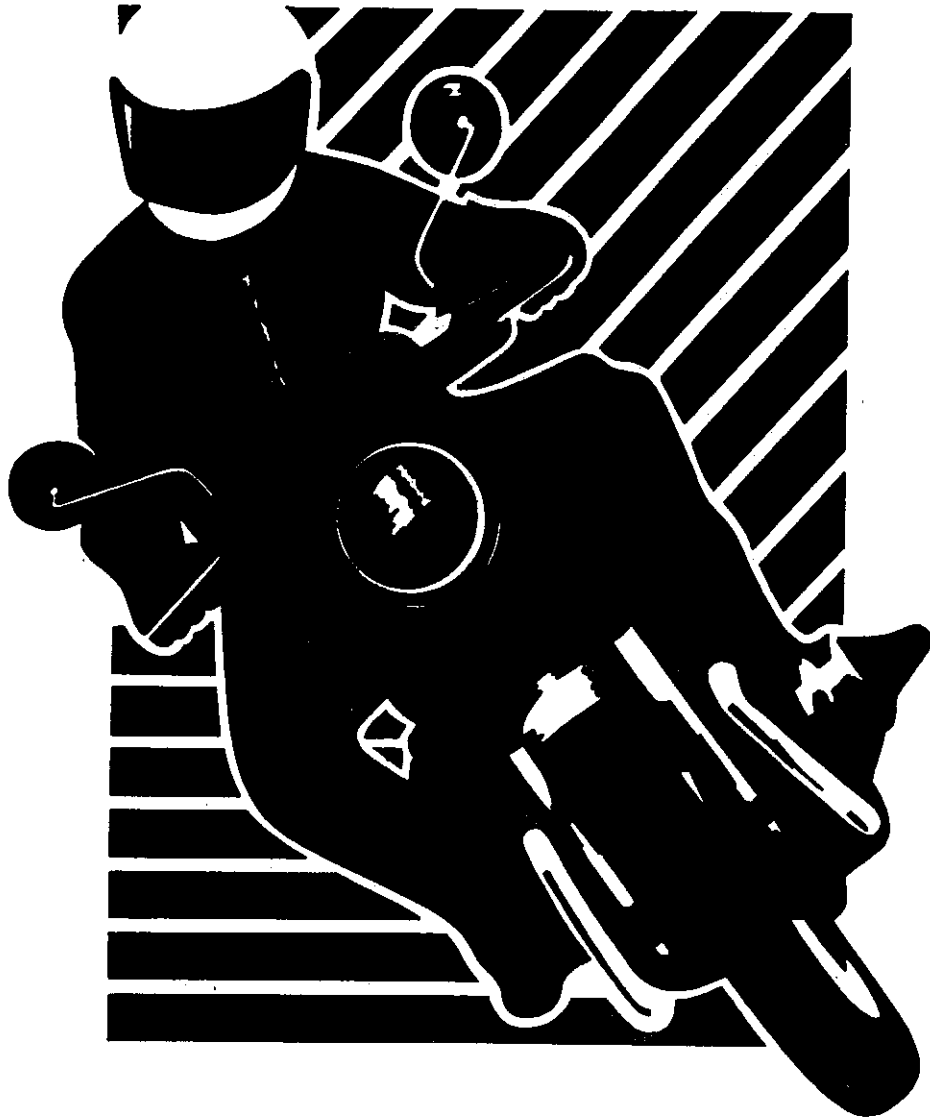


May 92

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

MAY 1992

SUNDAY 10th.	SNOBS CREEK WATERFALLS 9.30 KBCP. 10.30 Yarra Glen. John Barta leading	These falls are situated just east of Eildon 6km down a good gravel road. This plus the dirt stretch at the end of the Reefton will be the only dirt encountersd for the whole day.
SATURDAY 16th & SUNDAY 17th.	EPPALOCK WATERSKIING. Caravan / Camping. Lakeshore Caravan Park. 9.00AM KBCP (Saturday).	Come along on this weekend & try your hand at this popular water sport or just come and relax. Bring a tent, hi a van or contact Terry Mountney to secure a piece of his annexe. Ph. 460-1519 (Home).
SUNDAY 24th.	YUM CHA - DRAGON BOAT 203 Little Bourke St. 1PM - SHARP. ST.ANDREWS Pre-lunch Ride. 9.30 KBCP Michael Chan leading.	This licensed restaurant provides an excellent range and quality of chines cuisine where you pay only for what you eat. *See separate booking slip. This short ride will encompass the Kinglake, Mt.Slide, St.Andrews area.
SUNDAY 31st.	MINI GOLF. Apollo Bay. 9.30 KBCP. 10.00 Laverton.	This annual event continues to gain i popularity. We play in rain, hail or shine and if its WET the Ocean Road can be just as challenging as the Golf

JUNE 1992

THURSDAY 4th.	GENERAL MEETING. Club Hall 8.15pm Sharp.	Come along and welcome the NEW COMMITTEE. We could also have a guest speaker along to talk on motorcycle maintenance.
SATURDAY 6th to MONDAY 8th.	SWAN HILL WEEKEND. Tooleybuc Hotel. 9.30 KBCP (Saturday) Ian Payne leading.	For this long weekend we are heading north to the warmer weather of this border town. As accommodation is extremely scarce, don't delay in returning the enclosed booking slip.
SUNDAY 21st.	INDOOR GO-KARTS & LASER COMBAT GAME.	As price is dependant on the number of players we need an indication on the number of members wishing to play So please complete the separate form

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF GENERAL MEETING

DATE: 2 April 1992.

LOCATION: St Paul's Church Hall.

OPENED: 8.40 pm.

PRESENT: 39 members and guests.

APOLOGIES: Luke Richardson; Ben & Vicki; Jack Youdan; Martin Bastock and Karen; and Garry Breare.

CORRESPONDENCE: Bill for the PO Box; information regarding the hire of Winton Race Track; and a letter suggesting an outing to the Pancake Parlour.

TREASURER'S REPORT:	Balance as at 1st March	\$1,782.23
	Income	144.53
		<hr/>
		1,926.76
	Expenditure	<162.13>
		<hr/>
	Balance as at 1st April	<u>1,764.63</u>

CAPTAIN'S REPORT: WILSONS PROM CAMPING - 7-9/3/92
18 bikes, 2 cars, 25 people, dry, fine and warm but cold at night, 450 kms. No campfire but good fun with Fish Creek Pub Challenge. Incidents: a lizard found in Gary & Dot's tent and Gary dropped the CBR while doing a U-turn.

CATHEDRAL RANGES DIRT RIDE - 15/3/92
8 bikes, 9 people, Andrea lead rider, Stuart rear, overcast and wet. Incident: Tom, Steve and John all slipped in mud.

ANAKIE POTTERY BBQ - 22/3/92
Approximately 43 people at John & Jacqui's, Steve Leyland lead rider, Peter P rear, warm and hot with no incidents.

HEPBURN SPRINGS - 29/3/92
14 bikes, 17 people, day began as overcast but became hot, 300 kms. Ian lead rider, Daryl rear, no incidents.

Thanks to all leaders, rear riders and write-up volunteers.

GENERAL BUSINESS:

New Itinerary: @ symbol for arduous rides is to alert newer members that the ride will be physically and/or mentally tiring. Can stand for long rides or shorter, more difficult rides.

May AGM: The Annual General Meeting will call for nominations for the Committee as all positions will be declared vacant. New blood is wanted, needed and most welcome.

