea and executed a perfect 180°, upending Steve in the process.

On the way to the Narby roadhouse, Tom indicated another "short-cut" with a 3 metre near-vertical drop. John B & Steve were game but the short-cut may have been short but it sure wasn't quicker. 15 minutes later our two intrepid trail-bikers appeared minus grins this time and both displaying a good deal of mud from various step-offs.

The proprietors of the Tudor Lodge had their floor converted into a wet dirty mess as we purchased the necessary hot goodies. Ben had negotiated the Black Spur successfully and wondered what had taken us so long. He should have known that we'd been playing silly buggers.

With Ben returning home, we donned the totally sodden gloves & proceeded down the highway to take the Cathedral Range turn-off & bounce our way up to one of the new bush-walkers Comfort Stations. So help me, put in a dunny & a shelter shed & suddenly there are bush-walkers appearing out of the wood-work. Andi informed us that there would be a short interlude while we walked to the top of Mt. Sugarloaf where a wonderful view was guaranteed. Well, guaranteed if there wasn't mist limiting visibility to 20 metres that is. But, to her word we did see the view even if it was by way of photographs back at the Doncaster residence after the ride.

It was during the hike that we suffered our only D.N.F. Ray's KLE may have been up to the day's task, but hiking was beginning to put stress on Ray's ticker so he called it quits at about the half-way mark.

Back on the road again, Tom thought he might up-the-pace a little for the trail-bike jockeys. The new arrangement involved Tom riding Andi's R80G/S and Andi going pillion with me. When we finally regrouped at a Beech forest and bridge, it was kinda funny how Tom was standing REAL close to the Beemer on the left hand side. After Andi had prised him away, the kilo and a half of white clay embedded in the rocker cover told the pitiful story of how Tommy had decked it in a moment of rare over-enthusiasm.

cont.

ANDI'S DIRT RIDE cont.

The short walk to the bridge over the creek in the Beech tree forest was worthwhile with incredible moss growths forming a surreal undergrowth. Beech trees have a distinctive large central trunk and live to be many hundreds of years old, found exclusively in colder damp climates. Cold & damp would also describe the participating M.T.C.V. members at this point.

We emerged from the dirt part of the ride very near Marysville and finally took further bodily nourishment at Narbethong.

As we stood about congratulating each other on surviving what could be termed an "interesting" day's ride, a lone white & red Yamaha TT350 motored into view down the highway. Could it be, yes it was.....The Pres.

Ian had been trying to find us all day. Our paths overlapping several times but with him being either too late or too early to complete the rendez-vous. A great shame as the Pres. would have enjoyed the days route and it's no fun riding around in ever decreasing circles on your own.

Andi & Tom invited the members back to the Doncaster "house & garden" prize winning apartment for the very welcome hot coffee and where we viewed photographs of the days run taken under kinder climatic conditions.

Les K100 (trail bike).

* * * * *



The Interlude to

Mt. Sugarloaf

ANAKIE POTTERY BBQ - SUNDAY MARCH 22nd

Well, the sun was shining and the sky was blue,
as we all set off for an hour or two.

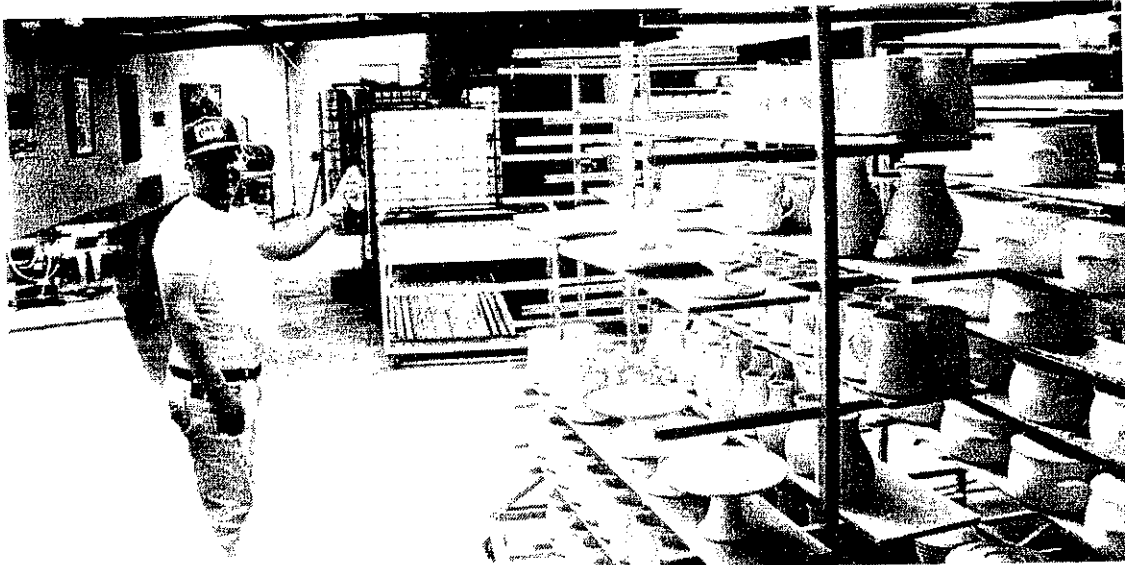
I missed the gathering at KBCP and due to road-works taking place in Flinders st I had to detour another block which set me back a few more minutes. I arrived at Laverton to see the bunch of familiar Jap bikes waiting, off the top of my head I estimated about 20+ bikes.

