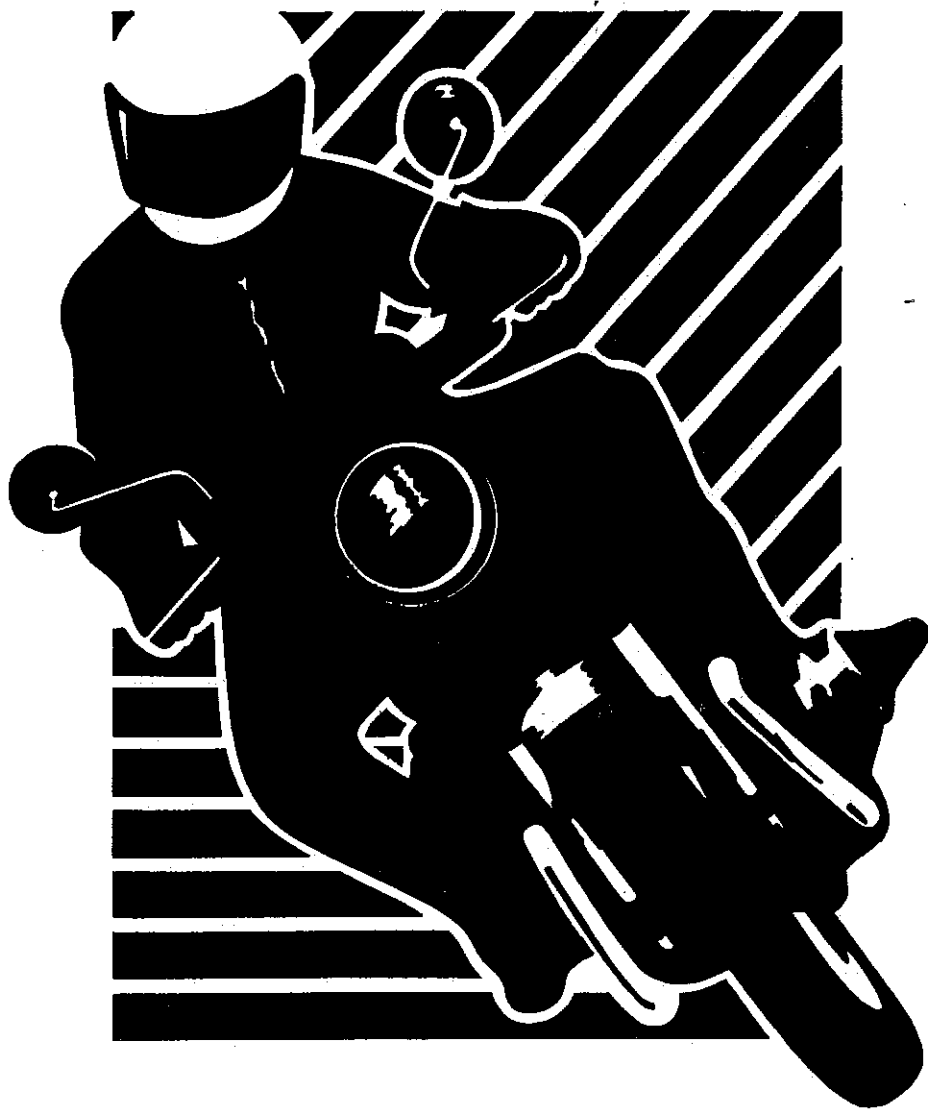


# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA INC**  
P.O. Box 453, Richmond 3121, Victoria

SATURDAY 5th.



CLUB CHRISTMAS BBQ.  
Fairfield Park.  
Melway 30 J-12  
12 Noon to 4PM.

This "FREE" BBQ is open to all members (\$5 Nonmembers), BYO drink the club supplies meat & salads. Location is near the cnr of Panther Place & Heidelberg Rd.

SUNDAY 6th.



HEATHCOTE.  
Pink Cliffs.  
9.30 KBCP.  
10.30 Whittlesea  
Tom Demosthenous leading.

This easy ride is just what you will need to help digest yesterdays BBQ. A fairly direct route up to this country town to view these unusual formations.

SUNDAY 13th.



THORPDALE.  
9.30 KBCP.  
10.30 Yarra Glen.  
Ben Warden leading.

Across to Launching Place then Noojee and down to Warragul, Mirboo North and Thorpdale for lunch. Home via Trafalgar and possibly Noojee.

SUNDAY 20th.



MEREDITH.  
9.30 KBCP.  
Luke Richardson leading.

The route to this town just west of the Brisbane Ranges will include Kyneton, Daylesford, Anakie & Maude. With finish at Bulla.

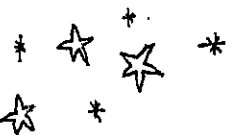
SATURDAY 26th  
to SATURDAY 2nd.

CLUB CHRISTMAS CAMP,  
Rosedale.  
26th - 10am Hallam.  
Or make your own way  
(Refer to map in newsletter) (\$22/night) also available. See you there

Pack your camping gear and head for Gippsland where we have booked some campsites at the Rosedale Caravan Park. Cabins (\$30/night) or OnSite vans

## JANUARY 1993

SUNDAY 3rd.



BLACKWOOD.  
9.30 KBCP.  
Michael Chan leading?

This popular destination close to Ballan will once again see the club traverse the many fine roads around the area.

SUNDAY 10th.



COCKATOO.  
9.30 KBCP.  
10.15 Hallam.  
Mark Dennis leading.

From Hallam to Berwick, Belgrave and Cockatoo. Then Hoddles Creek, Warburton, Reefton and Marysville. Home through the Black Spur and Healesville.

FRIDAY 15th.



Mt MACEDON NIGHT RIDE.  
The Plough Hotel  
NOTE; Dress neat/casual.  
(Melway 9 - K4)  
8.30pm Departure  
Ben Warden leading.

This NIGHT ride will begin with a counter meal at 7pm then at 8.30pm the group will leave & head for this nearby mountain to view city lights. Depending on time and weather, a late supper could be arranged.

# Itinerary

# January 93

SUNDAY 17th.



EILDON.  
9.30 KBCP.  
10.30 Yarra Glen.  
Jack Youdan leading.

The ride to this lakeshore town will encompass the Black Spur, Alexandra, Fraser Nat. Park, Eildon (lunch) Up and down the magic bit of road to Taponga River and Yea.

SUNDAY 24th.



CRESWICK  
Swimming.  
9.30 KBCP  
Gary Clifton leading.

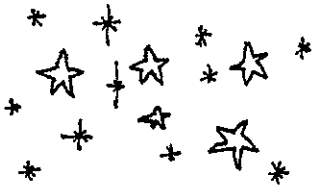
"That's right, SWIMMING" so come prepared as we visit this midland towns favourite summer retreat, complete with diving tower and grassed spectator area.

SATURDAY 30th

TALLANGATTA/OMELO WEEKEND.  
Hotel Accommodation.  
Saturday - 9.30am Whittlesea  
This Aust. Day Long Weekend we will traverse some spectacular country and equally spectacular roads. For all details refer to booking slip.

## FEBRUARY 1993

THURSDAY 4th.



GENERAL MEETING  
St Pauls Church Hall  
(Station st. Fairfield)  
8.15pm Sharp.

Our first meeting for the new year is usually a highly social event with lots of discussion about the previous months activities, So don't miss it.

SUNDAY 7th.