GENERAL BUSINESS: (Continued)

- Name Change: Something that has been suggested and there was a note in the last Newsletter from Ben Warden. However, it must proceed at the AGM and involves the Public Officer. Any name change must go through legal channels, under Section 22 of the Company's Act, because of 'Inc'.
- The Committee should receive written notice of the desire to change the name, including any suggestions of what the name could be. All members are to be given the option to agree to a name change, if they like the name(s) proposed, or to stay with the current name if that's what they prefer.
- "For" Name should change because the Club no longer tours, as such; does not camp very often; and no longer attends rallies. The majority of bikes are sports bikes and should be reflected in the Club's name.
- "Against" Believes the Club does tour, on a regular basis, and includes some aspects of sports riding. Not all bikes are sports bikes and not all rides are sports rides but a ride every week means a lot of country is covered, which is another description of touring.
- Les Leahy Gave a brief rundown on the history and logic of the current logo and how it came into being. Believes that "sports" bikes could be a phase the market is going through with no idea of how long the phase will last but current models of "retro" bikes are now available.
- Next Newsletter: Will contain a membership listing. All members are asked to check their current details and notify the Committee of any changes.
- Easter Ride: 8-10 so far are confirmed as going to the Snowy Mountains.
- Laser Combat Game: At the game's conclusion each person will be given a description of the number of wounds/kills/shots/ratio of hits etc. The complex has been booked for 1 hour and it is expected that a lot of fun will be had by all who attend. Warning: the go-karts are governed.
- Pancake Parlour: A promotion is currently underway for a Wednesday night special eat-a-thon from 6-10 pm for \$9 per head. A Club night will be organised, if sufficient interest is shown.
- June Weekend: There is the possibility that Swan Hill is crowded and the Club may actually be booked into a hotel outside of Swan Hill. No response from the floor when asked if this would be a problem.
- Ulysses Club: Seen in the Snowy Mountains recently - 2 bikes with boxes, connected to each other by struts. If anyone has any information, please forward it to Les Leahy.
- CLUB PARAPHENALIA: Still for sale. Vic Ride and First Aid Tips are also available:
- DOOR PRIZE: March: Tom Saville - can of WD 40
April: Steve Leyland - Autosoil Polish
- CLOSED: 9.20 pm.

WHO's NEWS

Get Well soon to member Eric Makin who had a motorist do a U-turn across his path. Fortunately Eric ONLY suffered some chipped vertebrae while his Kawasaki KR1-S was a write-off.

Congrats to Doug and Julie Forsaith on the recent addition (baby boy) to their family.

Colin Davies RZ looks like its in for some mechanical repairs after going off song on the Pt.Lonsdale ride.

Gary Cliftons experience at running over fury creatures was put to the test recently when a small dog imbedded itself in the belly-pan of his CBR. Funny thing was the previous Kangaroo did less damage than this puny canine!

Margaret Shelley's GPz is suffering electrical problems with the battery failing to fully charge. Seems on the Kosciusko ride her decision to take the battery charger proved correct.

Seems Eric Merz's FZR1000 has Self Activating Brakes that signal their ON with copious amounts of smoke! Sounds like the adjustment was a tad too close ay Eric.

Looks like Andrea (the sister of Eric's girlfriend Nadine) will be avoiding Peter Stevens for a while after her recent exploits in the showroom! Seems while sitting on an FZR playing "girl-racer" the bike toppled over into a ZXR which fell on a ZZR with the lot coming to rest on a CBR, Whew, who can beat that!

Gary Yates will have to postpone his riding for several weeks while he undergos a knee re-construction.

Another on the sick list is Jon Riddett who is undergoing more treatment to hope - fully rectify his continuing back problem.

Member Noel Brown has a virtually new fullface Shoei helmet for sale, Size - small, Colour - silver/blue. If interested contact Noel on 307-1409.

Andrea, the TDR and the Black Spur are a force to be reckoned with, so a colour co-ordinated GSXR750 rider found out recently. Seems after stopping in Healesville for a chat the realization of it being a GIRL on a 250 left him speechless.

Hopefully at our June meeting we will have Dave Edgecome along to talk on motorbike maintenance. Dave runs a business and his experience includes:-

- Race team mechanic
- 12 years experience on all makes
- Service & tuning
- Engine rebuilds
- Suspension tuning
- All mechanical repairs

For details contact,

MOTION PERFORMANCE MOTORCYCLES
Factory 4 / 26 Stafford St. Huntingdale. Ph. 544-0037.

Recreational Public Land Users Group is holding a Protest Rally on
Saturday 23rd of May at 10.00am
at Parliament House Melbourne.

This rally is to protest at the proposed "Lock-out" of Victorians engaged in recreational activities on Public Land.

G.P. BBQ.

SUNDAY 12/4/92

'9-30am' had arrived to find a group of enthusiastic riders at KBCP. Yours truly arriving shortly after. With a few more late arrivers still to come. The usual speech was given with volunteers being asked for the duties of rear rider and ride report of the day's activities. Looking around at the usual blank faces it was obvious that somebody was going to be volunteered again. When the 'Pres' suggested that I do the right up. I remembered the article by Michael Chan in last months newsletter on the same subject and I reluctantly agreed.

We departed KBCP approx 9-45 with Gary and Dot on the CBR as rear rider. We made our way to the Kew Boulevard, on the way encountering an uncooperative set of traffic lights. We then proceeded on to Lilydale via the following route: Warrandyte-Kangaroo Ground-Christmas Hills-Yarra Glen. Heading out of Warrandyte a close encounter of the unmentionable kind occurred between the leader and the 2nd and 3rd riders.

At Lilydale we stopped for morning tea and the usual chit-chat before going on to Monbulk and Cockatoo and finally Hallam. Arriving at approx 12 noon finding several others already in attendance.

Being a glorious day we all sat under the pergola to watch firstly the 125,250 and then the 500 CC Grand Prix and to partake of the BBQ which had previously been organized. At some time during the 250 Grand Prix it was suggested that we move into more congenial surroundings (ie, the garage) to take shelter from the hot sun and also so that some of us could actually watch the race and not look at each others reflections on the screen.

A relaxing day was enjoyed by every-one and a special thank-you to SAM and RITA for hosting the Grand Prix BBQ

COLIN DAVIES
RZ 250

Attendees:

Ian - XJ900	John - XJ900	Mick & Nadene - GSXR1100
Gary & Dot - CBR1000	Colin - RZ250	Andrew - K100RS
Eric & brother - FZR1000	John - VF1000F2	Daryl & Josephine *
Peter - GT750*	Luke - FJ1100*	Sam & Rita - Hosts
Jennifer - GN250*	Alec & Jen*	Pam & Naomi*

* - Not on ride

TRIUMPH FOREVER? OH YEAH

Here it is 1992 and we have a born again Triumph range when Triumph's history is nearing a century old.

Plenty has been written about the new models but little on comparison to other makes.

I did see a race track comparo of the Daytona 1000 Sports versus GSXR-750 W where the Suzuki was considered more "sporty" (what we would all expect).

As no comparison to other bikes of similar specification has been made, allow this MTCV resident moto-journo to oblige, at a substantial fee of course.

Not that I have actually ridden a new Triumph you understand, but did sit on one and go vroom-vroom verbally.

But no matter as one can study the technical specifications and deduce from the writings of others.... real armchair experts stuff!

Seriously though, using the Trident 900 as the base (other models have the same geometry, wheels, tyres, etc.) we find the torque-rpm in the low and mid ranges is almost identical to BMW K-100-RS, an acknowledged stump puller.

Maximum horsepower is 10 up the BMW but down on Honda's CBR-1000 135 (anyone out there ever use max. HP ?)

The Trident wheelbase is shorter at 1490 mm from BMW'S 1513 and CBR'S 1500 mm, with rake and trail almost identical to the Honda, as are rim and tyre sizes.

The big, big difference is in dry weight, a factor now gaining the attention of Japanese makers, who are not yet doing much to reduce it.

Trident 900-212 kg. , K-100-RS (ABS) - 233 kg. CBR- 1000-230 kg.

In fact many Jap. hyper sports 750's are creeping up near 212 kg., to say nothing of the one litre versions. So armchair expert what does it all mean?

It means dear reader that for the frequent Club runs taking in G.O.R, Reefton Spur, medium-fast sweeper type roads, Trident 900 will have the driving and braking torque of K-100-RS coupled to CBR'S "faster" handling characteristics.

All with the weight of a 750 sports bike.

