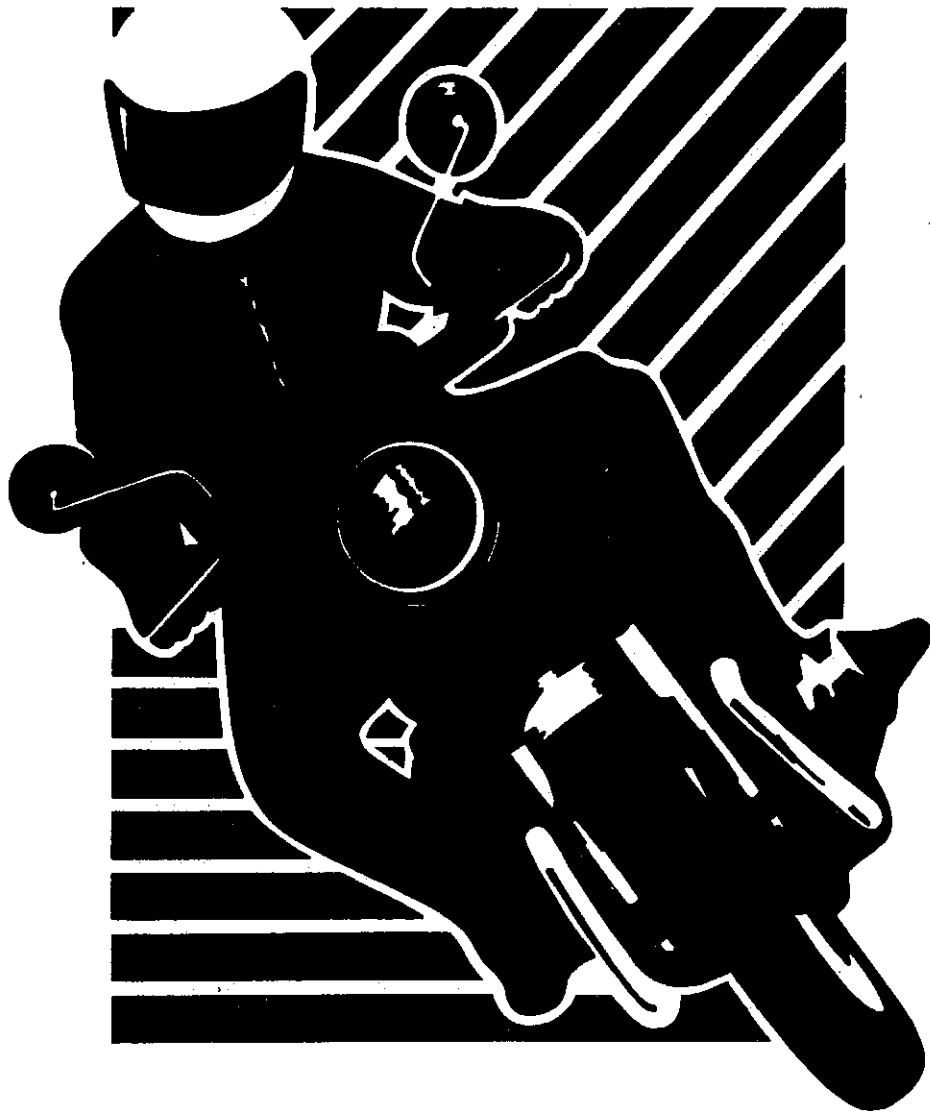


MARCH 92

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

MARCH 1992

SATURDAY 7th
to MONDAY 9th.

WILSONS PROM, CAMPING.
Yanakie Caravan Park.
9.30 KBCP
10.15 Hallam

Details & entry form were in the Feb. newsletter, but members are still most welcome to attend this long-weekend camp.

SUNDAY 15th.

CATHEDRAL RANGES,
"Dirt Ride"
*** 9.15 KBCP ***
10.15 Yarra Glen
Andi Sirninger leading.

Refer elsewhere for full details on this ride where we will view this scenic & rarely visited area. NOTE the earlier START TIMES.

SUNDAY 22nd.

ANAKIE POTTERY BBQ.
9.30 KBCP.
10.00 Laverton.
Steve Leyland leading.
310 O'Neils Lane Anakie

Out to the Brisbane Ranges & Meredith for smoko then down to Anakie via Steiglitz to arrive at John & Jacquie's Pottery for lunch. For a small fee (\$2- a BBQ lunch will be supplied. Afternoon will be free to do as you please.

SUNDAY 29th.

HEPBURN SPRINGS.
9.30 KBCP.
~~Ben Warden leading~~
Ian Payne leading.

From the carpark we head west to Exford Mt. Wallace & Bunninyong for morning tea then to Dean, Daylesford and the mineral springs. Home via Trentham & Melton.

APRIL

THURSDAY 2nd.

GENERAL MEETING.
Club Hall 8.15pm Sharp.
88 Station St. Fairfield.

As well as the usual nibble and natter we will be seeking nominations for the committee elections in May.

SUNDAY 5th.

Mt. SUGARLOAF
& CLASSIC BIKE SHOW
Box Hill Town Hall.
9.30 KBCP.
10.30 Whittlesea.
Luke Richardson leading.

From Whittlesea up to Kinglake West & Mt. Sugarloaf. Down to Kinglake, some lunch then we head for Box Hill where the ride will finish and those wishing can view the large array of classic motorcycles on display.

EASTER 1992

FRIDAY 17th
to MONDAY 20th.

MT. KOSCIUSKO.
Ben Warden leading.

This 4 day trip will encompass many of the great roads in the area. For the full story refer separate article.

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF GENERAL MEETING

DATE: 6 February 1992.
LOCATION: St Paul's Church Hall.
OPENED: 8.35 pm.
PRESENT: 46 members and guests.
APOLOGIES: Garry Breare.

CORRESPONDENCE: S.P.O.R.T. itinerary;
requests for information about the Club;
receipt from the Red Cross;
Omeo bookings for 9 people; and
letter and information from A.C.U.V.