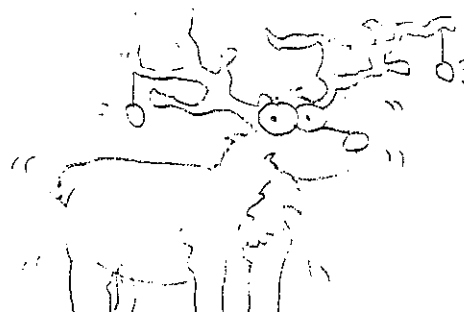
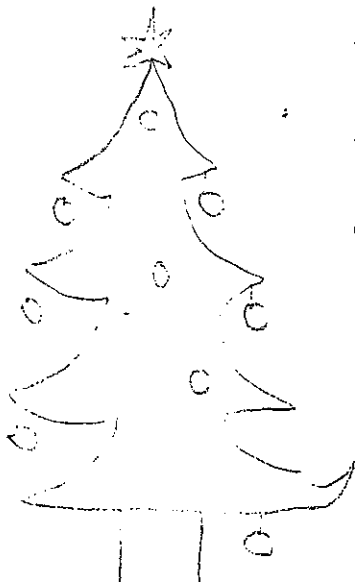
AGNES FALLS  
Welshpool.  
9.30 KBCP  
10.15 Hallam.  
Adam Locke leading.

These falls are situated close to the Sth Gippsland Hwy between Foster and Welshpool and are certainly worth a look. And with so many good roads around the area it'll be a ride not to miss.

\* \* \* \* \*

### UPCOMING TRIPS AWAY:-

- 20/21 February 93. Port Campbell. See Tom saville for details.
- 5th March 93. Tasmania. Refer to details elsewhere.
- 6/7/8 March 93. Licola. See February newsletter for details.



# MTCV

## Trade Page

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**BOB JANE T-MARTS**

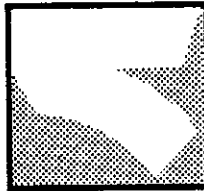
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Social Sips HERE

## MINUTES OF GENERAL MEETING

DATE November 5, 1992

HELD St Paul's Church Hall, Fairfield

OPENED 8.40pm

PRESENT 46 members and guests

APOLOGIES Sam & Rita; Tom Demosthenous; Rob Langer; Les Leahy; Garry Breare; Jenny Burns

TREASURER'S REPORT \$168 - credit  
\$180 - itineraries  
\$ 9 - engraving  
- Tallangatta deposits to be deducted

CAPTAIN'S REPORT *Vaughan Springs - 4/10/92*  
6 bikes, 7 people, Les leading, wet and miserable all day.

*Paradise - 11/10/92*  
22 bikes, 23 people, Ian leading, fine and sunny. Incidents: Andrew (RX250) broke down, Martin (CBR1000) crashed.

*Dumbalk - 18/10/92*  
5 bikes, 5 people, Jack leading, quite windy and Superbikes on at the Island.

*Avalon Air Show - 25/10/92*  
13 bikes, 19 people, 1 car, 150 kms, Gary & Dot leading. Weather great and no incidents.

*Whitfield Bush Camp - 31/10/92-3/11/92*  
22 bikes, 27 people, 4 cars. Incidents: Adam (CBR1000) laid it over in the mud, Michael (GSXR1100) broke his chain, John VD (VF1000) needed new chain and sprockets.

GENERAL BUSINESS  
Social Sip First one at Anchor & Hope, Richmond, was quite successful. Next one to be held 19/11/92. All welcome to come for a meal, look at the walls and displays, enjoy yourself.

December Meeting Christmas supper and all members are asked to bring a plate of food to share. The Christmas barbeque on Saturday 5/12/92 is a BYO drinks for members. The Club will supply meat and salad (\$5 non members). Fairfield Park has many interests including the Boat Shed, pleasant walks, ducks and good company.

Christmas Camp	Detailed in Newsletter. More discussion will be held at December General Meeting.
Hat Raffle	Tickets are on sale - see Michael Chan. Money raised for the benefit of the MRA Toy Run.
Tasmania Trip	To be held next March. Now asking for confirmation of those interested in order to arrange bookings, numbers etc.
Economy Trophy	Presentation deferred to December Meeting due to the absence of Jenny Burns.
Newsletter Trade Page	Advertising for people in the Club and for ease of dealings with other Club members. All trades/businesses welcomed for inclusion.
Magazines	Michael Chan supplied a number of magazines with interesting articles and good reading. Available to members for a small donation to the Club.
Congratulations	To Ben and Vicki Warden on the occasion of their wedding.
Elasticed Rope	Supplied by Les Leahy at \$1 per metre to replace ocky straps. Good value!
November Camp	Spoon and fork were left at campsite.
January Weekend	Blurb in the Newsletter gives a brief itinerary of what can be expected for the Australia Day Weekend.
Club Benefits	Martin Bastock outlined the benefits of belonging to a Club when involved in an accident and thanked members for the help offered in securing his bike, bringing it home and the time and effort expended on his behalf.
Film Night	Suggested for one or two nights per year. Films could be obtained from various sources and be of different interest areas. Feedback welcomed.
Wear Strips	Needed by Gary Clifton for the BMW.
Dave Edgecombe	Couldn't appear as Guest Speaker due to excessive amount of work. Would try to come later and speak to individuals.
November Weekend	Jack voiced the opinion that the weekend worked quite well in spite of having 2 groups (i.e. road bikes and dirt bikes). Portable shower and toilet made it comfortable for the rest of the group and everyone enjoyed themselves. But ales and company around the camp at night can lead to exaggeration.
2nd Pick-Up	Reminder this is a pick up point - not a maintenance point.
DOOR PRIZE	Won by Ferdie
CLOSED	9.20 pm

## **XMAS CLUB CAMP 1992**

THIS YEAR THE CLUBS CHRISTMAS CAMP IS BEING HELD AT ROSEDALE IN GIPPSLAND.