We set off via the back roads of Laverton to find ourselves riding parallel to the beach then off into the low farmland country, (for once we didn't come across any crazy sheep, cows or dogs, but I guess we were still in civilization!) We turned up in Anakie with an hour to spare, so after having a bite to eat we had a tour around the area and even came across a few twisties, (also known as winding roads - and remember life's pretty straight without them!!). A few of the roads had been re-surfaced so we had to ease off the accelerator and take it easy around those corners.

We returned to Anakie and got to the Pottery about 10'clock to find some of the other members already there. We then got a demonstration of how to make coffee mugs and were impressed with John's skill with a paintbrush. Others tried their hand and.....with a bit more practice who knows? The BBQ was well organized and for the small fee, food was plentiful an ideal way to spend Sunday. After a while the crowd began to diminish as people made like a guillotine, "HEAD OFF"

An enjoyable short ride with NO incidents.

Eric Merz FZR1000.



"See what I made"

John at the Wheel



Kosciusko - Snowy Mountains Hwy

April 17th - 20th

ITINERARY

Day 1, Friday 17th. Melbourne to Adaminaby, 700 km

Route: Hallam (10.15 am), Maffra, Bengworden, Bairnesdale, Bruthen, Orbost, Cann River, Bombala, Cooma and Adaminaby.

The first part of Friday is mainly a "transport" section. After Bairnesdale (lunch) the roads improve, highlights including the Cann River Highway on the Victorian side, and the Snowy Mountains Highway. Around Christmas time there was 12 km of dirt on the NSW side of the Cann River Highway. It is a logging truck road and is quite fast, the main hazard being dust.

Day 2, Saturday 18th. Adaminaby, Mt Kosciusko, Adaminaby, 282 km.

Thredbo is at the base of Mt Kosciusko, some 141 km from Adaminaby via the shortest route through Berridale and Jindabyne. The roads and scenery around here are magnificent. Heading towards Thredbo we enter the Kosciusko National Park, the fee being about \$2.50. The road from the gate to Thredbo is exceptional. A chairlift from Thredbo for \$13 return will lift us two km closer to Mt Kosciusko summit. A further 6.5 km leisurely walk along a metal grid walkway (to prevent erosion), over undulating hills, will see us at the top of Australia.

Depending on time and the level of fatigue, we may visit Eucumbene, situated on the lake of the same name, before returning to Adaminaby, possibly via Cooma. There is also a train station near Thredbo which goes through (not over) the mountains to Perisher which may be worth a quick visit.

Day 3, Sunday 19th. Adaminaby, Kiandra, Corryong, Tallangatta, 303 km.

Yarrangabilly Caves are 10 km north of Kiandra on the Snowy Mountains Highway and at \$2 are definitely good value. The Adaminaby - Kiandra section of the Highway is probably the best section with series of 45 and 65 km/h corners. It's followed by 99 km of tight twisty roads as we wend our way down to Corryong for lunch.

Around the Murray Valley Highway following the (naturally enough) the Murray River. The main drag (with its inherent risks) heads straight for Tallangatta but we will hug the road around Lake Hume over gentle undulating hills to Bonegilla and Tallangatta's Victoria Hotel.