TREASURER'S REPORT:	Balance as at 1st December	\$1,902.48		1,838.48
	Income	218.00	+	233.20
		<hr/>		<hr/>
		2,120.48		2,071.68
	Expenditure	<282.00>	+	<319.70>
		<hr/>		<hr/>
	Balance as at 1st February	1,838.48		<u>1,751.98</u>

CAPTAIN'S REPORT: XMAS BBQ, FAIRFIELD PARK - 7/12/91
71 members and friends, weather fine and warm. Margaret later
dropped her GPz550 on the Toolangi Road.

BRUNTON'S BRIDGE - 8/12/91
14 bikes, 17 people, warm and hot all day. Only incidents were some
members getting lost on the road to the Bridge and Tom & Andy decked
the PD on some bad dirt.

REEFTON & BLACK SPURS - 15/12/91
12 bikes, 14 people, wet, hail, fog. Numerous people left early due
to the conditions.

HISTORICAL RELICS, POWELLTOWN - 22/12/91
Fine weather for a leisurely ride with no incidents.

XMAS CAMP, GRAMPIANS - 26/12/91-1/1/92
22 members and friends over the week, Halls Gap mostly fine weather.
Only printable incident was Tony Gustus' cousins on a GPz550
involved in an accident on Zumpsteins Road.

POWERS LOOKOUT NEAR WHITFIELD - 5/1/92
6 bikes, 7 people, early start, intermittent rain then turning fine.
No incidents.

KILCUNDA, SWIMMING - 12/1/92
25 bikes, 29 people, fine and warm all day. Only incidents were a
small problem with the Captain not understanding the corner marking;
and 2 non-members booked for speeding.

PENGUIN PARADE - 17/1/92
17 bikes, 2 cars, 28 people (7 people for meal only). Overcast but
not wet. One incident: Steve (GPX750) booked for speeding.

CAPTAIN'S REPORT: (Continued)

GO ROAD, LAVERS HILL - 19/1/92

28 bikes, 30 people, early start, hot all day. Two groups after lunch for those who wanted to avoid Turtons Track. No incidents.

BOGONG HIGH PLAINS - 25-27/1/92

20 bikes and 1 car, 27 people (counting Naomi), fine all weekend. Leaders: Ian - Day 1; Ben - Day 2; and Tom - Day 3. 1300-1350 kms covered overall with no incidents.

MEGGS' MEANDER - 1/2/92

20 bikes, 25 people, fine and hot, 450 kms with some dirt. Several incidents: Vaughn (GS 650) - rear puncture; Mark (RZ 500) - plugs oiling up; John (ZXR 750) - bump start; and David (GPz500) dropped it on the dirt - minor cosmetic damage only.

Thanks to all leaders and rear riders.

GENERAL BUSINESS:

Apr-Jul Itinerary: Looking for ideas/suggestions for rides or social activities for the next itinerary - bearing in mind it is for the winter period and rides are generally of shorter duration.

Grading of Rides: Suggestion made to help visitors to the club understand requirements for the ride, to reduce the number of incidents and to help visitors fit in with the structure of the club rides.

General feeling is that new riders can't be banned from attending but their short falls can be pointed out.

'Clubman' category was felt unnecessary but rides could perhaps be rated 1-5 (1 being leisurely) or have only 2 categories in conjunction with % and #.

Suggestion also for 'invitation only' rides where details are not published and those interested will need to contact the lead rider to be able to attend.

Generally felt that new riders to the club should not corner mark but would be expected to maintain the legal speed limit, where applicable, on the highways.

Will grades, aimed primarily at new riders, stop people falling off their bikes?

The club was established over 30 years ago and has worked well with the existing system but the average speed of the club has increased to 150 km/h while learner riders are still travelling at 80 km/h.

Bike Show: To be held at Box Hill April 4-5 comprising GP bikes, British, HDs etc. and are looking for landmark Japanese bikes (Z9; CBX; CB 750) for display. Will also feature BMW traditional outfits, speedway units and tourers from BMW, Ducatti, Triumph and Moto Guzzi.

Vic Ride: Booklets are available from Ian Payne or RACV detailing some great roads. The book is designed specifically for motorcyclists, both on and off road and includes a club listing.

CLUB PARAPHENALIA: Still for sale.

DOOR PRIZE: Wone by Jennifer - a can of Armorall

CLOSED: 9.10 pm.

Meg's Meander.

The morning started looking a little gloomy as the ride headed out of town along the Eastern Freeway. Margaret had expressed much unease at the size of the group that was collecting at the carpark, but with no second pickup the size was understandable.

We headed out through Warrandyte and over through Kangaroo Ground towards St Andrews. The road tightened up coming into Kinglake and a large skid mark was the only evidence of Martin's overenthusiasm on the CBR.

Through to Kinglake West and across to Flowerdale Meg's old bike gets a puncture. The poor guy riding it had already had to push start several times that morning. It just wasn't his day! A few bikes left the ride at this stage, while the main group had morning tea at Strath Creek where the RZ500 had its oiled up plugs changed. It was blowing smoke galore.

I love the smell of two stroke in the morning.

Meg then led us through to Broadford and up towards Lancefield via all the good backroads. From here we headed up to Kyneton via the old Burke track that gets a bit narrow. Some of us had a scare as a Pontiac going too fast swerved off the road to give us room and started fishtailing. At this stage Mark on the RZ500 decided to call it quits.

Pulling into Kyneton for lunch we realised we had lost the rear rider. It turns out that Peter P, for the first time ever as rear rider, had to use the emergency syphon on the RZ500 not once but three times. I think that bike was pretty sick.

From Kyneton the group headed up the Calder for a distance and then through some backroads to Daylesford. John and Jacqui said goodbye and the remainder for the group followed Margaret through Trentham into Woodend. Having covered nearly 400 km for the day I decided to pike out and head home.

Margaret lead an excellent well planned and interesting ride. Ten out of Ten.