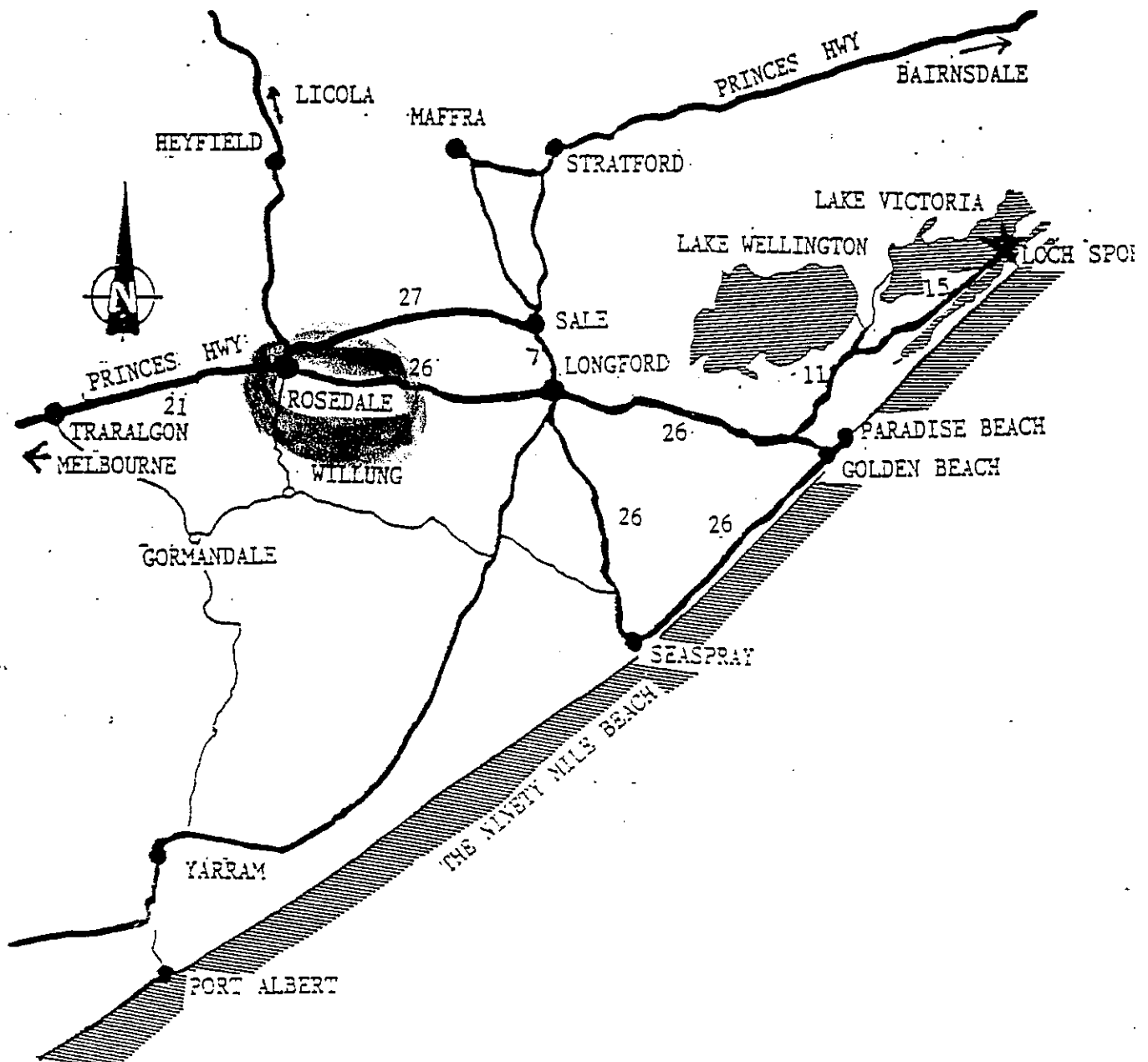
THE COMMITTEE HAS PUT A LOT OF EFFORT IN FINDING A SUITABLE SPOT FOR OUR CHRISTMAS CAMP THIS YEAR AND HOPE THAT THIS YEAR WILL BE AS SUCCESSFUL AS PRECEEDING YEARS. ROSEDALE IS NOT A "MECCA" IT IS NOT A "DESTINATION" SO TO SPEAK. BUT IT IS CENTRAL TO A GREAT PART OF VICTORIA, AND HAVING BEEN TO THE CARAVAN PARK WHERE THE CLUB HAS BOOKED ONE CABIN. WE HAVE INSPECTED THE SHOWERS, SWIMMING POOL, LOCAL COUNTER MEALS ETC WE FEEL THAT THE ROSEDALE CARAVAN PARK SHOULD BE IDEAL FOR OUR NEEDS. THERE ARE NO RESTRICTIONS AND CAMP FIRES ARE PERMITTED AS LONG AS THERE IS NO TOTAL FIRE BANS.

WITHIN EASY REACH OF ROSEDALE ARE MANY GOOD "TWISTYS" AND SOME EXCELLENT DESTINATIONS SUCH AS POWERS HILL LOOKOUT, TARRA BULGA NATIONAL PARK, LICOLA, OMEGA NAVIGATION FACILITY, HOLEY PLAINS STATE PARK, NINETY MILE BEACH, SEA SPRAY, LOCH SPORT. THE GIPPSLAND LAKES AREA OFFERS FISHING, BOATING, PERVING ETC. GOLDEN BEACH & PARADISE BEACH, THE SWING BRIDGE, DARGO HIGH PLAINS, AVON SCENIC AREA, LAKE GLENMAGGIE, WILSONS PROM, BUCHAN CAVES ARE JUST A FEW PLACES WITHIN EASY REACH OF ROSEDALE.

SO COME ALONG THIS YEAR FOR A DAY OR A WEEK AND HAVE A GOOD TIME. CAMPING SITES DON'T NEED

TO BE BOOKED AND YOU CAN BRING YOUR ELECTRIC KETTLE IF YOU LIKE AS EVERY CAMP SITE IS POWERED BUT YOU WON'T HAVE TO PAY IF YOU DON'T USE IT. THERE IS ANOTHER CABIN NEXT TO THE ONE THAT HAS BEEN BOOKED AND INTERESTED PEOPLE SHOULD SEE GARY OR DOT, THE CHARGE IS \$30.00 A NIGHT FOR A COUPLE AND \$5.00 A HEAD FOR ANYMORE UP TO THREE PEOPLE (SLEEPS FIVE). CAMPING SITES ARE \$6.00 AND THERE IS A SWIMMING POOL ON THE GROUNDS. IF ROSEDALE DOESN'T HAVE WHAT YOU NEED TRARALGON IS ONLY 20KMS AWAY WITH EVERYTHING. BANKS, BIKE SHOPS ETC. ROSEDALE CARAVAN PARK IS SITUATED ON THE PRINCES HIGHWAY 1 KILOMETRE MELBOURNE SIDE OF ROSEDALE.

**BE THERE OR BE SQUARE**





## WHITFIELD BUSH CAMP - DAY 1

I arrived at the Yarra Glen pick-up at 9.00am on Saturday morning and there were only 3 other people present.

Michael was ready to leave, believing the departure time as 8.30am. However I pointed out that he was an hour early.

Slowly the other bikes started arriving and, at around 9.45am we departed in two groups.

Les Leahy (XR 600) was leading the 5 trail bikes: Doug XL 250; Stuart DT 175; Ian TT 350; and myself on a KLR 650. Stuart was rear rider.

We set off for a very different ride to the usual. I was keen to see how the new toy and I would handle the bush.

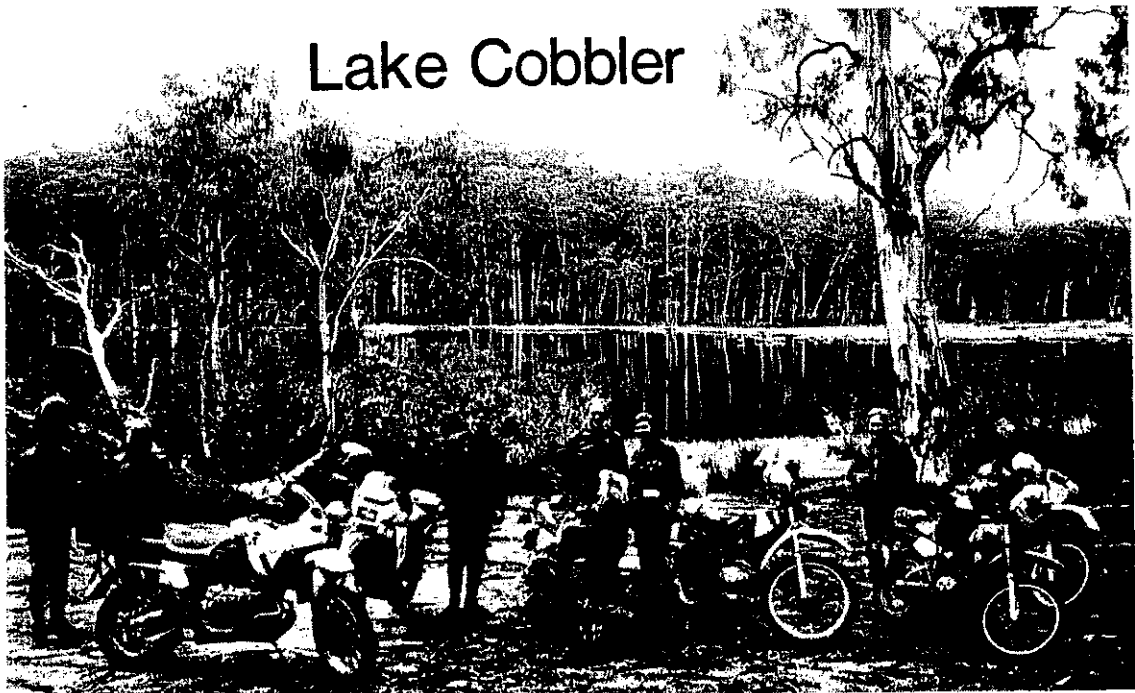
After only minutes travelling on bitumen, we soon reached gravel roads which led us to Toolangi, Murrindidi and Yarck for morning tea where some of us refuelled. After morning tea, we took of on tighter gravel roads which snaked through to the Strathbogie Ranges and eventually to Swanpool for lunch. After lunch and refuelling we headed for our camp as Cheshunt, just outside of Whitfield. The roads were pretty tame to begin with but, as the day went on, there were endless amounts of mudholes over tracks (combined with 2 fallen trees at which we had to stop and carry the bikes over) and a tricky downhill descent which was a mixture of mud and large rocks.