Day 4, Monday 20th. Tallangatta, Whitfield, Melbourne, 361 km.

We will travel parallel to the Kiewa Valley Highway picking up the road to Myrtleford past The Pinnacles, taking the Oxley and King Valley Highways down to Whitfield and Mansfield. There is 10 km of bad dirt on this section. Break up at Yea or KingLake West so that the desperates totally blown by the weekend can head off down the St Andrew's road.

ACCOMODATION

Adaminaby, Friday 17th, Saturday 18th.

Tanderra Lodge Motel
Dennison St, Adaminaby NSW 2630
Ph: (064) 54 - 2470

\$30 twin, \$20 single; booked for 12 people.

Tallangatta, Sunday 19th

Victoria Hotel
Cnr Banool Rd and Akuna Ave
Tallangatta Vic 3700

About \$16 per person; booked for 12 people

WARNINGS

The weather at that time of the year is very changeable. It may rain for four days. We may not see a drop of rain. "Totes" overboots (rubber boots which go over the top of your normal riding boots) are on sale at Peter Stevens for \$12.95 and come in three sizes. They are compact, crushable and could be good insurance.

Mt Kosciusko is likely to be very cold. For every 1 km in altitude, the temperature drops by 10 deg C. Mt Kosciusko is 2,229 m high. It is a 13 km round trip taking about four hours in fine weather at a leisurely pace. There is no food or water or toilets. It is likely to be windy and possibility of a whiteout is not minimal.

You definitely need a warm hat, a waterproof coat - bike jacket, walking shoes, gloves if you can't put your hands in your pockets. Unless you have a lot of pockets, a knapsack of some description to carry wet weather pants, food and drink, sunburn cream, sunglasses, camera, toilet paper, spare jumper, and Tattsлото ticket, Band-aids, is almost a necessity.

Don't be put off by the risks, just be prepared. Over Christmas Vicki and I were greatly outnumbered by old age pensioners doing the walk to the summit. The views and sense of achievement make it all worth it.

There is a chalet at the top of the chair lift for those who wish to merely savour the view.

Please return the form and deposits as described below as soon as possible. Twelve beds have been booked for each night on a first come first served basis.

=====

Forward to:- Ben Warden, 12 Timor Parade, West Heidelberg, 3081. Ph. 457-4479

Kosciusko Easter Weekend

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

Please book the following for me;

Friday 17th.....Single.....Double room at \$30/20.....\$.....

Saturday 18th.....Single.....Double room at \$30/20.....\$.....

Sunday 19th.....Single.....Double room at \$16.....\$.....

Total \$ _____

Less a deposit of \$20 per person \$.....

BALANCE \$ _____

HEPBURN SPRINGS - 30th MARCH

ROUTE:

This 300km trip would encompass such places as Exford, Mt.Wallace, Bungal, Yendon, & Bunninyong (smoko). Then Mt.Bunninyong Tower (for a look), Leigh Creek, Barkstead, Blampied & Daylesford (lunch) and finally Hepburn Springs (for a gargle), Trentham, Greendale, Myrniong & Melton (breakup).

THE GROUP:

Ian-XJ900 (leader), Les-K100, Daryl-FZR600 (rear rider), Meggs-GPz550, Michael-GSXR1100, Jack-K100RS, Sam-FZR1000, Martin & Karen-CBR1000, David-GPz900, Paul-CBR1000 (1st ride), Eric & Andrea-FZR1000, Robert-ZXR750 (1st ride), Mimmo-GSXR750 (1st ride) and Geoff & Ben-RZ350 (joined at Exford). 14 bikes and 17 people.

RAMBLINGS:

#The weather forecast said "becoming fine" and it did.
#The steep 2km dirt section of the Mt.Wallace road is NOW SEALED.
#The rough roads around Bungal certainly had the sports bike riders out of their seats on more than one occassion.
#Geoff's RZ was performing well after recent repairs to the power valves and RH piston.
#At the Tower - has anybody got a compass as I have 3 different opinions as to where Ballarat is?
#At Hepburn;
 Lacarno Spring - Tastes like rusty water, yuk.
 Soda Spring - Are you sure this isn't pumped straight from the bath-house (you know what some people do in the bath?)
 Sulphur Spring - This one's a bit on the nose, phew.
 Wyuna Spring - Don't know about this one, it makes plastic bottles go RUSTY!
How about a relaxing spa & massage? Only \$35, Na, Dave reckons its CHEAPER down at St.Kilda!