The people were:

Margaret	GPZ550	Stuart & Anne	CBR1000
Jack	CBR1000	Geoff & Mellissa	RZ350
Mark	RZ500	Keith & Scott	ZZR600
Dean	CMX250	Mike	GSXR1100
John	ZXR750	Jacqui	CBR600
Martin	CBR1000	Nick	FZ750
Mick	GS650	Garry	GSXR1100
David	GSXR1100	David	GPZ500
Peter & Dawn	FJ1100	Peter P	GT750
Ian & Kerrie	XJ900		

Jon Riddett K100RS.

#

DINNER DANCE

Taylor's Lakes Reception Centre,

Friday 20th March. 7.30 - 1.30

\$25 per head (includes drinks),

8 people per table.

If interested contact TERRY MOUNTNEY Ph: 460-1519

WHO's NEWS

Ben's ZX10 now handles and stops!!! with the fitment of a new Ohlins rear shock and a pair of low mileage front discs.

Adam Locke's brother Simon, keeping it all in the family with the purchase of a new HONDA Spada.

Want to catch up on all the motorcycling news? Listen to RADIO RIDER, Mondays at 7 PM on 3RRR (102.7 FM)

Good to see ex-President Phil Duffy at the January meeting, although with no beard and a little slimmer he wasn't easily recognized at first. Phil also joined us for the Gliding day and although he still owns the K100RS outfit, he bought Robyn's CX650 out for an airing.

Luke's leisurely Organ Pipes ride went a bit sour when Peter P (GT750) & Garry Pincott (K100RT) crashed during the day. Fortunately only minor damage to both bikes.

John van Dorp's riding has been curtailed of late as he waits on Honda Aust to supply a minor clutch component for his VF1000.

New member Mark Dennis has traded his RZ500 in on an immaculate FZ750. I guess that should cure the fouled plug problem!

Good to see Steve Leyland at the Walhalla Cricket, with Steve buying a house and working weekends he's not as prominent on Club rides of late.

Member Paul Kesting, noticeable by his absence, will finish his term of imposed "walking" by April and hopes to get back into Club activities aboard a 750 DUCATI. Unfortunately the Ducati has made his Suzuki redundant, hence its for sale. So if your interested in a pristine GSXR1100H contact Paul on (H) 879-0029 or (W) 729-6697.

Thanks to Mike Davis on his donation of a Cycling book to the club.

Going to the Grand Prix at Eastern Creek and want to camp within walking distance of the track? Contact the GRAND PRIX CAMPGROUND, Tel (02) 687 2630. OR want to watch the event on the large screen. Head to the Anchor & Hope Hotel (Church St. Richmond) by 11am on Sunday April the 12th. Food and drink available. Dress neat casual.

CATHEDRAL RANGERS RIDE 15/3/92.

Even though this ride is listed in the itinerary as a dirt ride, I'd like to point out it is not a dirt bike dirt ride but a road bike dirt ride, in other words a fair amount of dirt will be covered but nothing by any means difficult and nothing classed as 4WD, so relax.

This ride will consist of approximately 100 Kms of dirt and 150 Kms or so of bitumen, taking in some of the best scenery in Victoria not negotiated by the Club for many, many years (something very different). Oh, and at a leisurely pace, so for all you dirt speedsters it would be an idea to relieve corner markers of the slower kind when you come across them. The days outing will take in two short walks to two of the best lookouts (bring runners, drinks if a hot day), a stop at The Beeches Forest and a glimpse at Keppel Falls along the Taggerty River within the Marysville State Forest.

If you feel you would like to come along but are uncertain, there is plenty of opportunity to pull out of the ride at various stages, namely the bitumen ones but please let the rear rider know.

This ride offers the opportunity to practice those riding skills you never even knew you had. If I can do it, you can do it, so see you there.

Andi R80GS.

Don't forget while riding on dirt roads others use these roads too, so stay on your side of the road. There may not be much traffic but it only takes one car in the wrong place at the wrong time.

* * * * *

NEW MEMBERS

JENNIFER BURNS	-	SUZUKI GN250
DAVID DELAHOY	-	SUZUKI GSXR750
TOM DEMOSTHENOUS	-	HONDA SPADA
MARK DENNIS	-	YAMAHA FZ750
WALTER MULLER	-	SUZUKI GS500E
DAVID NICHOLSON	-	YAMAHA XJ900
GARRY PINCOTT	-	BMW K100RT

Please make them feel welcome to our Club.

ORGAN PIPES NATIONAL PARK - 09 FEB 92

It's Sunday again and for most a good chance to stretch their machines' legs, to give it a fistful, crank it over, hang out the rear end and mix it up with the big boys. But no, no, this is a leisurely ride.

0930 saw leader Luke heading via Kew Bouley to Yarra Glen with Noel trailing as rear rider. Though recently revamped, the Boulevard still offers much fun, despite tightened corners and bumps causing some scraping. The Christmas Hills sees no such dramas - just watch out for that wombat with a death wish.

Following Luke's pre-ride spiel, stessing a short and leisurely ride, my repeated calls for a write-up volunteer remained unanswered. Once, twice, sold to the guy in the blue and white suit. Rest assured, more words to follow!

We travelled Melba Highway, soon to turn off to Healsville then Toolangi, but not before seeing Mr Plod roadside in 4WD. I bet you guys with the rego hidden plates were sweating bullets. Luckily no takers.

Once on twisty Toolangi Road the brilliant sunshine (at speed) created intermittent shadows, making it near impossible to see anything, let alone gravel in corners - as some discovered. Being a front runner, then next corner marker with Gary (white smoke) Clifton, it was obvious that there must have been an accident after a 25 minute delay.

Sure enough, after words from witnesses, we knew now that Peter P took a tumble. Oh well, it happens to the best of us. At this stage, with repairs underway, Noel had arrived and we decided to continue, thus leaving a handful behind to finish up. It seems Martin's crashing expertise came in handy here.

Everfun Mt Slide all too soon disappeared and at Kinglake we detoured through the St Andrews Road where, upon clearing the first few 25'ers, I saw Ben half way down the slope with a red mirror in hand. "Poor ZX, again" - but not so. The mirror belonged to Gary whose BMW, with a mind of its own, straight-lined off the edge. "Silly BMW". Within minutes the Beemer was back on its feet thanks to many hands.