But no one was complaining about the conditions as it was a very different experience, and lots of fun!

After travelling through Samaria and Tolmie we came out around the back of Lake Buffalo into camp where Tom, Andi, Dot, Gary and John B. had been busy setting up all the tents, toilet, campfire etc. It looked like being a great weekend!

*Eric Merz KLR 650*

### Lake Cobbler



## WHITFIELD BUSH CAMP 31OCT-03NOV92

### 31OCT92 DAY 1

#### ROAD:

MICHAEL CHAN	GSXR1100 (LEAD)
JACK YODAN	K100RS
MICHAEL STANLEY	K100RT
JON RIDDETT	K100RS
JOHN, KATHERINE	VF1000FIID
NOEL, JULES	GSX750
JENNIFER BURNS	GN250
JOHN CLOWES	FZR1000
ERIC MAKIN	FZR600

#### DIRT:

IAN PAYNE	TT350
DOUG FORSAITH	XL250
STUART FORSAITH	DT175
ERIC MERZ	KLR650
LES LEAHY	XR6 0

#### ROUTE:

YARRA GLEN, HEALESVILLE, TAGGERTY, EILDON, SNOBS CREEK, JAMIESON, MANSFIELD, TOLMIE, WHITFIELD, CHESHUNT, CAMPSITE.

IT WASN'T UNTIL THE DAY BEFORE THAT I HAD DECIDED TO GO, SO NATURALLY THIS SAW ME SCRATCHING AROUND FOR ALL THOSE CAMPING NECESSITIES QUITE LATE AND EARLY THE FOLLOWING MORNING. HAS ANYONE SEEN WHERE I PUT THAT TORCH?

IN EAGER ANTICIPATION, I PACKED MY GEAR, KISSED THE MRS. GOODBYE, AND IN BELIEVING THE KICK-OFF TIME TO BE 0830 YARRA GLEN, SHOT THERE TO BE MET ONLY BY NOEL AND JULES. WHERE'S EVERYONE ELSE? THEY FINALLY ARRIVED SOME HOUR TO AN HOUR AND A HALF LATER THANKFULLY. IT WAS TO BE A 0930 START.

THE USUAL YARRA GLEN DELAY HAD STRUCK AGAIN (BUT NOT BY MUCH), AND JUST BEFORE LEAVING, TWO DISTINCT GROUPS HAD DEVELOPED. THE 'ROADSTERS' AND THE 'DIRTYS'. WE ROAD USERS FOLLOWED THE ABOVE ROUTE, STICKING MAINLY TO ANDY'S GUIDE IN THE PREVIOUS MONTH'S NEWSLETTER, WHILST THE DIRTY'S, TRAVELLED AN ALTERNATE ROUTE UNBEKNOWN TO ME.

THE WEATHER COULD NOT HAVE BEEN BETTER, THE SPUR WAS VOID OF CARS, AND AT THIS STAGE THERE WAS A ZERO POLICE PRESCENCE. BEFORE LONG, WE FAREWELLED JOHN AND ERIC AT BUXTON, AND SOON REACHED EILDON WHERE WE SNEAKED A PEAK AT THE LAKE FROM THE PRIVATE BOATCLUB, FUELED-UP AND HAD LATE MORNING TEA.

WRONG TURN NUMBER ONE OCCURRED WHEN BACKTRACKING TO THE SNOBS CREEK/ JAMIESON ROAD. A LONG, GROUSE, MODERATELY TWISTY, ROAD EXCEPT FOR THE NASTY, TEN OR SO KILOMETRES OF GRAVEL SMACK BANG IN THE MIDDLE. ONCE THROUGH THE 'DIRT', WE SOON ARRIVED AT MANSFIELD (WATCH THE CAMERA) WHERE WE HAD LUNCH AND GOT SEVERELY RAINED UPON FROM A MONSOON-LIKE DOWNPOOR WHICH CAME AND WENT AS FAST AS YOU COULD SAY 'SUPERKALAFRAJALISTICEXPIALADOSHUS'.

TOLMIE WAS NEXT, WITH A BIT MORE GRAVEL, BUT EASILY NEGOTIATED. WHITFIELD AND CHESHUNT SOON BEHIND WE REACHED THE CAMPSITE WHERE WE WERE GREETED BY THE NEW CLUB FLAG, NOT TO MENTION TOM, ANDI AND JOHNNY B WHO HELPED SET UP ON FRIDAY. ALSO THERE WAS GARY AND DOT, ADAM, PETER P WITH HOLDEN, AND ANDREW KENNEDY ON FAIRYBLADE (DON'T ASK).

THE FIRE WAS GOING STRONG WITH PLENTY OF FIREWOOD COLLECTED FOR THE NIGHT TO COME.

THE REST OF THE AFTERNOON WAS SPENT POTTERING AROUND AT OUR NEW HOME-TO-BE FOR THE NEXT FOUR DAYS AND AWAITING THE ARRIVAL OF THE 'DIRTYS' WHO ACCORDINGLY DID. LATER, ONCE WE'D WASHED UP A LITTLE, MOST WENT TO THE PUB AT WHITFIELD FOR A COUNTER MEAL AND TAKE-AWAYS FOR RON. THANKS JOHN B FOR THE DINK.

RON SCORED QUITE WELL THAT FIRST NIGHT AND THROUGHOUT THE EVENING THERE SHOULD HAVE BEEN A SPARE ROLL OF TOILET PAPER HANDY FOR MOST TO WIPE THEIR MOUTHS WITH! IN DRIBS AND DRABS MANY STAGGERED BLINDLY (IN BOTH SENSES OF THE WORD) TO BED.

01NOV92 DAY 2

THERE'S NOTHING WORSE THAN SLEEPING ON A PROTRUDING ROCK UNDER YOUR TENT. IT'S CERTAINLY NOT INDUCIVE TO GOOD SLEEP. I THINK WAS ABOUT 0600 OR 0630 WHEN I FINALLY DECIDED THAT IT WAS TIME TO GET UP. SURPRISINGLY THERE WERE ONE OR TWO OTHERS UP ALREADY. (NO DOUBT HAVING SUFFERED ALL NIGHT LIKE I). CONSCIENCIOUSLY WE REBUILT THE FIRE AND STARTED TO PREPARE FOR THE DAY. THE WEATHER WAS A LITTLE OVERCAST BUT SOON CLEARED UP TO BE SUNNY.

WITH MOST UP AND ABOUT WE AGAIN SAW THE 'ROADYS' AND THE 'DIRTYS' MAPPING OUT THE RESPECTIVE ROUTES FOR THE DAY AND BEFORE LONG WE ON THE ROAD. AGAIN LEADING, WE FUELED AT WHITFIELD AND PROCEEDED TO MYRTLEFORD (MORNING TEA), POREPUNKAH THEN BUFFALO. IT WAS HERE THAT GARY AND DOT DECIDED TO CHANGE THE PAINTJOB TO THE NEW BIMMER BY GRINDING AROUND A FEW CORNERS.

AFTER SOME PHOTOS AT THE CLIFF'S EDGE WE CONTINUED ON DOWN THE SAME ROAD WE CAME UP (NATURALLY ENOUGH). LUNCH WAS AT POREPUNKAH WHERE THE LOCAL HOONS PUT ON A GOOD MONO DISPLAY.