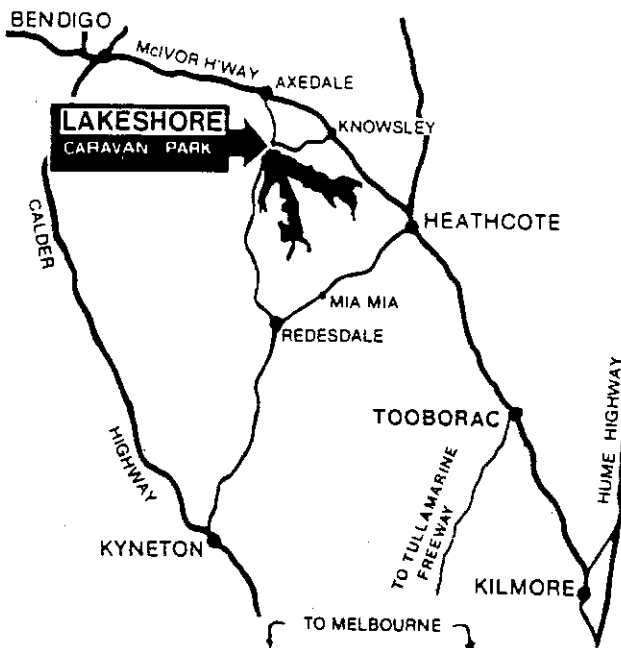
Triumph Trident 900 I want one !

Jack Youdan.

P.S. Since writing this, a comparo has been written, Trident 900 versus BMW R100R but I still want my fee.

EPPALOCK WATERSKIING

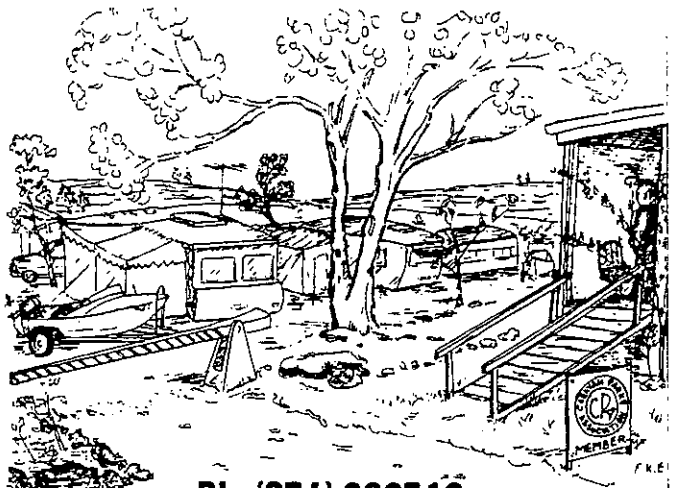
MAY 16/17



LAKESHORE CARAVAN PARK

LAKE EPPALOCK

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



Ph: (054) 392510

PRESIDENT's REPORT 1991/92

It is pleasing to note that during the last 12 months we have continued to maintain the same high level of activity as in previous years, and despite the recession, a slight increase in membership. But to some extent we are still dependant on a small group of dedicated members for the day to day running of the Club. While there is nothing seriously wrong with this situation, if we are to continue to prosper throughout the 1990's we must encourage the newer members to take a more active role in the administration of the Club, for without the influx of new ideas we could eventually stagnate and cease to exist.

Our Club has always offered a comprehensive itinerary and since being elected President in 1989 it has been encouraging to watch it continually expand to include such activities as Gliding and Absailing, of course this expansion is largely due to the diverse make-up of our membership and the democratic frame-work of the Club, these combined tend to negate any over-repetitiousness or dictatorial aspects from our activities. True, motorcycling is our common bond but our membership provides us with the diverse nature of our rides, so congratulations to you the members, keep up the good work.

The Committee of our Club has always had a low public profile with much of the hard work going on behind the scenes and unnoticed by the majority of members, but the smooth efficient operation of our club is no accident and is a testimony to their endeavors. The current committee being no exception. Therefore I would like to thank them for their support and dedication over the last 12 months.

So thanks to:-

VICE PRESIDENT Garry Breare who's unfortunate spate of injuries did not allow him to contribute to the extent he wished.

TREASURER Angus Parker for keeping the Club's finances on an even keel and your valuable contributions in the decision making.

SECRETARY Luke Richardson who's efficient processing of enquiries has netted the Club many new members. Thanks also for his help in the typing and preparation of the Club's newsletters.

ASSISTANT SECRETARY Margaret Shelley for the concise, legible minutes that allowed us to decipher the disarray of our meetings. Also thanks for your worthy comments on committee decisions.

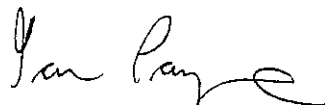
SOCIAL SECRETARY Rita Sirianni who for the last 2 years has introduced us to a variety of new social activities and club suppers.

CLUB CAPTAIN Steve Leyland / Michael Chan, who have both continued to uphold the high standard of our club rides and with Michael's fresh approach and ideas this most important position remains in good hands.

VICE CAPTAIN Sam Sirianni who's continued enthusiastic support for the Club's wellbeing has not waned.

My sincere thanks to you all and I look forward to your continued involvement with the Club.

To the incoming committee, I extend my best wishes for a successful 12 months at the helm of our Club.



IAN PAYNE
PRESIDENT MTCV 1991/92

TREASURER'S REPORT

It has been an interesting and enjoyable term I have spent as Treasurer this past year. I would like to thank the members and the committee for putting up with my irregular hours, and apologies to any one it inconvenienced. Due to these hours I will not be standing for a second term.

The club has continued to grow in spite of the recession and though overall takings were down this year our profit was up. We made a profit of \$819.65.

It is worth noting that the club still has \$900 worth of stock at retail price. Though the club is in a good financial position it would be a pity for this stock to be superseded by an untimely name change.

A special thanks to the members who donated money throughout the year and to the members for supporting the auction night.

Angus CB900
Treasurer 1991/92
M.T.C.V

MOTORCYCLE TOURING CLUB OF VICTORIA (INC.) STATEMENT OF RECEIPTS AND PAYMENTS 1/5/91 TO 30/4/92

FOR COMPARISON

1990/91 \$	RECEIPTS	1991/92 \$
1,360.00	MEMBERSHIP FEES	1,530.00
699.97	SUPPER FEES	884.69
32.30	EARPLUG SALES	22.30
241.50	BADGES/STICKER SALES	158.00
102.00	COASTERS	2.00
1,231.00	PREPAYMENTS ACCOMMODATION	443.00
61.90	AUCTION SALES	172.40
10.96	CHEQUE ACCOUNT INTEREST	27.83
20.00	DONATIONS	60.00
-	OCKIE STRAPS	15.00
-	RED CROSS RAFFLE	40.00
40.00	XMAS BBQ	20.00
<hr/> 4,263.81		<hr/> 3,375.22

1990/91 \$	PAYMENTS	1991/92 \$
450.00	PRINTING ITINERARIES	480.00
244.88	PRINTING MAGAZINES	185.17
326.81	SUPPER SUPPLIES	459.76
38.73	DOOR PRIZE	62.16
338.45	POSTAGE	344.20,
35.00	P.O.BOX RENTAL	37.00
-	GRAND PRIX BBQ SUPPLIES	47.84
36.70	TROPHIES	16.85
.93	BANK FEES	7.89
1,461.00	ACCOMMODATION FEES	443.00
45.50	INCORPORATION FEES	29.00
14.00	R.A.C.V ROAD MAPS	7.50
-	RENT	296.80
-	AUCTION COMMISSION	86.50
-	RED CROSS RAFFLE PROCEEDS	40.00
-	ACCOMMODATION ORGANISATION	11.90
----- 4,115.41 -----		----- 2,555.57 -----
148.40	PROFIT	819.65

FINANCE REPORT 1991/92

CASH BOOK BALANCE

BALANCE BROUGHT FORWARD 1990/91	\$701.31
RECEIPTS	\$3,375.22
EXPENDITURE	\$2,555.57
CASH BOOK BALANCE	----- 819.74 -----

STATE BANK OF VICTORIA CHEQUE ACCOUNT	<u>CREDIT:</u>	\$1,521.05
---------------------------------------	----------------	------------

ASSETS

ADHESIVE BADGES	75 X \$1.50	\$112.50
METAL BADGES	65 X \$6.00	\$390.00
CLOTH BADGES	72 X \$3.50	\$252.00
EAR PLUGS	400 X \$.30	\$120.00
COASTERS	2 X 6 FOR \$10.00	\$ 20.00
R.A.C.V. MAPS	10	\$ 7.50
	VALUE OF MERCHANDISE	----- \$902.00 -----
DUPLICATOR AND ACCESSORIES		\$309.00
ELECTRIC TYPEWRITER		\$300.00
ELECTRIC STAPLER		\$198.45
URN		\$ 60.00
	VALUE AT COST	----- \$867.45 -----

SECRETARY'S REPORT

As you are all aware, the 91/92 year has finished and the time has come to elect a new committee. For anyone interested in filling the Secretary's position, it is fairly easy, and, for me, has been enjoyable.