Ian - XJ900.

PROXY FORM.
MOTORCYCLE TOURING CLUB OF VIC. (INC)

I,.....

hereby nominate.....

to the position of.....

Signed.....Date.....

I,.....

hereby second the nomination of.....

to the position of.....

Signed.....Date.....

I accept the above nomination.

Signed.....Date.....

(Please photocopy if more are required).

Completed nominations will be received up to the start of the elections at the Annual General Meeting.

Club Name Change Proposal

April 1992

Our Club was formed circa 1955 by the couriers for the Melbourne 1956 Olympic Games. The Club's name has changed throughout its history to reflect the machinery and style of the membership. Here is a list of the names that I know of:

The **Motor Scooter Association of Australia** was the original club, founded by "The Murphies" and "The Cowans". It later folded after a major power struggle resulted in a breakaway group called the **Motor Scooter Association of Victoria** being formed. It was also known as the "White Horse Club" derived from the then existing "White Horse Whiskey". This name seems to have survived for quite some time until the proliferation of "cycles" within the Club lead to the Club being renamed the **Motor Scooter and Cycle Association of Victoria**.

With the popularity of motorcycles increasing rapidly at the expense of scooters, another name change occurred: The **Motorcycle Touring Club of Victoria** was formed, which was later incorporated to negate the financial risk to its members. We now have the **Motorcycle Touring Club of Victoria, Inc.**

I propose that we again change the name of the Club to reflect the current machinery and style of the membership. Presently we are attracting a class of rider with the wrong expectations. This potentially leads to crashes and frustrating delays due to inexperienced riders and/or inappropriate machinery.

We are not a "touring" club in the generally accepted sense of the word. We are a "sports touring" club. This is reflected in the machinery that we ride.

In the long term, a name change may obviate the need for rides to be graded as "arduous" (which now mysteriously appears on the itinerary) or indeed as anything. We are more likely to attract appropriate riders if we don't have a misleading name.

Taking all of the above into account, I propose that:

1. The Club changes its name.

If the motion is carried to change the Club name, then I submit the following list of names to be voted on at the Annual General Meeting.

- (i) Sports Touring Club of Victoria, Inc
- (ii) Sportsbike Touring Club of Victoria, Inc.

This is by no means an exhaustive list and can be added to up until the start of the AGM by anyone.

Note: the precedent for having a motorcycle club without the word "motorcycle" in it has been set many times, for instance the "Ulysses Club", and the "QL Club".

The business of selling "old stock" before a name change, though important from the accounting viewpoint, seems insignificant in the greater scheme of things. Old stock will soon become "collectors' items". There are many ways to productively dispose of it.

Ben Warden

Should We Change Our Club ?

Pressure for Constitutional change is in the wind on two fronts....

Should Australia become a third-world type Republic and should the Club become more "sports" type via a name change ?

Change has a habit of bringing up undesirable aspects not thought possible, so be warned !

To illustrate the Club's possible future dear financial member, let us listen in on a phone conversation taking place on June 10, 1996.

Alan is an aspiring member and Bruce is the then membership secretary.

" Hi, this is Alan and thought I'd check out what you do to join.
OK, Bruce here. First the Committee has to decide if you can go into the Hyper Sports, Super Sports or just Sports category in the Club. Not many join if they are only in Sports, can't say I blame the poor sods right down there.

How do I get categorized ?

Well Alan you have to get a Phillip Island circuit lap time certificate, at your cost of course, this is the best three laps of seven. We work from this but taking into account any previous placings in over \$20,000 prize money races anywhere in Oz. Can't be fairer than that. Say Bruce, do I need a special bike to join? I'm thinking of a Honda 1200

A Honda ? Alan don't you realize they haven't won a world GP championship since 1988, doubt if the bike selection Committee would approve, we're really a Yamaha and Kawasaki club you know. But wait a minute, I think the Constitution says something about Hondas are OK with a speed trap certificate registering over 282 KPH. You'd probably need to turbo the 1200 to squeeze in for selection.

What else Bruce ?