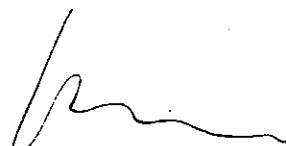
ONWARDS THROUGH BRIGHT WE WENT, THEN OVER BEAUTY WHERE TYRE SLIDING WAS NAME OF THE GAME. WRONG TURN NUMBER TWO OVERCAME ME AND RATHER THAN BATTLEING FALLS WE ENDED UP NORTH ON THE KIEWA VALLEY TILL DEDERANG WHERE WE CUT INLAND TO MUDGEGONGA AND BACK TO MYRTLEFORD. PROBABLY GOOD DUE TO THE LATENESS OF THE DAY.

FROM HERE WE TRAVELLED BACK THE WAY WE CAME TO THE CHESHUNT THEN THE CAMPSITE.

WAVING ALL OTHERS, ON IT WAS ON THE WAY BACK FROM CHESHUNT TO THE CAMPSITE THAT THE OVERWHELMING HORSEPOWER OF THE SUZUKI DECIDED TO SUDDENLY SPIT IT BY THROWING THE CHAIN BUT NOT BEFORE DESTROYING THE CLUTCH, MUDGUARD, \$\$, ETC, ETC. TOM KINDLY TOWED ME BACK TO CAMP WHERE THE FULL EXTENT OF DAMAGE WAS FOUND OUT. THIS WAS TO BE AN EXPENSIVE VENTURE AND THERE WAS EVEN TALK OF A SACRIFICIAL BURNING OF THE SUZUKI (FAT CHANCE).

THE 'DIRTYS' OF COURSE WERE BACK BY THIS TIME AND NUMBERS INCREASED WITH THE ARRIVAL OF RAY ABOARD THE ZX ALONG WITH SAM AND RITA PLUS DARYL COLE AND JOSEPHINE IN THEIR STARWAGON PLANETMOBILES.  
SOME HAVE IT TOO EASY!

THOUGH AT ONE STAGE IT RAINED HEAVILY, IT LASTED ONLY A SHORT WHILE BUT IT DID SEE EVERYONE HUDDLED UNDER THE TWO BIG TENTS.  
RAMBLING BIKE TALK AND JOKES CONTINUED INTO THE WEE HOURS UNTIL ALCOHOL, BOREDOM AND SLEEP FINALLY WON OVER EVEN THE MOST PERSISTANT TALKERS.



MICHAEL (DOING OVERTIME) CHAN GSXR1100

#####

DAY TWO - DIRT RIDERS.

Riders:-

Tom/Andi - R100GS P/D, John - R100GS P/D, Eric - KLR650, Doug - DT175,  
Stuart - XL250 & Ian - TT350.

Route:-

Out to Cheshunt and the Rose river road to the power line track, then south to Bennies Flat, Mt Cobbler and Lake Cobbler for a look. Next Mt Speculation but the road is closed? Bypass the closure and it becomes clear why, MUD, LOTS OF IT. Eventually we reach Mt Speculation and up the Alpine Walking Track to the summit and the 360° views.....if only the cloud will lift! Still there's SNOW to play in. Back to the bikes and the Circuit Rd around Mt Bulla to Mirimbah and lunch. Home via Mansfield, Tolmie and Powers Lookout, then down the SEC access road and our campsite.

Ian - TT350.

## DAY 3 - Monday 2nd Nov

On ride: Tom/Ian (*leader*); Adam; Michael S/Catherine; Eric; Andrew K; Gary/Dot; Andi; John B/Jennifer; and John R (*rear rider*)

After a sluggish start to a chilly but clear morning, our group of happy campers finally got motivated to move, although in many different directions. Doug, Stuart, Ray and Peter made their way back to Melbourne, while Sam and Rita headed to South Australia for a week's holiday. John VD discovered that he doesn't like being a pillion on his own bike as he and Michael C headed off to Albury in search of the parts needed to repair the mangled bits on the GSXR. Noel, Julie, Darryl and Josephine decided to do some exploring of their own, leaving those mentioned in the above list to participate in the organised club ride, led by Tom and Ian.

I was not looking forward to a day of crawling along behind the group, so when we stopped for petrol in Cheshunt I followed the President's example and arranged to scum a lift on the perfect pillion seat of John B's PD. My mood brightened considerably at the prospect of travelling at "normal" club ride speeds and I happily abandoned the GN in the front yard of the servo attendant's house.

We travelled through Whitfield, Oxley, Milawa and Everton before encountering a shot dirt section into the small town of Eldorado. A couple of road riders who wished to keep their bikes clean took a detour and we regrouped beside the town park for our morning break. Two minutes after recommencing the ride, it broke up again with the main group turning off to visit the site of an abandoned gold dredge and Adam and Andrew continuing on to Yackandandah in order to avoid the dirt. Once at the dredge the more adventurous members of the group wasted no time in climbing onto the wreck while the rest of us spent the next half hour taking photographs and watching the "kids" at play.

The observers were also treated to the sight of Michael S dancing around the likes in his underpants (that is - I think he was wearing underpants. He was 100m away!) At this point it was also discovered that a certain K100 had a nail embedded in its rear tyre (no prizes for guessing whose bike it was!) The luckless owner accepted the sad fact with a sigh of resignation - not again!! - and headed off to a Wangaratta tyre shop, slowly.

After the adventurers were coerced down from the dredge, the main group made their way to Yackandandah, stopping for photos at an unexpected river crossing. Michael S was so impressed that he went across three times, posing for our cameras on the final run and getting rather wet. We joined Adam and Andrew at the bakery for lunch, where the dredge climbers proceeded to tell them about what they'd missed and also inform them that the dirt section they'd avoided was only 200m long. Even the Fairyblade could have managed that! *WIMPS!!*

After lunch Catherine transferred to Adam's CBR because red bikes go faster (OK - GNs excluded). We travelled through the aptly named Dederang then through some interesting twisties back to Myrtleford. At this point the dirt riders, Andi, Eric, Tom, Ian, John and myself split from the main group and took the scenic route past Lake Buffalo and the Paradise Falls before returning to Cheshunt to pick up my abandoned bike.

The hungriest members stayed in Whitfield for dinner but back at the campsite it was "pick on Noel night". Some cruel and immature person moved the Club flag to the entrance of another, empty campsite in an attempt to confuse Noel as he returned with Jackie from their day's ride. It worked! Unfortunately for Julie it was a long walk down the wrong track and back again but, appreciating the joke, she still allowed us to share the damper she cooked in the campfire later that night.

Thanks to Tom and Ian for leading and to John B for lending me his pillion seat. A good day was had by all and there were no incidents apart from the puncture and Michael's impromptu strip show.

Jennifer (*should have left it in the bushes*) Burns

# Whitfield Bush Camp

## Last Day

On the morning of our final day away the activity started early. Tents were packed, last minute maintenance attended to and breakfast was eaten by a few well organised people. The first club activity for the day was the loading Michael's crippled GSXR onto, or should I say into, Tom and Andi's van. After this the rest of the stuff was loaded, the toilet was attended to and we were ready to roll.

The track out of the site was much better by the last day having been a muddy slip and slide adventure earlier on. The bikes assembled on the bitumen and I as rear rider took up the tail. Our first stop for the day was to be Power's Lookout. Ian decided to be adventurous and took the TT up a dirt track shortcut. We arrived at the lookout to find Ian waiting for us. Les had taken the club here before and as my aches and pains were starting to get the better of me I decided to leave early to get a head start on the bumpy dirt section.