Apart from putting you in a position where you tend to meet more people, the Secretary has three primary responsibilities:

- (a) Attending to correspondence.
- (b) Attending to membership enquiries and applications.
- (c) Emptying the Club PO Box.

Not a lot of correspondence needs attending to and our illustrious President handles a sizeable portion of it himself, making the first task easy.

Due to Ian's phone number being published in AMCN and at the top of our itineraries, he also gets the lion's share of membership enquiries. Despite a decrease in advertising, membership has continued to increase over the year with our final figure passing 90 for the first time in many years. This is probably the busiest secretarial task but it's a great way to meet people. Interestingly a large portion of our membership looks like rejoining and I wouldn't be surprised to see us pass the 100 mark before this time next year.

This leaves correspondence. The flow of junk mail to the PO Box continues unabated but not a lot else comes in during the course of the year. Subscription time sees an increase in PO Box activity (16 last year), although most are paid in person - an indication of how active the club is.

From time to time something interesting does turn up. One of the more notable letters this year came from within our ranks and as a result saw the appointment of our sixth life member.

Thank you to all of those members who took the time to pursue issues of concern/interest by writing or speaking to the Committee. Contrary to popular opinion we as a committee do not raise issues such as the club name or the arduous symbol on the itinerary for the fun of it. They are issues raised as a result of members doing something about things they would like to see changed. These issues don't always end the way we want them to, but they do stimulate healthy debate and prevent too much apathy settling in, which in the end is of benefit to us all.

Luke Richardson
Secretary

CAPTAIN'S REPORT 1991/92

DURING THE SHORT PERIOD OF TIME AS CLUB CAPTAIN I HAVE SEEN A VERY SAFE SIX MONTHS WITH WELL THOUGHT OUT AND VARIED RIDES WITH FEW ACCIDENTS OR SERIOUS INCIDENTS.

THROUGHOUT THESE MONTHS, AS MOST WILL AGREE, ASIDE FROM THE VARIETY OF RIDES THE LEADERS HAVE OBVIOUSLY GIVEN MUCH TIME AND EFFORT IN PREPARATION ENCOMPASSING MANY NEW ROADS AND DESTINATIONS PREVIOUSLY UNTRAVELLED. I HOPE FOR THIS TO CONTINUE BY URGING THOSE WHO HAVE NOT LED RIDES BEFORE TO POSSIBLE SUGGEST NEW IDEAS OR EVEN LEAD A RIDE IN THE COMING MONTHS.

I WOULD TO THANK ALL LEADERS ESPECIALLY AND REAR RIDERS. NOT TO MENTION THANKS TO THOSE WHO VOLUNTEERED TO DO RIDE REPORTS AND HOPEFULLY WE WILL SEE MORE IN THE FUTURE.

AS CLUB CAPTAIN I CERTAINLY HAVE NO NEGATIVE COMMENTS TO MAKE AND IN FACT WOULD BE MOST PLEASED TO BE ELECTED AGAIN TO THIS POSITION OR IN ANY OTHER SUITABLE CAPACITY.


MICHAEL CHAN
CLUB CAPTAIN.



Thag Anderson becomes the first fatality as a result of falling asleep at the wheel.

Motorcycle Touring Club of Victoria ?

Let me examine the club name. True we are a Victorian Club, there is no debate about that. Motorcycles are what we are about. Touring ? This seems to be a point of contention.

Touring - Definition.

The act of travelling from one place to another, the partaking of a long journey including the visiting of a number of places in sequence.

The dictionary does not attach any connotations of pace, sports or otherwise. What our club does is travel from place to place by motorcycle, generally in Victoria. I feel the name is an adequate representation of what the club does.

Anyone who believes that the name and in particular the use of the word Touring is not appropriate should analyse the alternatives objectively.

Sports has been a debated phrase. In the context of the club name Sports has a competitive connotation and also carries with it a stigma or perception of speed.

We are in a time where speed is not politically or socially expedient and motorcycling is under the fierce scrutiny of government bodies such as the Social Development Committee. It would be irresponsible for us to act in a way that would associate our club with these perceptions.

It would be desirable for us to discourage these impressions rather than condone them with a name change. We are not a sporting club, we are a recreation club, our recreation taking the form of riding motorcycles and related activities.

Furthermore, there is the argument that the current trend of bikes in the club is aimed at the sporting niche and the name should reflect this. Statistically speaking this is not true. For every sporty FZR, GSXR or whatever there is a trail bike, XJ900, BMW, or something else just as unsporty to park beside it.

By definition SPORTS may well reflect a current trend, however it may be totally out of place ten years from now. The name we have now, selected over a decade ago, is still fairly accurate in my book.

If we are talking about a generic name that does not have any connotations we should consider calling us

THE MOTORCYCLE RIDING CLUB OF VICTORIA.

There would be no more debate about it reflecting trends, membership or what have you. It would be a sad day indeed, when we could argue over whether or not we ride motorcycles in the state of Victoria as a Club.

Jon Riddett.

Club Name Change.

I have watched the Club name change debate with trepidation for some months now. At the AGM we will be asked to vote on this issue. I ask that everyone please consider the following arguments when voting.

In about 1974 there were a number of people in our club who for various reasons felt the club did not offer them what they wanted. Like myself, they were BMW owners. As an all motorcycles club their interests were not fulfilled. This was not a bad reflection on the club, merely an inability for an open club to offer specific or narrow focus activities.

What took place was the birth of one of the most successful (financially anyway) Motorcycle clubs in the country, The BMW Motorcycle Club of Victoria. It was a club formed to meet the specific needs of BMW owners.

Many riders remained members of both clubs, and in doing so got the best of what each club had to offer. As time went by the dust settled and our club lost members to the BMW club, however many riders opted away from the BMW club preferring the format of what our club was offering. They were happy and our club was free to continue the way it was, an all machines riding club.

You may see the point I am making. In 1992 it appears we have a number of people with a more specific interest than our club caters for. Not BMWs this time, but fast sports bikes. For every sports bike in the club there's a bike that is not a sports bike. For every ride that could be considered a sports type ride, there are several that aren't.

I like the club the way it is. It offers a good mix or spread of activities, and has a good mix of people. There are specialist clubs that offer almost any activity you can think of. I like trail riding, road racing, BMWs and going to rallies. I am also a member of clubs that specialise in those activities. I would not like to change any of the clubs, they are what they are for a reason - because that is what the membership wants.

Depending on the name chosen, I believe that changing the name of our club could be the first step towards changing our club.

What does the membership really want ?

Jon Riddett.

CLASSIC BIKE SHOW - APRIL 5th
=====

Those on the ride;

Ian-XJ900 (leader),	Les-XR600,	Steve-XL600,
Noel-GPX250 (rear)	John-ZXR750,	Jacquie-CBR600,
Gary-KL650 (rear),	Ben-ZX10,	Andrew-K100RS,
Paul-CBR1000 (2nd ride),	Geoff-RZ350,	Gary & Dot-CBR1000,
Chris-GSXR1100,	Daryl-GSXR1100,	Robin-Katana 1100,
Mimmo-GSXR750 (2nd ride),	Robert-CBR900RR (2nd ride),	
Michael & Nadine-GSXR1100.		

Joined at Whittlesea;

David-GPz900, Colin-RZ250.