Just a quick suggestion. When something like this happens, it's best to have only a couple of people to assist and the rest to continue so not to create a lengthy delay or crowd the scene. Hint, Hint!

Before long we hit Whittlesea (lunch stop) whereby everyone lunched, drank and caught up on the accident gossip. Apparently Peter P low-sided in gravel in a tight left hand bend, parting company with the bike which high-sided and slid 28 metres (thanks Martin). "I was hooning at the time" said Peter. All in all the damage included minor damage to bike and saddlebags except for a badly bent right hand handlebar. Peter wishes to thank all of those who assisted.

What the club wants to know Peter, is whether your church knows about this 'hooning' on the Sabbath? Gary's only comment about his mishap was, "I think I was asleep." But I didn't find your leisurely ride boring Luke.


With lunch over, Peter and Gary returned home, as did John and Eric who must have feared a similar fate. Meanwhile the club travelled through Wallan and Romsey (hate them bumpy roads) then Bulla, where I was greeted by the local police pointing a hair dryer.

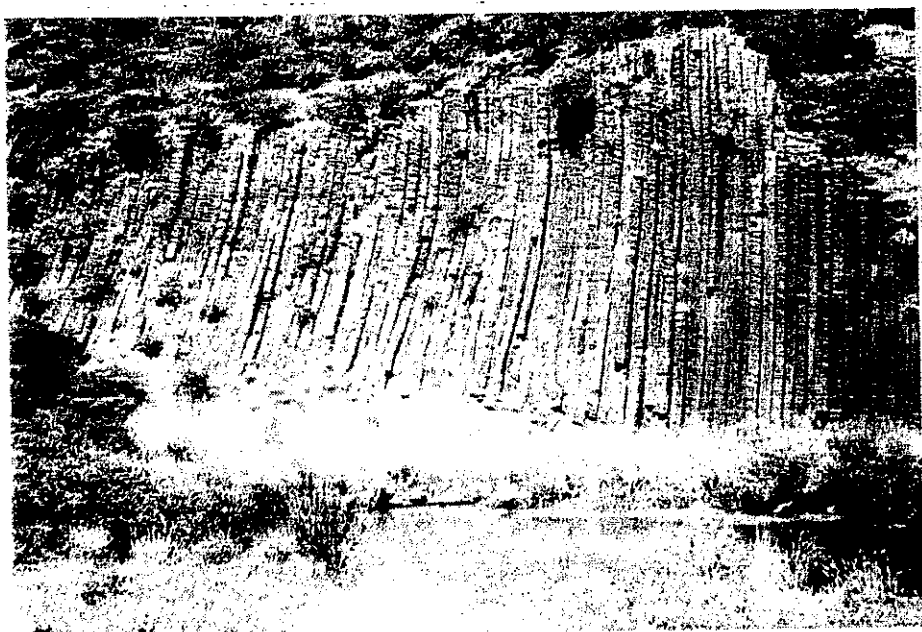
From Diggers Rest we arrived at the Organ Pipes National Park (break up) at around 1425 hours. In dribs and drabs some departed while others trekked the 800 metres to see the aim of the day - the organ. Unfortunately, due to lack of fitness and a one piece leather suit (and very hot weather) yours truly opted not to view the spectacular rock formations, however, from all reports, the long walk down is well worthwhile (see accompanying picture).

Thanks to Luke and Noel for leading and rear riding respectively. A good day was had by all.

Route: KBCP, Yarra Glen, Chum Creek, Toolangi, Mt. Slide, Kinglake, St. Andrews, Cottles Bridge, Arthurs Creek, Van Yean, Whittlesea, Wallan, Romsey, Bulla, Diggers Rest, Organ Pipes.

Luke	- FJ1100	Eric	- KR1S	Colin	- RZ250
Jon	- K100RS	Penny	- EX500	Rob	- RZ250
Garv	- K100RT	Margaret	- GPZ550	Geoff	- RZ350
Simon	- VT250	Peter P	- GT750	Mark	- RZ500
David	- VT250F2	Terry/Liz	- GPZ900	Harry	- FZR600
Ian/Mandy	- CX500	Ben	- ZX10	Ian/Sue	- XJ900
Andy	- NTV650	Rav	- ZX10	David	- XJ900
Martin/Karen	- CBR1000	John	- ZX10	John	- FZR1000
Garv	- CBR1000	Rob/Debbie	- DR750	Eric	- FZR1000
Rod/Rose	- VF1000F2	Mick	- GSXR1100	Noel	- GPX250


MICK
GSXR1100K



The Organ Pipes

WALHALLA BODYLINE 16 2 92

Cricket is a summer sport and we sure had summer for this annual match with the Q.L. club at the historic [built in 1885] pitch at Walhalla.

Twelve bikes and a 4wd left Hallam for the high country, taking a twisty route, as is usual when Ben[ZX10] is leader--- Nar-na-goon, Tynong, Garfield, Bunyip, Longwarry and Drouin for morning tea. Then onto Moe for an early lunch via the sweepers near Ellinbank and Yarragon.

Belinda[GPZ500] left the ride after lunch as she had ''seen it all before''. Maybe she could also foresee the cricket result and did not relish the thought of a loose.

From Moe we headed to the Thompson Dam for a look before coming back to Rawlson and then through the tighter road to Walhalla. On this section a local on an early Z1000 decided to show Ben & Vickie how it should be done. He had lived at Rawlson for 20 years so had considerable ''local knowledge''. Unusual to see Ben sit behind but as he was in the early stages of Ohlins tuning after fitting a new rear shock. By the end of the day the settings seemed to be to his liking.

Members who knew better rode up to the pitch while us unsuspecting others took the track to the top of the ridge above Walhalla where the early miners had cleared enough ground to accomodate a cricket oval. This proved to be a mistake as the effort put in on the hill seemed to take some zip out of our players-----we lost.