Coming off the bitumen the very first dirt corner was nearly my last. A Range Rover came around the corner and ran wide sliding its back end out. It just clipped the white post on my side of the road before missing me by only a few feet. Luckily I saw his dust coming and had slowed right down. My one finger salute may have given him my intended message though. As if this was not enough, one of the last dirt stretches saw a Bedford truck towing a cow in a trailer come fishtailing towards me. Again I slowed and took evasive action as stones showered on me. And I thought the Range Rover had come close. I must start saving up for that rocket launcher I've been wanting!

I waited on the other side of the dirt for the club to catch up. Tom arrived first and with pillion, Michael sitting backwards, led the way into Mansfield. Michael should have got some great shots from this angle but gee he looked scared. The bikes all grouped up behind Tom for the camera, but it was hard to keep a straight face watching Mr Chan.

After lunch at Mansfield we headed back to Alexandra via the dirt. The only incident was Adam looking for a bike he thought he saw go off the road. Better to be safe than sorry but a false alarm this time.

An uneventful run up Maroonda Highway through the Black Spur saw the ride break up at Healesville. Thanks to all the people that helped make the weekend work.

Jon R. K100RS

**Bush Camp Weekend**

**ELDORADO**



**"Dredge me up Gaz"**



**Gold Dredge**

**River Crossing**



## HAVING FUN WITHOUT THE GRAVEL RASH!

1. Don't travel at your limit - leave a safety margin.
2. Don't travel at another's pace blindly - particularly if they are more experienced.
3. Have regard for the limitations of the bike you are on.
4. Think about the quality of your tyres.
5. If you don't know the road slow down.
6. If the road bends or dips out of sight slow down, until you can clearly see it again.
7. Don't travel in line close behind another bike, travel staggered and leave a safety margin.
8. If you have better brakes try to stay well ahead or let anyone tailgating go by.
9. If your brakes aren't as good as the bike ahead give it plenty of room.
10. When stuffing it past someone into a corner, particularly if they are 2-up remember they may not stop as well as you.
11. If you go into a corner too fast, keep it upright and brake hard to the last then lean into the corner. It is better to be seen mucking up a corner than sliding out of it on your side.
12. Paintwork on modern sports bikes is expensive - so are headlights - so if gravel or stones are about
  - (a) Slow down - avoid chips.
  - (b) Only pass if essential - try to wait until stones finish.
  - (c) Always travel staggered and leave large gaps between bikes.

Andrew Kennedy

\* \* \* \* \*

## WHO'S NEWS

Rob Langer's "SIMPLE" broken left wrist and right leg (motorist didn't see him) is turning complex with the doctors about to re-break the leg and fit a pin and plate along with a bone graft to alleviate any shortness in the leg. The only bright point was a letter from the RTA explaining Rob's loss of 12 demerit points and the impending licence suspension, Rob took the 3 months suspension with a SMILE. Those wishing to visit Rob can do so at the TAC Hospital, 499 Springvale Rd, Glen Waverley.

Tom Saville has been unable to ride for the past couple of weeks after dropping a car jack on his foot and breaking his big toe - "OUCH".

The reason for Andi's R80GS grinding to a halt on the Woods Point ride was traced to the 13 year old coil calling it quits.

Congrats to Alec Brown who is back on two wheels after successfully regaining his licence.

Jack Youdan has sold his CBR and replaced it with a 1987 Triumph 'Harris' Bonneville. With only 5000kms on the clock it was a real bargain.

Andrew Baker will forgo motorcycling for the next two months as he heads off to England, India and the Maldivian Islands for a holiday.

Jennifer Burns had a lucky escape with only minor bruising after she and her GN250 took a tumble on the Warragul ride.

Last chance to buy a ticket in the HAT RAFFLE. The winner will be drawn at the club BBQ on December 5th. Proceeds will be donated to the MRA Toy Run which departs cnr Roy St and St Kilda Rd at 11am on Sunday December 13.

FOR SALE:-

1982 Kawasaki Z600 Outfit, (heaps of extras incl, fairing, spotlight, DJP sidecar and Earls forks) Genuine 12,000km, in mint condition and reg till June 1993. Phone; Tom (AH) 387-3795.

BIKE DRAGS, (USA vs OZ) at Heathcote Park Raceway. January 22/23/24 1993.



## *WOODS POINT, SUNDAY 15 NOVEMBER 92*

Leader: Andrea           GS80,                   Rear: Ian       XJ900,  
Riders: Ray            KLE500,                   George GSX750,  
          Tony            KLR650,                   Tom     FZR750,  
          Mick            KLR650,                   Ian     CBX750,  
          Steve & Rozz   XL600,  
          John & Belinda BMW PD.

Well the day started at the Lilydale pickup for me, mainly because the 8.30 am start at the KBCP was just a little too early for this little black duck. However with the best weather prediction in months there was no way that I was going to stay home and vegetate. So with much rushing and a heavy right hand I arrived at Lilydale right on 9.30 just in time to see everyone getting ready to leave, talk about cutting it fine.

### *In the beginning there was 10 Riders and 2 Pillions.*

Well the ride started off pretty uneventful with a rather tricky little detour around the back of Lilydale to join up with the Warburton Highway and a quick fang through Yarra Junction, Powelltown and Noojee (just love that road). After an enjoyable morning tea at Noojee, we attempted to get back on the road, but first Andrea's GS then George's GSX refused to start. Luckily both bikes eventually sprang into life and we were soon on our way, however this bit of drama seemed to set the trend for the rest of the day.

We headed off towards Mount Baw Baw on some pretty neat roads which saw the usual MCTCV Inc style of "touring riding", unfortunately it was soon finished, and a rapid rethink on speeds and style was required for the transition from good tar to good dirt. It soon became apparent that the dirt road course Andy had selected was indeed an easy ride for all style of bikes and pretty soon everyone's confidence increased and speeds began to creep up again. Somewhere, out the middle of nowhere, on a road that didn't look too travelled, Andy's bike decide it didn't want to play the game any more. About an hour later, and with the expert opinion of every male present it was decided that not only was there no spark, there probably never ever will be any spark, therefore we might as well hide the bike in the bush and come back for it later. (Was it 30, 33, 36 or 39 K's from Noojee Andy?)

### *Then there was 9 Riders and 3 pillions.*

With Andy on the back of the FZR Tom now took the lead, and with an improvement in the road conditions we set about making up for the lost time and headed flat out for Woods Point and lunch. Lunch at Woods Point was slow, which I guess is normal speed for Woods Point, sort of reminds me of that town in the movie Deliverance. But everyone was on a real high with stories of the slide on this corner, or the power slide on that corner, or the great scenery or the "oh my god" corners (these are 40 kph corners at the end of a 120 kph straight, and they are so named because you scream "oh my god" when you realise that you are going way too fast to get around the corner).

The road from Woods Point to Jamieson steadily got better and better with some very high average speeds being possible. All too soon we were in Jamieson and heading West around Lake Eildon and some of the best scenery in Victoria, unfortunately when the bike is dragging its footrest it's difficult to take notice of the beautiful scenery around you. Gee the Avon road tyres I put on the bike can hang on - unreal grip.

It was just after the start of the dirt again that poor old Tony and his KLR met their Waterloo. Things are a bit confused about what happened but the end result was a big hole in Tony's arm, a bent fairing and a bike making expensive noises. So after much pushing and towing the bike eventually ended up in the scrub to wait for someone to come and get it at a later date.



18 People, 15 Bikes

ZX10	Ray Thomas	ZX10	Ben Warden
GPx750	Steve & Roz (rear)	GT750	Peter Philferan
GPz900	Tony 2nd ride?	CBR1000	Craig & Lisa - 2nd ride
FZR1000	Sam & Rita	GPx600	Patrick
XJ900	Ian Payne (leader)	Spada	Steve - 1st ride
R100RS	Gary Clifton	VF100FII	John van Dorp
CBR900R	Andrew Kennedy	FZR1000	Andrew Baker
GN250	Jennifer Burns		

The trouble with doing write-ups a week later is that you forget where you went and what happened. This time it is even worse - Tuesday night - magazine deadline night, after a game of squash - which tends to befuddle the brain even more - and I haven't even put pen to paper! And I am still jet-lagged after the Carlisle River thrash. So, as if you hadn't already guessed, this article will be short of on facts and long on impressions (drivel). Luckily something happened!