Seen at the Show;

Anita, John Barta, Jon Riddett, Jack Youdan (on duty).
George Lardas and Phil Duffy.

The Ride;

Ian leads this fairly large group north from KBCP up the Tulla to Calder then across to Bulla & the nice roads to Clarkefield and Bolinda. Then just as "we of the chookies" are getting into the grouse dirt roads of the area, Ian does a Uee. "What a top road" I'm thinking, I'll just let the group get ahead as its a good chance to carve up the sports bikes AGAIN. Back in the groove and another Uee, Aha the Pres is LOST! But not for long as he gets it all together and we are back on the bitumen and heading for Romsey and smoko.

During smoko we learn that Andrew Dunn had layed his K over while doing one of the U-turns, resulting in a mirror breaking off the fairing. Off again and the great back roads to Wallan and Whittlesea, on the way Daryl's GSXR loses a chain joining link. (unless your bike has an endless chain it makes good sense to carry a spare joining link, thus the delay in fixing the problem is kept to a minimum) As Daryl didn't have a spare link we continue on with Ben staying to get him going again, but not in time to rejoin the ride. Which by the way went through Kinglake Nat. Park to St.Andrews. Grouse fun mixing it up again going down that hill, "Ay".

Back to suburbia and it wasn't long before we found ourselves at the Box Hill Town Hall looking at all those other types of bikes. ("not a scratch on any of them. Must be real pussy's that ride them Ay").

Here I caught up with Dave and Colin and on enquiring why they didn't start with the ride, they replied "because we waited at Whittlesea like it said in a previous club newsletter. Seems the original leader, Luke, forgot to inform Ian of that fact!

Pity as it was a top day.

Thanks Ian.

Steve

(Long Live the Chookie)

XL600RR.

Mt Kosciusko - Easter Weekend

A 4-day ride ahead of me, and I wake up 2 hours late. Good start! Luke came passed my flat to ride to Hallam with me, so was put to use helping me^{get} ready. Maybe the fact that I had spent the previous evening with Ben trying to find out what was wrong with my bike was the reason they waited for us. Those finally assembled were:

Ben (Leader)	ZX10	Colin	RZ250
Daryl	FZR600	Michael	GSXR1100
Eric & Nadene	FZR1000	Luke (Rear)	FJ1100
Rob	FZR1000	Gary	Tengai

and me (at last)

We headed off down the highway to Pakenham, through to Drouin and to Moe for morning tea. A few cold patches, but so far the weather is fine. Back on the bikes again through Yallourn North and Tyers. The T-intersection near Glengarry saw me on the FJ for a change and Luke on the GPz. Coming into Heyfield Luke signalled me over because the GPz 'developed a weave'. (I don't think he believed I could get the FJ through the round-a-bout!) Anyway, swap bikes and we're off again to Maffra and Stratford then turn towards Meerlieu, the pace picking up a bit, and into Bairnsdale for lunch where it was suggested that Michael should also pick up the pace - "Mr Chan, RIDE FASTER!"

Off again to Bruthren and the fast sweepers to rejoin the highway through to Cann River. This is the best stretch of highway but was badly infected with cars, police and speed traps. When we had all reached Cann River there were numerous complaints of being baulked by cars on most of the best sections - but we all got through without hassle. The closest we came to police interference was when they tried to book Rob for riding without a helmet (he crossed the road, where he'd been corner-marking, to join the rest of us in the servo).

By this time the clouds are starting to look ominous and Luke - ever joyful - informs us we are heading for the best road of the day and the worst, if it's wet. A few, being cold or sensible, pull on wet weather gear and off we go up the Cann Valley Highway. 15 minutes later it starts to rain! I was trying to decide whether I should stop for wet gear or keep riding when, as I come around a corner, I find Colin on the roadside looking for his wet gear. Good idea - I pulled up behind him and followed suit. Daryl and Gary (now rear rider) pulled up behind me for Gary to do the same. 10 minutes later it stopped raining. Having been warned of 12 kms dirt road we came into mud - but even that was OK and everyone was through safely.

There was a regroup on the other side of the dirt but, still having a few electricity problems, I stopped for a few words with Ben, then kept going. It wasn't long before they came past me again - first the ZX10, then the two FZR100s and the FJ. So we made it into Bombala for a petrol stop and continued on to Cooma. By this time it was late afternoon, getting cold and dark. When Michael passed me I tucked in behind him and followed. It was a great relief from the boredom and fatigue I was beginning to feel. It had been suggested that I don't use the headlight because of the problems with the bike but I figured it was now becoming dangerous. It was completely dark by the time we reached Cooma.

We left Cooma with Rob and Colin corner-marking and me still tucked in behind Michael. At the Adaminaby turn, Luke was the only corner-marker so Michael pulled in to make the second marker and I was now following Ben - who steadily pulled away. Then, in rapid succession, came the two FZR's, the FJ and the GSXR. It was a beautiful sight! Through the undulating foothills the train of five taillights going up hill, down dale and round the sweeping curves on the last 50 km of the day. With Colin's headlight consistently in my mirror, we followed at a steadier pace into Adaminaby.

What bliss - everyone intact, double bed with electric blanket, tea and coffee waiting, battery on the charger, bike covered, drinks available and dinner when you're ready. After dinner, sitting in the lounge room with open fire, some of the fatigue fading away, a few more drinks and the waffling of the day's ride. Then to bed - ah bliss - to be fit and ready for whatever tomorrow brings.

Megs GPz550

KOSCIUSKO WEEKEND - 18/4/92

DAY 2

During the night (1-2 am) George Lardas arrived on his antique GSX750, having ridden up the Hume Highway and avoiding the back roads as much as possible due to the possibility of little and not so little furry friends coming out to play.

At 9.30 am, following breakfast, we planned to set out for Thredbo. George's bike refused to start due to being cold and also due to the fact it was running too rich (due to the altitude). The rest of us set off at 9.50 am and into a nice open sweeping type road to warm up the tyres and engines. Then the roads got fun as they tightened up a little.

We stopped at Jindabyne Dam for a few photos and a smoko. From the dam we continued on to Thredbo and on up to the Kosciusko National Park. The \$2.50 to get into the park was worth it as the roads are fun and clean.

We took the Crackenback chair lift up to the start point 2 km above Thredbo Alpine Village. The Eagles Nest start point (1930 m above sea level) is where you start walking. Being unfit and not used to the rarified air I found it hard work but the following people made it to the top (2228 m):

Ben	Luke	Margaret	Colin	Mark
Eric	Michael	Myself	Rob (3rd ride)	

The 13 km round trip took a little over four hours to complete. George was waiting at the village having got his bike going and followed us up to Thredbo.

Only two people didn't make it up the mountain. One who shall remain nameless but decided she'd stay at the hotel in front of the log fire. Although we'd thought it would be cold, I found it to be very mild up on the mountain. Sunny, clear and with only a slight breeze. Perfect.

The ride back to the hotel was met with two incidents. Ben attempted to provide dinner by chasing a bunny around the road but he missed. Daryl and I had a run in with three roos. Daryl was lucky to miss them by a good margin but one of the buggers decided to give me a scare, jumping at me as I passed, and I missed him by about a foot. At 100 km/h in the dark he looked BIG, and that's too close for my liking. We all arrived back at the hotel safely to enjoy dinner and drinks around a huge log fire which some people had enjoyed all day.

Thanks to Ben for leading a very enjoyable and interesting weekend with lots of twistys and no major incidents.

Gary Yates
KL650 Tengai

KOSCIUSKO WEEKEND - 19/4/92

DAY 3

Well, the morning after the climb to the summit, and I was paying the price for wearing my boots for 13 km.

It was cold outside, and George was getting an early start outside with someone helping him to push his bike up and down and slight hill out the front of the hotel.

Yes, the altitude and the near zero temperature played havoc with some bikes more than others. We checked up on our fuel, and after we were filled up (late breakfast), we topped up our bikes.