As the Q.L. club had all ridden up to the pitch some time before we arrived they fielded first while some of our team battled the hill.

SOME SORRY STATISTICS----- MTCV 1ST 12

Ben Jones	-----	14
Geoff	-----	9

Michael	-----	6
Trevor	-----	6

Steve	-----	18
John	-----	10

Vickie	-----	5
Megs	-----	12

Alec	-----	8
Jenny	-----	7

Garry	-----	14
Ian	-----	12

Total 121

Al	-----	15
Tony	-----	3
Stretch	-----	8
Maree	-----	12
Lyn	-----	5
Daryl	-----	6
Whity	-----	23
Joe	-----	3
Gary	-----	16
Typpy	-----	19
Lyn	-----	9
Joe	-----	11

Total 130

Umpire for the game Ben.

GAME HIGHLIGHTS-----

The fact that we lost might come as a surprise as on the day Ben announced MCTV as the winner by 1 run. However after a recount of the scoresheet it was found that the Q.L. club had outscored us by 9. Congratulations to all team members.

Bodyline bowling by Ben [my 14 year old son] was effective in restricting the Q.L. score but as each person only bowled 2 overs, had only small effect. It was awesome to watch though. He was awarded 'Man of the Match'

Michael would have won 'Catch of the Match' for an amazing lunge through the air in an attempt at a catch. He failed to hold the ball but what an effort. I wonder how he felt on Monday though -- that ground was HARD.

The least said about the skill levels of the others [mine included] the better. I think we should stick to motor-cycling, or tapestry, or something, but not cricket.

So thinking we had won we set off for the break-up at Narre Warren via the same route. All went well untill Moe, where a corner-marking mix up saw Steve [GPX750] receive an invitation to contribute to the Victorian Police Commodore fund 80k in 60k zone as he retrieved Sally [XS 650], a first timer who had taken off the wrong way. Also not having a happy afternoon was Vaughn [GS 650] who had trouble with a slow puncture.

Everyone made it back to the end of a long day. It was after 8pm when the ride finished. Time just gets away when your having fun. All in all a good day with some great roads, scenery, fine weather and friendly people. Thanks Ben and Anita who with Megs did the rear rider chores.

PEOPLE AND BIKES

Ben & Vicki ZX10, Michael GSXR1100, Geoff & Ben RZ350, Sally XS650, 1st ride. Gary XJ900, Ian XJ900, John XJ900, Anita VF500, Daryl FZR600, Vaughn & friend GS650, Belinda GPZ500, Steve GPX750, Trevor Tenga 650, Megs GPZ550 and Alec & Jenny Toyota 4wd.

WRITE-UPS ARE EASY

One of the most ominous tasks of Club Captain is to ensure that the ride report of each club function or ride is submitted and in doing so this is made so much easier by your volunteering to do a write-up.


Over the past few rides in particular, upon calling for volunteers, we've seen a multitude of blank faces and itchy feet which has always led to someone being volunteered or one of the same old faces volunteering again.

With more than 80 members, surely we can find a few different volunteers. After all, we all enjoy reading them but it appears nobody wants to write them. It's not that hard and certainly takes very little time or effort to volunteer and prepare a ride report.

- Step 1) - Raise your hand when volunteers are called for.
- Step 2) - Obtain a list of riders and bikes.
- Step 3) - Describe the weather, route and any notable incidents or quotes (my all time favourites are:
"I was hooning at the time" - Peter P; "I was doing 90 up the footpath doing a mono" - anon.;
"Who put that white post there?" - Steve L).
- Step 4) - If possible, add a little comedy.
- Step 5) - Give it to Ian Payne or a Committee member.

There it is, the makings of your ride report. Too easy eh?

So come on everyone, put a little effort into the club so we can all get a lot out of it.



Michael Chan
Club Captain

EASTER TRIP 1992 - Mt.Kosciusko

- Friday April 17th - Down to Cann River then Cooma & Adaminaby for our overnight stay at the Pub or Motel.
- Saturday April 18th - Visit Thredbo, Mt.Kosciusko and the surrounding area. Back to Adaminaby and another overnight stay.
- Sunday April 19th - Travel to Kiandra, Corryong and overnight at the Walwa Pub.
- Monday April 20th - Today we head for home via Tallangatta, Beechworth, Mansfield and Yea.

NOTE: THE ABOVE ROUTE IS ONLY TENTATIVE AND MAY CHANGE.

If your interested in participating on this trip away please contact Ben Warden so accommodation can be arranged. Look for full details in April newsletter.

10 Years Ago.

NIGHT_RIDE

March 1982

Arriving at the car park around 6-45pm, no-one there, surely some-one will turn up for Robyn's ride although the thought of a lady leading, not to mention a night ride, did send shivers down my spine. Ten minutes later Fagan rolled in with a lovely lady on back, Brian Milesi, Les Leahy, Phil Duffy with kids (no Robyn), Keith Finlay and a couple of young members on a showroom new black Yammie. On inquiring to Phil on the whereabouts of Robyn "At home minding the kids" ?

Phil was to lead in the general direction of Cobble Dicks Forge, things were shaping up to be a good ride. We departed under West Gate, left at the new and old Newport Power Station, right along Williamstown Esplanade then down along Willy beach, out towards Altona and along Altona beach, and around Laverton, down passed Avalon Speedway, down into Cobble-Dicks. At this point everybody watched each other to see who would come a gutzer in the Forge. Your's truly nearly did, something to do with trying to ride standing on the seat. At this point it was suggested that we take the track that leads between paddocks and comes back on to the main road. Fagan lead with me up his clacker with Brian in hot pursuit. Some 20Km's and an hour later, in complete darkness we emerged back onto the main road, after negotiating farm fences, ruts and pot holes Fagan was the only rider to down it, after trying to pass in the rough. Phil wasn't impressed, something about holes in the Crankcases and kids heads cracking into the top of the chair. On arrival at Bacchus Marsh, Brian was desperate for fuel, as he never filled in town, naughty Brian. Brian disappeared into the night, Les Leahy departed also. The remainder lead by Phil made our way through various back roads across to the Bulla-Pass (fang-fang) heard Fagan mention something about Red-line after being the last corner marker before the Pass. We all pulled into the Tullamarine station. Phil invited us back to his place for goodies. I declined and parted for home. An excellent ride bringing back memories of rides gone-by, not a festival in sight.