Jennifer crashed. Not so lucky for her of course. (I just tried to ring her but she didn't answer, so I am unable to tell you if she sustained any lasting personal injury, apart from damaged pride. My impression was she didn't, though having been pitched down the road face first is not the preferred method of disembarking.)

The circumstances surrounding the incident include a combination of a 100 km/h speed sign, closely followed by a corner and a "T" junction, and a rear wheel lockup. The bike suffered a fair amount of cosmetic damage including a busted or scratched headlight, mirror, brake lever, indicator, front mudguard and muffler. But was it still rideable, after a team of benders and wrenchers attacked it with gay abandon.

Jennifer carried on gamely, taking a more direct route back to Melbourne.

All this happened less than half an hour after we had set off northwards from Hallam, maybe around Upper Beaconsfield. (I can't check because Ian's phone is engaged; he's no doubt juggling the typewriter in one hand and the phone in the other!) Long pause while I try and remember.

I remember being slightly cranky - frustrated more than cranky. We left 10 minutes late from the city, and we left half an hour late from Hallam, though the itinerary would normally have said "10.15 am Hallam" - this time it said "10 am Hallam". It had been five weeks since a "ride-ride", the previous rides including Avalon Air Show, Whitfield Bush Camp, Maldon (leisurely) and Woods Point (140 km dirt). The ride was marked as "no dirt" which may have been confused with "leisurely". Ho-hum.

Hark! We crossed the Prince's Highway at Pakenham (or did we go up to Pakenham and down again? We had been up around Cockatoo by this stage), and headed for Bayles. (These roads are pretty forgettable as they are mainly straight - that's my excuse anyway.) The further east we went the better the roads became. I remember one left hand turn heading for Darnum, just after a fast right hand sweeper. It caught Andrew and I by surprise. Ray and Gary, corner-marking, waved their fore-fingers at us, tut-tutting amusedly. We were on the brakes mighty hard.

Back along the highway back to Warragul for lunch at about 1.15 pm. The weather had been kind to us. I think it was cool and threatening but not producing more than a few sprinkles of rain.

Jindivick beckoned so northwards we rode turning west at Neerim South. Beautiful roads, scenic dairy country, undulating hills, only a very occasional vehicle. The ride flowed - it had rhythm. All was well with the world. Alas, it was over all to soon.

Ray continued northwards, the promised delights of the Noojee-Powelltown road proving irresistible.

Heading south from Jindivick we worked our way eventually back to Rowville where we broke up at about 4pm. From home to home was an indicated 394 km. The old beast didn't require fuel all day which is a good brag in the company of FZR owners, but is really courtesy of a 22 litre tank and using every last drop!

I dropped in to see Rob Langer at the TAC rehabilitation centre in Springvale Road. He wasn't there - much to the consternation of the guards. It turned out his housemates kidnapped him Saturday night and had not returned him because no-one was willing to pay the ransom. I'll catch him again.

Ben Warden (ZX10)

#### EDITORIAL COMMENT.

A writeup is meant to be a record of the days activities and hopefully portray, to the reader, a sense of being there. Hence a poorly written report can make an otherwise good ride seem dull and mediocre. Therefore it is better to do the report while it is fresh in your mind, otherwise it becomes inaccurate, short on fact and long on filling.

## "TASMANIA 93"

Information for those considering going over to Tassie in march 1993:-

#### SEACAT;

February/March - Sails everyday except Tuesday.

Leaves Port Welshpool 2 PM (190Km S.E. of Melbourne)

Arrives Georgetown 6.30 PM

Leaves Georgetown 8.30 AM

Arrives Port Welshpool 1 PM

\$114 per person each way (20% discount applies if a Youth Hostel

\$72 per motorcycle each way Assoc. member)

\$372 Round Trip.

#### ABEL TASMAN;

Departs Melbourne - Monday/Wednesday/Friday

Leaves Station Pier 6 PM

Arrives Devonport 8.30 AM

Departs Tasmania - Tuesday/Thursday/Sunday

Leaves Devonport 6 PM

Arrives Station Pier 8.30 AM

\$99 per person each way

( 2/3/4 berth cabin share facilities)

\$60 per motorcycle each way

(Pushbike - \$15, Outfit - \$120,

\$318 Round Trip.

Car - \$120 / \$270)

\* T.T. LINE is offering a special deal, if you book and pay for ONE Night's accommodation the fare will be reduced to:-

\$88 per person each way

\$54 per motorcycle each way

\$284 Round Trip.

Accommodation can vary from budget Motels at \$27pp per night to Cabins at \$18pp per night. Refer to TT-Line's Tasmania booklet.

For more details contact; TASMANIAN TRAVEL CENTRE,  
256 COLLINS ST. MELB. Ph: 653-7999

RIDERS: Ian & Kerrie:XJ900;REAR RIDER,Ross:XJ900,Ferdie:ZZR1100,Jack:CBX1000,Steve&Rozz  
 GPX750,JON:K100,Chris:FZ750,John:VF1000,Tom:SPADA(LEADER),George:GSX750,Morris:GPX250:  
 Justin:RZ250,Gary:R100RS,Craig:CBR1000,Andrew:FZR1000,ME:CBR1000,Michael:CBR900RR  
 David:GSXR750,Colin&Amelia:FZR1000.  
 Howdy folks,

Well once again it looks like I've been commissioned to do the write up, courtesy of Steve (Gaffa tape, Kiwi,parsley,old and slow) Leyend, also Gary (why don't we just do it on the side of the road while corner marking) Clifton and a few other unmentionables. However it does have its good sides. For doing this write up I'll receive a point!! Club person of the year, here I come!!

Anyway, enough of the whinging, on with the show. Before I start I must give a huge congrats to the boys at the weather bureau, well what an absolutely marvellous job they do, so accurate, so precise!

A beautiful day was forecast, fine and 24 degrees, "hey" I said "beautiful"! and what do I see when I wake up, yep! grey clouds!

However it didn't rain and the day was a pretty good one.

After gathering at KBCP and everyone deciding that I was the chosen one (something to do with my literary talent) we headed off. Firstly it was up the Tulla freeway out to Lancefield, Mia Mia, Kyneton and then Castlemaine where we stopped for morning tea. After we had raided the local store, we set off once more in our search for Maldon.

Finally we reached our destination after a gruelling 60K's. Ah! Maldon, a town of ...um..small streets!

Here we resided at a local pub for a countermeal and some creative conversation, which is fairly hard to come by. Leaving the pub we headed up to a look-out tower just up the road where the maniacs of the club had a chance to go for a fang. That out of our systems we started to head for home via Daylesford, Woodednd,Mt Macedon and finally Gisbourne where we broke up.

Only one minor incident for the day,Ferdie on his ZZR 1100 blew a fork seal and also scraped his belly pan (should have bought a CBR!!).

All in all a great day with some pretty good weather and a few laughs (mostly at Steves drooping expense)!!

Congrats to Tom for a well thought out first lead ride and thanks to Ian for rear riding (even though Steve seemed to be doing most of it!).

Stuart CBR 1000.

Just a small P.S.

Being a concerned member of our distinguished club, cough..cough!

...and now Club person of the year! I would just like to raise a small point. It clearly states in the club itinerary that no liquor is to be consumed on club rides. I being the conscientious club person that I am was quick to point this out to those concerned, in turn I was smartly told to "bugger off"!!

I think there is something in that for all of us don't you?