Well you have to take the ego test by our consulting psychiatric panel, again at your cost. This is mainly to prove your ego is sufficient to be no further back than one bike length (at all times) from the Leader on our runs. Anything else is unacceptable and that's why we dropped that rear rider set up years ago, had two suicides over identity crisis you know.

Gee, Bruce it sounds hard to join but I have an uncle who used to be a member in the 1980's, he says there were great runs all over Victoria and very enjoyable too.

Enjoyable? sh.. what's this enjoy, we don't ride to enjoy.
Alan let's get this straight this Clubs about competitive perform-ance and
if members do not perform they are out , O-U-T.

We expect your sleepless nights the week before the run,
worrying about performance.....it's that serious !

OK Bruce, anything else I should know ?

Well I guess only the membership fee, it's now \$ 450 a
year but of course that covers the running of our legal department,
need one these days to contest the member's speed bookings.

I don't know Bruce, I'll think about it and let you know.
I had an offer to join a newly formed club, called something like
Motorcycle Touring Club and they say the aim is to have fun on the
rides without pressure, hassles and all that.

Your decision on that one Alan but if you ask me they
sound like a right bunch but then it's a funny old world, ride for
fun ?, what next ? "

Jack (Buying a Vespa) Youdan.

EPPALOCK WATERSKIING

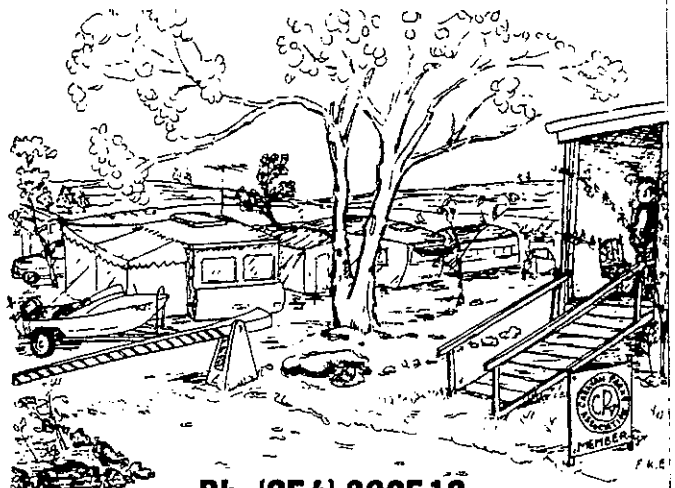
MAY 16/17



LAKESHORE CARAVAN PARK

LAKE EPPALOCK

From Melbourne excellent roads give you the choice
of three routes to the heart of Lake Eppalock.
From the Tullamarine Freeway or Hume Highway
continue through Heathcote, turn left at Knowsley
and five kilometres takes you to **LAKESHORE**,
situated beside the main spillway and weir wall.
From the Calder Highway turn right at Kyneton then
left at Redesdale and cross the weir wall.



Ph: (054) 392510

AIR BAGS ON BIKES—What Next?

"The country is infested these days with busybody puritanism, determined to inflict wholesome goodness on the entire population. Part of it, of course, come from the detestable do-good impulse that has transformed half the population into a self righteous, hectoring police force determined to make life miserable for all who resist conforming to the code of what's good for you."

RUSSELL BAKER

First, we here in Victoria lost the Motorcycle Grand Prix to that pathetic go-cart track in NSW. Now, if certain laws are proclaimed, we could lose motor cycling altogether in this state. Will the horror never end?

Then, thanks to the Victoria Health Promotion Foundation — a mob set up and funded by a tax on cigarettes — the two greatest races, run on the greatest track in the world (Phillip Island), turned into a first gear, stop-start fiasco.

Ten minutes after we were told it was back at the Island, you guessed it, they changed it again! because the N.S.W. organisation has to justify the 85 million bucks the government blew on Eastern Creek; trying to run a rebel GP series. It's not comforting to know that we smokers financed this debacle.

Riding a high-powered bike is still one of the most exhilarating feelings of pure freedom a body can experience outside of an F-18.