Craig BMW Road/Trail.

STEAVENSONS FALLS NIGHT RIDE - 21/2/92

The night started off with everyone meeting at the Mitcham Hotel at 7.00pm, where we nearly didn't gain entry as we weren't meeting the required dress code (most of us were wearing leathers). Luckily they turned a blind eye and we were shown to our table. As there were late-comers, the Mitcham ran out of tables to accommodate us all, so we were scattered in the Bistro. Then there was the misunderstanding about which serving line we were to stand in to pay for our orders. Gary would not budge from one line so everyone had to line up behind him and the cashier wasn't going to argue. I'm sure everyone enjoyed their meal and the lovely music that couldn't be spoken above, which was coming from a piano man who I'm sure wanted the whole world to hear.

Then out to the bikes at 8.30 pm and the usual notes on two bikes on corners to direct the way, people getting lost, etc., etc.

We were off to a good start with Ben leading and Stuart tail riding so everyone would follow the right track and keep together, when a police motorbike came out of nowhere and pulled over two of our riders - Gary and David. Luckily they were let off with a warning and it was back on the road again.

Everything was fine until the Christmas Hills when David came to a sharp corner, miscalculated and was soon separated from his bike. Fortunately no injuries were sustained and within minutes all pieces of his bike were collected and the bike and its owner were on the road again. Quickly through the Black Spur and onto the falls we went.

All sixteen bikes arrived safe and sound at Steavensons Falls. The light reflected on the water as it tumbled down from the top of the falls and was truly breathtaking. For the couples, the falls was a very romantic place to be, while the others admired the beauty of nature surrounding them. Then it was up to the very top of the falls for the courageous. The climb took 10-20 minutes and most of us were out of breath when we finally got up there. It was worth it though, as the scene was magnificent.

Before long it was time to leave. Everyone was off and riding with Ben still leading but Jon and Emma tail riding this time. On the way back Luke decided that because there were three bikes behind him, he would put on a performance by weaving from left to right while sparks went flying everytime the centrestand touched the road.

The night ended at Lilydale service station where the bikes were filled up and a lot of Mars bars were eaten. Everyone stood around and talked about the evening for a while while the service station attendant gave us funny looks. Overall a good time was had by all.

Thankyou to everyone who attended the ride and those who just showed up for tea. The riders and pillions who were unable to attend, as you can see, missed out on an adventurous and exciting time - OH WELL! Maybe next time.

Bikes and their owners:

ZX10 - Ben (leader)
CBR1000 - Gary
CBR1000 - Duncan
CB1100R - Andrew & Sharon
GPZ1000RX - Paul
ZZR600 - Andrew
GSXR1100 - Gary & Cynthia
GSXR750 - David

DR750 - Robert & Debbie
GS500 - Walter
FJ1100 - Luke & Julie
XJ900 - John
RZ500 - Mark
K100RS - Ken & Anne
K100RS - Jon & Emma (rear)
CBR1000 - Stuart (rear)

Meal only:

Tom & Andi
Michael

Ian & Kerrie

Vicki

(JULIE & LUKE - FJ1100)

ENOUGH IS ENOUGH!

Right now, Motorcycling is facing its biggest ever threat in this country. Under Minister for Land Transport, Bob Brown, the Safetycrats have run rampant promoting such lunatic ideas as **Airbags, Leg Protectors, Pillion Restrictions** and compulsory **Conspicuous Clothing**. And that's not to mention **Lights On** and **Speed Limiters** for "persistent offenders".

If you don't want your freedom of choice to be restricted by these dangerous people, you *can* do something. This is a very real threat to motorcycling's future and we have to send a clear message to Castle Canberra that we will simply not tolerate this kind of incompetent, unnecessary interference in our lifestyle. Here's what we propose: put pen to paper and write a letter to Prime Minister.



Above: our future according to Bob Brown.

Tell him you are concerned motorcyclists who reject totally these attacks on your lifestyle. In particular, list the above draconian proposals, with emphasis on **Lights On** and the complete lack of consultation or supportive evidence for its introduction.

Demand that, as a result of Brown's handling of **Lights On**, and his department's hostile, irrational attitude to motorcycling, that **he be dismissed** from his Ministry **immediately**.

We have to convince them that there is a price to be paid for their continued legislative interference.

Send all letters to the address printed below, where they will be recorded before being hand-delivered

Copies will also be delivered to the Shadow Minister, David Hawker.

Send your letters to:

ENOUGH IS ENOUGH, PO Box 56, St Kilda, Vic 3182.

Act now while there's still time!

This campaign to save motorcycling has the full support of:

AMCN, Bike Australia, Heavy Duty, Live to Ride, Ozbike, Revs, Streetbike, Two Wheels.

STAY UPRIGHT

The Stay Upright crew are coming down to Victoria again to teach safe motorcycle riding techniques. They will be conducting the practical side of their Advanced course (suitable for experienced riders) at Phillip Island on the following dates:

Friday April 24
Saturday April 25
Friday November 13
Saturday November 14

The following blurb is from their brochure:

"Riding skills for the licenced motorcyclist. A 12 hour course entailing attendance at the Stay Upright Seminar on a preceding evening followed by 8 hours of practical instruction on a motor race circuit (Phillip Island). The Seminar places emphasis on developing mental skills, attitude and self-analysis; a systematic approach to defensive riding is instilled. The practical day covers advanced defensive cycle control, cornering, emergency braking and handling special situations."

THE COST IS \$225

Some club notables who have done the Advanced course include: Ian Payne, Gary Clifton, Hans Wurster, Luke Richardson, Ben Warden, just to name a few.