CARLISLE RIVER - SUNDAY 29th

Go Road rides are always popular and this one was no exception. The original turnout at Laverton where I met the club was sixteen people, NO pillions all riders out for a great day, and a great day it was.

Adam Locke-CBR1000	Andrew Baker-FZR1000	Margaret-GPz550
Simon Locke-VT250	Sam Sirianni-FZR1000	Luke-GPz500S
Craig-CBR1000	Eric Merz-FZR1000	Tony-GPz900
Geoff-VF500	Mark Dennis-GSXR750	Ben-ZX10 (leader)
Andrew-FAIRYBLADE	Laurie-GS850	Gary-R100RS
Michael-FAIRYBLADE		

Ben gave the usual blurb and Sam (onya Sam) volunteered to go rear rider to.....  
.....where?...LORNE! Hang on a minute what happened to Anglesea? No stop, oh well or oh Hell, I'm not sure what he said.

Off we went down the Princess Fwy with young Simon stirring the local constabulary up." Can't take him anywhere". It was a good rapid trip taking all the the usual backroads and the weather was kind to us as well.

Ah Anglesea, and not to far to Lorne and a quick snack, I was at the back of the group, having corner-marked at Anglesea, and as I cruised along the GO road I could see Lorne across the water, and something else? No it wouldn't! It did, It rained on us, you wouldn't believe it would you!

Ah Lorne and food, good. Well we decided the best place to park was.....  
...on the footpath outside the theatre under the verandah in the dry of course! Marvellous the effect a little rain can have on a group of bikies. Of the original sixteen, six decided to go back home and guess what? The sun shone all day, dry roads fellas, sunshine at Lavers Hill, couldn't believe it myself had to take a photograph.

We had made Lorne at 12:30PM and Lavers Hill at 1:30PM where we had some lunch before heading off to Carlisle River which was made at 2:40PM, had a break and studied this amazing river! Of the ten bikes that stayed on the ride, three were FZR1000's and two were Fairyblades but surprisingly the group stayed fairly close together without any lengthy periods waiting on corners which meant that excellent time was made between stops. The Beamer was the least capable of the group but still managed to hold its own, most of the time anyway, well some of the time, OK occasionally!

. Colac was reached at 15:30PM for a break and refuel and also where Sam wrecked his headlight cover and Ben had some more to eat. Then off again along the back roads to Lara, where we stopped for a yack. It was nearly 5PM so more back roads, the freeway, the Westgate and home. I made it just on 6PM. Time just flies when your having fun!

Thanks to Ben for organizing the ride and thanks to Andrew Kennedy and Sam for being the rear riders.

Gary  
BMW R100RS

## Radar Detector Detection.

Many people have expressed amazement at the Police being able to detect radar detectors. Now I am not about to make any statements as to whether or not these devices should be legal as this is a sensitive area. What I can comment on is the technology involved and how it works. If someone uses the information to use a detector without being discovered then good luck to them. I neither condone nor condemn their use, but I believe fair is fair.

I will try to explain how the detector works without loosing everyone in jargon.

### The Superheterodyne Principle.

This principle has many applications one of which is in radar detection. It is basically a type of sensitive receiver found in most radio equipment. Radars are basically radios that operate at Microwave frequency. There are two bands used by police in Australia, namely the X and K bands. These operate at 10.52GHz and 24.14GHz respectively. The FM radio in your car operates between 88 and 110 MHz, a much lower frequency than radar. A radar detector is simply a receiver tuned to the X and K band in the same way an FM radio can tune to FOX FM!

Or at least they used to be. The first radar detectors were passive devices, ie, they were just receivers. They were not much more sensitive than a Microwave Oven leakage detector and could not really be relied on to give enough warning of police. Basically a microwave detector diode was housed in a microwave absorbent collector. It received microwave energy.

Technology came to the motorists' rescue and radar detectors became very sensitive and sophisticated devices. New radar detectors work on the Superheterodyne principle. In addition to the detector diode they now have a Gunn diode. The Gunn diode is housed near the detector diode and oscillates. The difference between the incoming radar signal and the oscillation of the Gunn diode is the first Intermediate Frequency(IF). A superhet relies on mixing local oscillation from a known source with the incoming signal. This Intermediate Frequency is about 1Ghz. This 1Ghz frequency is then converted to a second intermediate frequency of about 10.7Mhz. From here on the circuitry in the detector works like any normal receiver.

The superhet technique is used in many sensitive receiver applications other than radar. It is one of the most accurate and sensitive methods yet devised, with only the frequencies being used the main differences.

Unfortunately this technique generates Radio Frequency (RF). The oscillator used to generate the intermediate frequency is also guilty of producing RF. This RF can be detected by a receiver sensitive to that particular frequency, namely 1Ghz in the case of a radar detector. So in building a radar detector sensitive to X(10.52GHz) and K(24.15Ghz) band we also have a device that leaks energy from its Gunn diode.

What the Police use to detect a radar detector is a device sensitive to the RF that is leaked from Superhet radar detectors. The chances are that this device also uses the superhet principle and will therefore leak RF at a certain frequency itself. It goes to follow that some smarty pants can then build a device to detect a radar detector detector. This may sound stupid but is totally feasible. Military applications go this far and further. It is even possible to produce a transmitter that transmits a preset speed to a police radar regardless of the speed you are actually doing. These devices are not on the market because transmitting on radar frequencies is highly illegal without the correct license. It is also very embarrassing to leave it set for 100 kmh while you go through a town at 60kmh.

So after all this waffle that I'm sure many wont understand, what is the one obvious point?

There is no intermediate frequency and therefore no RF leakage if the radar detector is not turned on. So if your detector is turned off it can not be detected by the police.

At least not by using RF. There are other ways to detect radar absorbent material but these are not generally practical nor sensitive enough to be used.

These are the facts and what people make of this information is up to them. I know I certainly would not leave any electrical accessories fitted to my vehicle turned on within cooee of any suspicious car or device parked at the side of the road.

Jon R.

#####

**TALLANGATTA/OMEQ WEEKEND**

**Jan.30-Feb.1**

**ITINERARY:**

- Saturday - Meet at the Whittlesea servo to leave at 9.30AM for Yea, Swanpool, Moyhu & Tallangatta. Overnight at the Victoria Hotel. If time permitts we will do the 120km lap of Lake Hume.
- Sunday - Leave for Falls Creek, Tawonga Gap and Mt. Buffalo, then to Hotham and a stop at Dinner Plain (26km of GOOD dirt road). Down into Omeo and our overnight stay at the Hill Top Hotel.
- Monday - Today will be spent travelling back to Melbourne on a route designed to avoid 99% of the Princess Highway.

**TALLANGATTA / OMEQ WEEKEND.**

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

Please book for me,

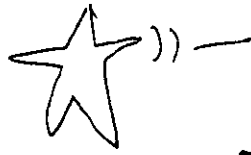
.....Single.....Double Room for Saturday 30th - Tallangatta.

.....Single.....Double Room for Sunday 31st - Omeo.

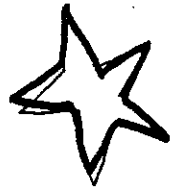
I enclose \$20.00 to secure my booking.....\$\_\_\_\_\_

Please return to IAN PAYNE, c/o MTCV P.O. BOX 453 Richmond, 3121.

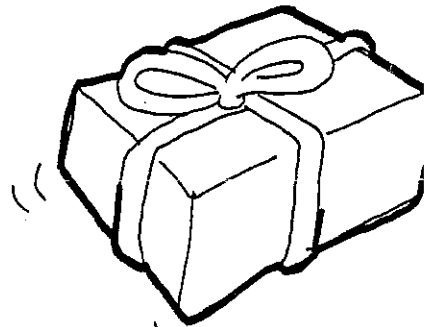




*Merry  
Christmas*



*and*



*A*

*Happy New Year !!!*