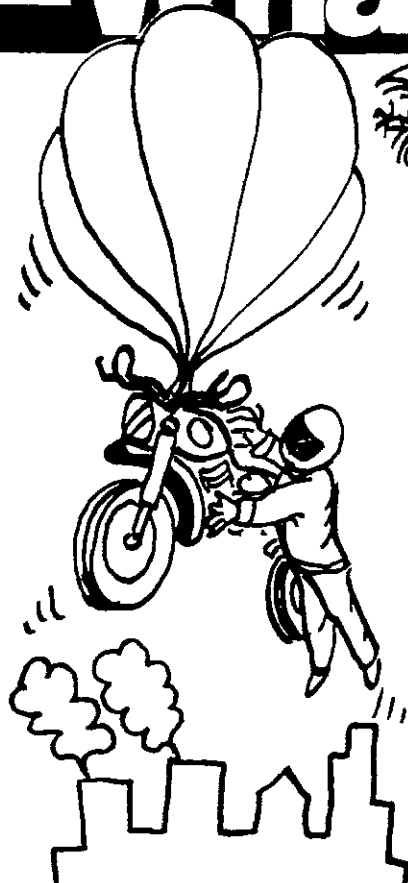
Sometimes it is also the most painful, but losing it occasionally goes with the territory. I gave it up for a while after losing it once too often.

Having two bikes stolen within months didn't help either. I reckoned that great One Percenter in the sky sent me a warning not to push my luck much further. I still have the battered old AGV helmet hanging in the garage though, just waiting.

This warning came after one too many Therapy Runs. These are not recommended for everyone. They generally took place late at night, whenever the domestic pressure built to boiling and the only recourse was to hide or ride.

It's throw the leg over the beast and take a deep breath. No helmet on those nights, no leather; just T-shirt, shorts, boots and a vicious kick start.

The course covered a long snaking



triangle, starting from Warrandyte (Vic) and winding North along Kangaroo Ground Road. Then left toward Eltham, and back around the narrow, twisting Research Road to home and possible safety. If the bike was running well, I could slide out of the San Angelo hairpin in third, and crack the ton into fifth down the long straight to Stony Creek Bridge . . . throttle jammed open, fingers peeling off the bars, tears streaming back, evaporating to salt before they reached the sideburns. Up over the ridge, still in fifth, laid over to the limit on each corner, pegs showering sparks, down to Bradley's Lane, while moths hit the face like acid-filled bricks. And that's when the strange music started. That's when you knew exactly what it meant to be alive.

Afterwards came a serene sense of satisfaction; of somehow winning. I wouldn't do it these days, of course, and I'd never recommend it, but back then, towards the end of a lousy marriage, the tension often red-lined into overload. A hardcore Therapy Run could clear the head quicker than any known drug.

Things like domestic disputation — even the odd thrown object — bounced off the mind like Rice Bubbles. So, you understand, it was with some sadness

that I heard recently that The "Safetycrats" are after motorcycling with a vengeance. Various Government departments are throwing everything they can at motorcycling in an effort to make it a "socially unacceptable" pastime.

The permanently wired "lights on" legislation is only beginning. A submission from the Federal Office of Road Safety to the Victorian Social Development Committee into Motorcycle Safety, rivals anything I've ever seen on a Monty Python video. Try these for starters: mandatory reflective clothing to be sold with all new bikes, zero blood alcohol levels, a 400 cc limit, night curfews, speed limiters, no pillions, and a media campaign aimed at terrifying riders' friends and families into begging them to stop riding. But the absolute capper, I reckon, called for compulsory fairing to protect riders' legs, coupled with, I'm not sure I can write this, air bags! Yep, air bags — on bikes! As any experienced rider knows, there's more than one way to lose a cycle.

Going over the high side, for example, involves a very rapid departure from the saddle; and prayer. At other times you might deliberately go down with the bike, screeching along the bitumen, hanging on like hell, using the bike as protection. In both cases, air bags would be useful as barrage balloons in Beirut.

Then there's the head-on slide into a Mack truck situation. I'm sure air bags there would be a great help.

About all this submission didn't recommend was seat belts. Bike riding's not for everyone. It takes a particular attitude to tackle justice daily with certain car driving nuts let loose on our roads. My recurring analogy of riding in city traffic is always that of bullfighting — an extremely one-sided affair, where you, the rider, is always the bull. Out in the country though, it's another story . . . the closest thing to heaven on this earth. No wonder the original outlaw bikers took their name from a world war two fighter squadron — Hell Angels.

Sure, there's a danger in riding. But the danger is mainly to those of us who choose to ride. We know the risks. And until the wimps in government realise we've still got a right to take risks, I reckon we've got a long tough fight on our hands.

DAVID HAMPSON