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I cannot recommend both the Stay Upright and HART courses highly enough, for both experienced and inexperienced riders. The prices for both seem high but the potential improvement to your riding, from both the skill and safety points of view, can be priceless. These rider training courses not only teach how to (possibly) get yourself out of a sticky situation; but more importantly, how to avoid putting yourself in these situations.

As an added bonus, the two major motorcycle insurance companies offer a 10% discount on comprehensive insurance. For a mature rider on a \$7,000 BMW K100RS (say, an '86 model) this means a discount of nearly \$70. For a 21-24 year old rider on an FZR1000 (\$7,500 purchase price) the saving is around \$110. When you factor these reductions into the price of the courses, they start to make even more sense.

If you're interested in one of these two courses (HART or Stay Upright) there are a few differences worth mentioning. Primarily is the cost. HART costs \$100 for two levels (one day) while Stay Upright costs \$225. The cost is actually closer when you bear in mind that two levels of the HART course take six hours over one day. The Stay Upright Advanced course takes 12 hours (4 + 8) over two days.

The HART course is conducted on a large 'basketball court' while Stay Upright use Phillip Island for their practical component. The HART 'basketball court' means that exercises are quickly completed and you're back and ready to repeat the exercises. Phillip Island is 4.45 km long and the Stay Upright crew usually have an exercise on the main straight and one along the back area. The distance covered means less time is spent actually doing the exercises and a substantially larger amount of petrol is used.

The primary advantages of the respective courses are that HART supplies the bikes (which you don't have to pay for if you drop them - just ask Angus), while with Stay Upright you have access to the Phillip Island racetrack. This includes a 'free practice' session at the end of the day where you are permitted to let it all hang out (safely - of course).

The instructors for both courses are of the highest standard and are both educational and entertaining. The course content is also fairly heavily concentrated and planned (unlike the SPORT course). Because of the size of the HART practice area, they cram nearly as much into a six hour period as Stay Upright do in a 12 hour period. Both courses also make fair use of various videos, Stay Upright using the Right Rider series (probably the best I've seen) while HART include some foreign material (also quite good).

Both courses offer a lot of information and it is advisable to take a pen and paper to make notes and refer to later. They also require that skills are practised perpetually, as all skills should be in order to be maintained.

It's also worth noting that these courses are lots of fun. The instructors contribute to that and it's enjoyable finding out what you can't do (or could do better) and learning how to improve those skills. It's also rare for people to drop bikes (exception - Angus), especially those doing the Stay Upright course as people are usually more careful when they are concentrating intently.

Try at least one of these courses, if you haven't already. I'd be surprised if you felt you'd wasted your money afterward.

LUKE RICHARDSON (FJ1100)

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Broadford and the Spurs March 1 1992

Robin Bowra - Katana 1100

Really, it was a wonder we had a ride at all, so many and varied were the alternative attractions on offer in Melbourne on the day. The Red Cross claimed their share of club members to collect money and the "Clean Up Australia" exercise, also running on the day, claimed a few more. Subtract from the remaining candidates those who can't handle clocks and turned up an hour early (or late) after forgetting to adjust for the end of daylight saving, then subtract those who thought we were going to Bacchus Marsh (your humble scribe has great affinity with these people) and you are left with a crew that can best be described as accidental. And then there was the weather well, it was definitely a ride that *started* in summer. With the benefit of perfect hindsight and time to digest what actually happened all the signs were there from the start for a ride that was to be an adventure.

Untroubled by these strange forebodings a staggeringly large (somewhere between 10 and 200) group of riders sallied forth from the Car Park at 9.30am ... or was it really 10.30? Blasting out through the Melbourne 'burbs it was, as always, interesting to observe what others do with their Sunday mornings. Most people were apparently hoping that the timekeepers had it wrong, that summer would cock its nose at the end of daylight saving and continue without precipitation until Monday at least. I drew strength from what I mistakenly thought at the time to be a "SIGN". At a Station St Fairfield Ice and Fuel factory, owned by the unlikely named Mr RH Crapper, a sprinkler was happily gushing on to the front lawn. I made a mental note that if indeed the rain held off I would seek advice on weather, the right time to plant tomatoes, and other important matters from this obviously in-touch-with-the-cosmos individual. Well Mr Crapper, suffice to say that my tomatoes will be sprouting roots without your guidance.

On through the 'burbs and about the same time that the crouched riding position of the Katana had me hoping that the first (ahem) comfort stop was not too far away, the Hume freeway appeared with a shock beside the road we were travelling. Less of a shock perhaps to the Hume and the rest of the group than to me, but I thought we were headed to Bacchus Marsh. Not that it really made much difference, but still, I mentally filed the incident under "POSSIBLE OMENS" for later reflection. As it transpired Broadford was the destination and a very nice place it is too. We had picked up several score more riders between the city and Broadford, and lost very few. The weather was still warm, a little muggy perhaps, but with only a few spots of rain thus far optimism reined that the weather would hold off.

Not for long ... Broadford to Flowerdale the rain began, only gently at first but enough to add spice to the riding conditions. Just out of Broadford I was very busy inside my helmet trying to work out what the date would be, and what season we would be having were it not for Julius Caesar and leap years, such as the one that this year threw an extra day into February (perhaps another OMEN?). Happily day dreaming away and following Michael Chan, Michael slowed ...RIGHT... down for the entry to the first of a big set of tight downhill corners. Without too many alternative courses of action I followed suit. Corner number one came and

went without showing us how slippery the road was, but a faster entry to corner number 2 had my wonderful "fitted by the bike shop for a quick sale" tyres heading for the edge of the cliff, with bike and rider attached. I hadn't realised how bad they are in the wet. An easy save kept the show vertical but it was a timely warning.

Onwards through Kingslake to Healesville and beyond, to Warburton actually, and the stream of consciousness was rapidly becoming a river. Attrition over this leg was pretty much absolute but it wasn't until Ian and I marked a corner outside of Healesville that I realised the full extent of the situation. After waiting about half as long as expected Margaret (rear rider) arrived, waved "cheerio", and kept going ... back to Melbourne. No doubt she was headed back to help with the Red Cross doorknock. Others less couth might suggest she was tempted from the straight and narrow by Yarra Valley Grape Grazing, which was also in full swing on the day. But not I.