We were off to Kiandra, it being fairly cold. Then it happened! The combination of tight corners, Nadene's weight, and stop and go overtaking. The brake fluid boiled. I had adjusted the brakes a little too well before I left home, leaving no room for expansion for the fluid. So here I am, slowing down very quickly. Luke went flying past. I heard of bikes losing power due to altitude, but this much! I pulled over not knowing what the cause was, to see a cloud of smoke rise from the front of the bike. For a minute or two I thought it was the engine or radiator, then I could smell it. The brake pads were starting to melt down stage and the discs had a dark blue burnt colour.

Thankfully the rest of the group were behind and pulled over, probably because of seeing the smoke. After a bit of work with Garry's tool kit (thanks Gary) I was on my way again. Michael told me how it had happened to him once.

The scenery around the lades was quite spectacular, a forest of dead white trees being enough to make one slow down for a better look.

Coming into Corryong was a corner marked 35 km/h, but should have been marked 15 km/h as it was a hairpin type corner, which one just realizes that it couldn't be taken at 70 km/h. The just as you go for the brakes, it has you on a pile of gravel just for good measure. This corner was totally out of place. after a series of 120 km/h sweepers.

I tightened and lubricated my chain which was on the way out while we were having lunch in Corryong. Daryl opted for the short way to Tallangatta where we were staying the night. Nadene decided that she had had enough for the day and jumped onto the back of Daryl's bike.

Then Rob asked if I would like to swap bikes for a while, an offer I jumped at! Afterall, how often does one get a chance to ride a '91 model FZR1000.

The Murray Vellay Highway was ideal for us bike riders with 140 km/h sweepers, no cars, and no bumps.

After about 100 km or so, we regrouped just before the Granya pass. Rob and I exchanged comments. He was a little surprised and I was a little disappointed. The Granya pass is 18 km of tight corners so we decided to stay on each other's bikes through this section. I was all pumped up after the sweepers, and I always enjoy the tight stuff. Ben couldn't leave me behind in this section. We made it to Tallangatta in time for the Malaysian GP.

After the GP we went to Lake Hume which was a 120 km loop and had the widest and smoothest 75 km/h left and right corner past a caravan park full of Easter holidaymakers, then led onto a 45 km/h tight corner that caught Michael by surprise, as I found out - I was riding behind him at the time.

We had a quick stop at a roadside viewpoint, overlooking a bridge we had just crossed. We didn't get much further when Rob pulled Ben over to say he might run out of fuel. So we all turned back as it was getting dark, and the thought of running into roos was something we didn't relish. Luke went on ahead alone, and got back to the pub before us and reported that there had been roos. It turned out it would have been shorter to go straight ahead.

We got back at seven o'clock, had tea, then Ben remembered a lookout on the outskirts of town. So Ben, Margaret, Daryl and Luke all set out on foot. Gary and I must of just missed them as earlier Gary had given me some lotion to put on my blistered feet! As we were looking for them, then having realised they were well and truly gone, we went around the back of the pub, to find my bike had fallen over on the soft grass, but luckily no damage was done.

I decided to retire early for the night and everyone else did likewise, not being able to stay awake by 10.30 pm.

Eric Merz
FZR1000U

KOSCIUSKO WEEKEND - 20/4/92

THE FINAL CHAPTER

Monday morning sitting around brecky somebody mentioned it's drizzling. After loading the bikes the wet stuff from the sky was the main feature of the morning. It was time for the wet gear.

We left Tallangatta at about 9.00 am. On the first sweeper I tried out the right hand a bit, a bit of a slip. Yep, the road's slippery. We crossed the divide, the wet stuff getting heavier through Myrtleford. Ben turned off his bike on the next corner, after regrouping ZX10 no go so I led to Milawa for morning tea in a cafe with an open fire. Ben turned up about ten minutes later.

After morning tea we broke in to two groups, the boring group went along the Hume and the rest of us took the back roads. George put his front brake on a bit hard in the gravel and fell over, and well I decided the FZ was getting a bit clean in all the rain, so I put it down in the mud - no damage.

Another incident for George, this time staying upright going wide on a corner, running off the road and getting bogged on the side of the road. We stopped at Swanpool for a break, Dazza throwing a bucket of water around, a quick photo of a happy bunch. We joined the long line of traffic and headed for home via Bonnie Doon, Yea and one final burst around the Kinglake road. By the time I got home I had clocked up 420 km. As I had done some running around before I joined the trip - Blue Mountains, GP, Sydney and Canberra - I totalled 3,118 km.

The Boring Group:

Luke - FJ1100
Margaret - GPZ550
Eric & Nadene - FZR1000

The Adventurous Group:

Ben - ZX10
Rob - FZR1000
Colin - RZ250
Daryl - FZR600

Michael - GSXR1100
Mark - FZ750
George - antique Suzuki GSX
Gary - chook chaser thing

Mark Dennis
FZ750

NAME CHANGE!

Of recent times there have been voiced concerns that the name of our Club is no longer appropriate and should be changed!
Being an incorporated body, ANY changes to our modus operandi must be processed in accordance with the regulations of the Associations Incorporation Act.

Therefore, whether the "Motorcycle Touring Club of Victoria Inc" is or isn't a fitting title can only be resolved by the membership in consultation with these procedures.

THE FOLLOWING EXTRACTS DEAL WITH THIS SUBJECT:-

39.

ALTERATION OF RULES AND STATEMENT OF PURPOSES

These rules and the Statement of Purposes of the Association shall not be altered except in accordance with Section 22 of the Act.

Alteration of rules.

22. (1) Subject to section 51, an incorporated association may, by special resolution, alter its statement of purposes or its rules.

(2) The public officer of an incorporated association shall, within one month after the passing of a special resolution altering the statement of purposes or the rules, lodge with the Registrar notice in writing of the special resolution setting out particulars of the alteration together with a declaration signed by at least two members of the committee of the incorporated association to the effect that the special resolution was passed in accordance with this Act.

Penalty: 2 penalty units.

(3) A notice under sub-section (2) shall be accompanied by the prescribed fee.

(4) An alteration of the statement of purposes or the rules of an incorporated association is of no effect until sub-section (2) has been complied with in respect of that alteration.

Special resolution.

29. (1) For the purposes of this Act, a resolution of an incorporated association is a special resolution if it is passed by a majority of not less than three-fourths of such members of the incorporated association as being entitled under the rules of the incorporated association so to do, vote in person or, where proxies are allowed, by proxy at a general meeting of which not less than 21 days notice specifying the intention to propose the resolution as a special resolution was given in accordance with those rules.

Change of name.

13. (1) An incorporated association may by special resolution and with the approval of the Registrar change its name.

(2) Where an incorporated association has passed a special resolution for the change of its name, the public officer of the incorporated association may make application to the Registrar for his approval to the change of name.

(3) An application under sub-section (2) shall be in the prescribed form and—

(a) shall be made within the prescribed period after the date of the meeting of the incorporated association at which the special resolution was passed;

* * * * *

(c) shall be accompanied by such verification of the application as is prescribed; and

(d) shall be accompanied by the prescribed fee.

(4) Where an application is made under this section, the Registrar shall not approve a change of name of an incorporated association unless the proposed new name is a name under which an association could be incorporated under this Act.

RIDE TO POINT LONSDALE APRIL 26th. 1992.

LEADER: ANDREW PLATT.

TOM.	SPADA 250.	IAN & KERRY.	XJ 900.
MARK.	FZ 750.	ERIC & HUGH.	FZ 1000.
GEOFF.	RZ 350.	BEN & VICKI:	ZX 10.
ANDREW D.	K 100 RS.	ANDREW P.	ZZR 600.
ROB.	FIREBLADE.	PHILIP:	CBR 1000.
ANDREW.	CX 500	JENNY.	GN 250.
MICHAEL.	GSXR 1100.	COLIN.	RZ 250.
GARY.	CBR 1000.	DARRELL.	FZR 600.
ADAM.	CBR 1000.		

With a forecast of rain I was wondering as I made my way into the City just how many riders would turn up for today's ride.

Since I was running late - as always - I decided to head for the Shell Service Station in Laverton, which was to be the second pickup point for the morning. No sooner had I brought my motorcycle to a stop than the rest of the group arrived.