Nothing challenges a bloke's blokeness like some wet road and too scared to say die, the survivors continued. Ben thoughtfully pointed out that the Spurs "might be a bit slippery". The "OMEN" file by this time was pretty well bursting so I took the advice at face value, which proved a sensible if obvious course of action. This was the first time that the Spurs and I had met and I must say I was most impressed. I particularly enjoyed Reefton Spur, with that endless line of left-right bends and the heavy timber and quiet of the bush. A Holden that had attempted a tree climb on the way down Black Spur provided some relief from the sensational scenery, and some delay. Luke had arrived early on the scene but was unable to find anyone in need of repair. From here it was an easy and slow run into Healesville with the traffic where John and Eric were good enough to provide coffee for the troops. And then off home...

An excellent days ride; another two weeks vacation in one day and a reminder that there is more to life than worrying. As for the "omens", I'm sure they'll still be there next time.

For those want to know the stats: Collingwood played Collingwood on the Saturday and lost (but it was a "leap" Saturday .. only once every 28 years), Fenech failed to triumph, we did about 360k's travelling CITY - BROADFORD - FLOWERDALE - KINGSLAKE WEST - KINGSLAKE - HEALESVILLE - LAUNCHING PLACE - Warburton - REEFTON - CUMBERLAND JUNCTION - MARYSVILLE - BLACK SPUR - HEALESVILLE.

Finishers:

ZX10	Ben (riding lead)	RZ350	Geoff
FZR1000	Eric and Nadene	GSXR1100	Michael
XJ900	Ian	Katana	Robin
FJ1100	Luke and Julie		
CBR1000	Bill (1st ride and loving it)		

Qualifiers (and apologies if this list is not complete):

CBR1000	Gary	ZZR250	Stuart
Spada 250	Tom	GPZ550	Margaret
FZR1000	John	GT750	Peter
KR1S	Eric	GSXR1100	Chris
GSXR1100	Darryl	ZZR750	Mark

Why It No Go?

Runs poorly or misfires

SOME POSSIBLE CAUSES:

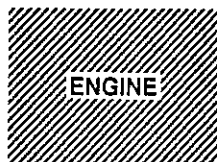
Sparkplug lead shorting, faulty sparkplug, incorrect ignition timing, incorrect valve clearance, poor quality fuel — may cause detonation (pinging) with consequent loss of power and risk of engine damage, water in fuel system, dirt in carburettor, carburettor float valve not seating properly, blocked air filter.

Starter does not turn engine

Check battery with Voltmeter or, alternatively, see how strongly headlight shines or use 12 Volt lamp across battery terminals. IF TEST FAILS: check fluid level in battery and have it charged or jump start from another battery. Otherwise replace battery (later it should be established whether or not charging output is sufficient). TEST OK BUT STARTER SPINS: starter clutch mechanism faulty, push or kickstart bike. TEST OK BUT STARTER DOES NOT WORK: are battery connections clean and tight? OTHER POSSIBLE CAUSES: starter switch, clutch or gear lever lock-out, engine kill switch. NB latter problems difficult to test without Voltmeter, Ohmmeter or continuity tester.

FUEL

First visually check for fuel in the tank. Remove fuel line from tap and check for flow with tap in on or prime position (vacuum operated taps). IF FUEL FLOWS: Remove drain bolt or screw and check for fuel in carburettor floatbowl. If nothing flows opening may be blocked with sediment. Bang carb with a piece of wood to try to dislodge. NB It's preferable to catch contents to inspect for water or dirt and rust. Aluminium cans are easily located and can be cut with a penknife to form a catch tray. IF CLEAN FUEL FLOWS: proceed to ignition checks otherwise refill carb float bowl(s) and repeat until clear fuel flows. TRY TO START ENGINE.



Will not start

Starter turns engine slowly

POSSIBLE CAUSES: Battery partly run down; loose terminal; piston or bearing seizure.

Starter turns engine fast, or in the case of kickstart only, battery tests OK

Exhibits loud noise before stopping

MECHANICAL

FIRST CHECK OIL LEVEL. QUICK COMPRESSION CHECK: remove all spark plugs and seal each plug hole with thumb while cranking or kicking over engine. Your thumb should be convincingly pushed away. IF IT'S NOT, CAUSES MAY BE: bent or poorly seating valve, insufficient clearance, holed piston. Sudden loss of compression on more than one cylinder preceded by loud noise could spell a broken cam chain or incorrect valve timing (failed chain tensioner) resulting in several bent valves. PISTON SEIZED: engine locked up or dramatically lost power under load. COULD BE CAUSED BY: insufficient oil and/or overheating due to lean fuel mixture; also overadvanced ignition timing. Although motor will often restart after such an occurrence material will be worn off the piston skirt causing excessive clearance and consequently a knocking or rattling in the engine. CLUTCH SLIP: check for cable freeplay at lever and engine adjuster. Has friction modified oil been inadvertently added to the engine? (Wet clutches only).

IGNITION

Remove plugs and check for strong magenta-blue spark by replacing cap and resting plug thread against the cylinder head. Then crank engine, or kick, with kill switch on. Suspect the sparkplug itself or cap if only one cylinder (multi) has weak or no spark. Substitute another spark plug, if it refuses to fire remove cap and repeat test while holding lead 5 mm from engine metal surface.

No Spark?

Get worried if motorcycle has CDI or other electronic ignition system. There's not much you can check on the side of the road except, maybe, kill switch, ignition switch or power at positive side of ignition coil. (Fuel tank will need to be removed for latter). NB: some electrical knowledge and wiring diagram needed to, adequately accomplish such tests. Systems utilising points offer some latitude towards easy diagnosis with a test lamp. First check visually that points gap has not closed. If OK put lamp across points contacts. Lamp should go on and off as points open and close. If test is OK and no spark suspect faulty coil.