Those who needed petrol filled their tanks then gathered around trip leader Andrew Platt who explained the route for the day's ride.

With Ben and Vickie as rear riders, we headed off, following the Prince's Highway briefly before turning off through Werribee township. We followed the back roads, bypassing the Youyangs, then on to Anakie from where it was only a short distance into Geelong. We stopped on the outskirts for refreshments and fuel. Passing through the suburbs of Geelong, we were soon out of the city and heading towards the Bellarine Peninsula. We passed through the picturesque seaside resorts of Barwon Heads and Ocean Grove, both rather deserted at this time of year as winter is approaching.

At around 1.0pm. we reached our destination - Point Lonsdale - where we spent the next hour on a lunch stop. Ben took the opportunity to photograph Rob's new Honda Fireblade, with the Bay as a backdrop.

At 2.0pm. with lunch over and fuel tanks full, Andrew Platt lead us along the coastal road to Torquay from where we headed inland and followed the back roads. It was here that Jenny put her GN 250 down, having lost her front end in gravel rounding a corner. Both bike and rider were O.K. so we continued on our way.

Colin was experiencing mechanical problems with his RZ 250; a sudden loss of power which is quite common with two-stroke machines.

Eventually we made our way back into Geelong where we were able to regroup. Andrew Platt then led the bulk of the group along the back roads into Werribee where the ride terminated.

To sum up, a most enjoyable day for those who attended. No rain, and we covered a distance of just over 400km. Thank you to Andrew Platt for a very well-led, well thought out ride, and to Ben and Vickie for being rear riders.

Andrew Dunn: K.100 RS.

LADIES DAY - 11/4/92

Andi - TDR250 (leader)
Margaret - GPZ550

Anita - VF500
Jacquie - CBR600

Belinda - GPZ500

I asked Andi to lead another ladies ride for a few reasons, one of which was to promote our Touring Club to the female riders around. Unfortunately due to the lack of planned advertising no new fresh talent was recruited - sorry fellas.

Several of our regular female members did turn up, Jacquie coming across country from Anakie. The day took in a lot of the regular twisties and rollercoaster roads of the southern ranges, weather perfect. We ended at Andi's around 5 pm.

Amazing how this time my body wasn't aching - maybe the lack of stress to "keep up" with the competitive (sporty) boys. I may be slower but I am not below the speed limit. I just ride to my capabilities.

Thanks Andi for a lovely ride!

Anita Gouthro
VF500

Ben and the Art of Motorcycle Maintenance

May '92

(with Apologies to Robert M. Pirsig)

Here follows a list of major maintenance "events" for that battered ZX10 seen on various Club rides. If you are not into oil, spark plugs, valve clearances, tyres and shock absorbers, kindly skip to the next article. Otherwise, at the risk of getting bored, read on.

Life started to get quite exciting way back in October of last year when I crashed twice in 8 days. The first was on the Black Spur in the wet on a Club ride when the rear tyre let go exiting a corner. I blame myself for riding on a bald, 3 years old, "original equipment", hard compound rear tyre. Throw in dieseline and exuberance and the result is fairly predictable.

I wiped out all the left hand side cosmetics: broken (off) handlebar, mirror, fairings (3), footpeg, blinker, and later I discovered that the clutch slave cylinder housing was cracked. I managed to ride home (with Gary and Dot following, but I lost them). Traffic lights were definitely challenging without a clutch, though cornering was not really a problem with only the right handlebar for leverage, once you got the hang of it! Physical strength was the limiting factor. The bike had 105,000 km on the odometer.

The second crash was 8 days later, Monday morning going to work. A combination of a car shooting out of a driveway, a bumpy roundabout, a handful of revs and a one finger salute resulted in a nasty, tank slapping highside that spat me over the bars. The resulting slide took out (you guessed it) all the right hand side cosmetics: handlebar, fairings (3), screen, footpeg, mirror, blinker, and rear brake assembly. (Don't mention the helmet within Luke's earshot.)

Though only off the road for one day thanks to my trusty "benspecial_001" headlight mounting brackets, I had only two weeks to prepare for the Adelaide trip in early November. The bits were fixed/replaced where necessary, and the rear tyre was replaced with a new "S" pattern Pirelli 160/70 - a slightly taller profile than the stock 60. I spent quite a few nights working on the beast. Doug Forsaith welded up the fairing - about 15 bits - so that at least it offered some weather protection, if not cosmetic appeal. Duct tape was applied the very morning of the ride.

I ended up leading the Adelaide trip. We travelled 2200 km of trouble free motorcycling. The bike was economical and reliable and the Adelaide Hills were great fun. Everyone seemed to enjoy themselves, even Gary who had his radar detector detected.

Mid November saw the 110,000 km service: replace oil, brake fluid, check battery, pads etc. I wasn't very happy with the bike at this stage: the engine was very rattley, the handling was average at best, the front disks were past minimum thickness (*understatement, Ed*) and the front tyre was losing 5 lbs a day, refusing to seat on the rim properly.

In early December (112,000 km) I discovered that the steering head bearings were very loose. I felt that I had found the root of my handling woes. It also helped explain the highside crash, which had been bothering me. After 80,000 km of neglect, and a titanic struggle, the bearings were removed and replaced. (The bottom race is embedded in the frame with no lip - it can't be tapped out from the top. There is an ingenious trick I discovered, days later ...). They were completely knackered. It was only because they were so loose that they worked at all! Result: a great improvement. Instant happiness.

By mid-December I had replaced the front brake pads and front and rear tyres. The front was another second hand K591 - which solved the leaking problem - and the rear was a Dunlop K700

(matched -ish tyres!), the cheapest standard width and profile radial tyre. The "S" pattern rear Pirelli Phantom had lasted 6,500 km and, though cheap, had turned out uneconomical in the dollars per kilometre stakes and was a definite loser in the handling department. I was now reasonably happy with the handling of the bike.

Late December saw the 115,000 km service including replacing the plugs, oil filter and clutch fluid and the poxy aftermarket "Expert" front sprocket which barely lasted 12,400 km with 6 broken teeth! This preparation ensured Vicki and I had a wonderful 4 day, 1670 km Christmas Holiday tour staying at Paynesville, Thredbo and Marlo.

Scanning MotorCycle News one Thursday I spotted ZX10 disks for sale, in Darwin. I promptly rang the guy, worked out their history (Vic. Wreckers, 650 km old - I knew the bike as I had bits off it already including the chain and rear shocker!), reached a financial agreement and he sent them in the mail, COD. He also had a complete rear foot brake assembly which I nabbed, replacing my unsightly, welded art work.

Meanwhile, the Australia Day Weekend and thus the Omeo - Tallangatta ride was upon us. I lead day 2 "over the top". It was hot, the roads were twisty and smooth, and it was another great weekend and 1300 km.

Mid-January at 117,000 km I replaced the left hand side fork seal. They only seem to blow one at a time so I replaced just the one, not the pair as I usually do. They are both holding up after an additional 10,000 km.

Early February the "major" service (includes valve clearances - first inlet changed in 70,000 km) was performed. I fitted the as new disks and new pads, another rear tyre, this time a Pirelli MP7. The K700 lasted about 7,000 km. I changed the poorly designed genuine cam chain tensioner with a modified "benspecial_002" modified GPz900 tensioner. The genuine ZX10 tensioner (chain and tensioner replaced at 90,000 km) had been "sticking". The motor quietened down immediately and has stayed relatively quiet ever since. (Now I can hear the other grumbles and rattles. Ear plugs are a great help though.)

"Feb 15 120,477 Replaced rear shocker with Ohlins, new" my log book tells me. This was a major commitment to the bike. (*Poor Vicki, Ed*) It should last at least another couple of years, though it may need a second hand engine sooner. Replacing the shock was the ultimate solution. I had already tried to rebuild the non-rebuildable original shock (compression and rebound damping stuffed), failed, and bought a second hand low kilometer specimen from the wreckers. Now after 45,000 km it too was knackered. Ohlins are rebuildable. The improvement, after sorting, was dramatic.

In late March Vicki and I headed for a nine day holiday in Canberra staying with the very hospitable Annette and Murray Browne, former MTCV members. We visited most of the tourist attractions including the War Memorial, the Rueben's Exhibition at the National Art Gallery, New Parliament House - question time, Tidbinbilla Deep Space Tracking Station, the Mint, the National Aquarium, and the Sound and Film Archive. Phew! Of course I spent a day hunting out the "good" roads one weekend and found a bunch of bikie scum doing much the same thing. Grouse! The round trip saw another 2,250 km of damage to the now defunct front tyre and the 25,000 km service overdue by a 1000 km.

I fitted a second hand, soft compound Bridgestone Battleax radial (120/70 x17) in readiness for the Kosciuszko Weekend, three weeks later. Wear properties seem remarkable - it doesn't shred itself like a 591 would do under similar conditions. Incidentally, the 591 lasted 8,200 km.

Mid-April, Kosciusko trip, 1820 km. On day one of the four day trip my speedo cable broke at Officer, 50 km from Melbourne. It was the second cable and had lasted 111,000 km of continuous service. Ho-hum. As trip leader, it gets a bit tricky dodging radar guns, tapes and speed cameras without a speedo. (*Rumour has it that a certain Tengai rider will soon receive a photo in the mail. Ed.*) It took a couple of days to train my eye only to look at the tachometer: 3,000 revs equates to 80 km/h indicated, 5000 rpm to 130ish. The bike consumed about 600 ml of oil which in retrospect compared favourably with the other bikes, especially the air cooled machines, some of which were consuming oil in "two stroke" proportions!

The bike failed to start in the pouring rain near Myrtleford on the last day. The plugs were due for a clean: they are a miniature type and running super petrol tends to foul and burn them after 5,000 km. The gap gets larger making it difficult to start when hot. I left it for 10 minutes and it started fine. The fuel consumption for the trip averaged 18.6 km/litre (using Gary's Tengai's odometer readings).

Tuesday after the ride saw the bike in bits again. I replaced the chain and poxy front sprocket (with a different variety sprocket), replaced the speedo cable (lost about 1600 km) and replaced the rear shock spring (rebuildable you see!) with a heavier one (8.5 kg to 9.5 kg/mm?). I couldn't stop the spring from bottoming at high speed, which was particularly noticeable on the Yarra Glen road, my test track. Two up was worse. The damping and preload were cranked up as high as I wanted to go. It took a day to figure out how to compress the spring. It was no match for a 20 tonne press though.

Late April, 127,000 km. Fitted a new rear Sportsmax. Pirelli MP7 lasted 8300 km; chopped out on the sides after the Kosciusko trip. On the Point Lonsdale ride a week later, the bike handled and steered well. The spring is still stiff and needs "breaking in". The steering is remarkably light and neutral, the Sportsmax round profile being the main contributor followed by the raised ride height and, lest we forget, the newish steering head bearings. The new chain has provided a noticeable increase in horsepower.

I'm happy with the bike and I am looking forward to many more relatively trouble free kilometers.

Ben Warden (ZX10)

p.s. I service other peoples' bikes. I would hate to think that someone would consider selling their bike because they couldn't afford the servicing costs.

SWAN HILL WEEKEND

JUNE 1992

DUE TO A SPORTING CARNIVAL, ACCOMMODATION IN SWAN HILL IS COMPLETELY BOOKED OUT. THEREFORE WE HAVE DECIDED TO STAY AT TOOLEYBUC (40km further north).

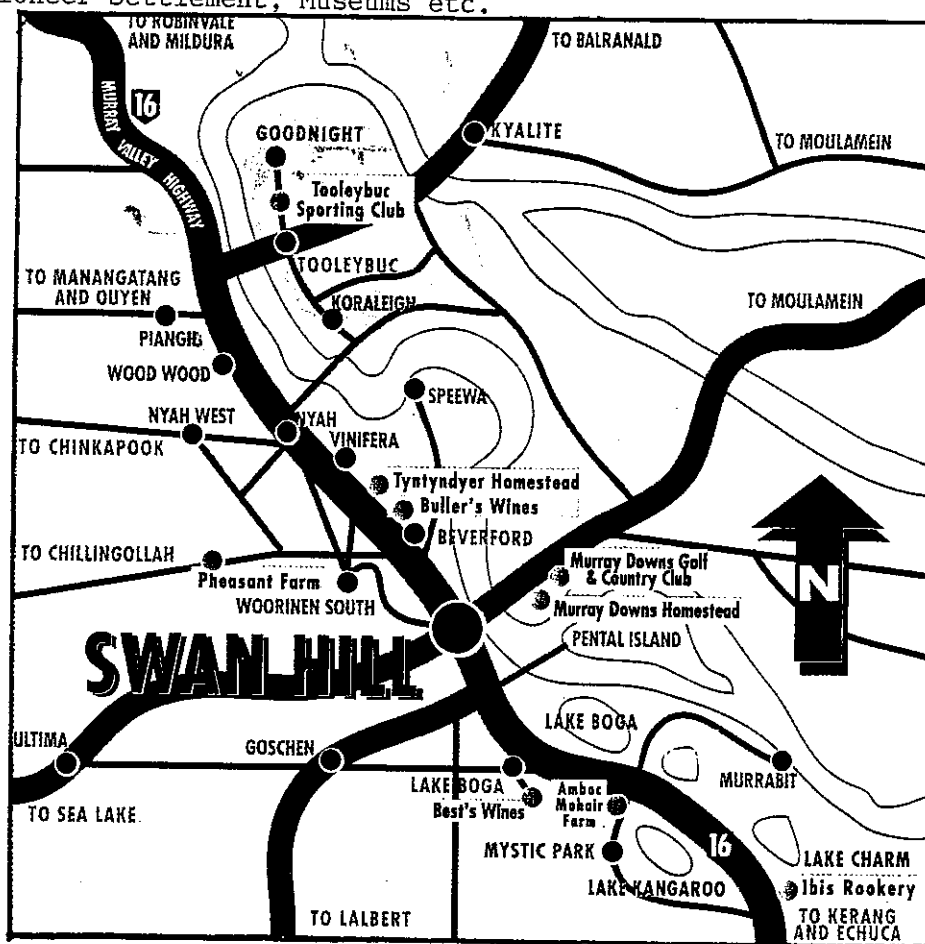
THE DATE: Queens Birthday Long Weekend. June 6, 7 & 8.

THE PLACE: Tooleybuc Country Club Hotel,
51 Murray St. Tooleybuc.

Single room at \$25 per night (includes breakfast).

Double/Twin rooms at \$35 per night (includes breakfast).

THE AREA: Tooleybuc is approx 400km north of Melbourne just over the Murray River in NSW. It has a large Sporting Club (pokies, entertainment, meals) which we can visit - NEAT clothes required!
It is also close to Swan Hill and all its tourist attractions IE/ Wineries, Pioneer Settlement, Museums etc.



BOOKINGS: To secure your place return the attached booking slip ASAP.

Forward to:- Ian Payne, 2/3 Leroux St. Oakleigh. 3166. Ph. 563-2410

SWAN HILL WEEKEND

NAME.....PHONE.....
PLEASE BOOK THE FOLLOWING FOR ME;

.....Single.....Double room for Saturday night.....\$.....

.....Single.....Double room for Sunday night.....\$.....

Total....\$.....

Less a \$20 Deposit.\$20.00

Balance..\$.....

CREPES
SPANAKOPITA

PANCAKE
MOZZARELLA

JOIN US FOR

SAMPLE NIGHT

★
BAVARIAN
APPLE

MTCV

★
CHICKEN
SCHNITZEL

WEDNESDAY

JUNE 17th, 8:30pm

An ideal opportunity to try
sample serves of our
pancakes & crepes
til you cry

★
CAJUN
CHICKEN

"LOVELY!"

★
BRANDIED
APRICOT

Each night we select
several samples
from our many
savoury & sweet dishes -
including our newest creations.
We'll be making frequent
changes so bring
your family &
friends for a
weekly
adventure.

\$9

Try as many as you can

Allen & Helen Trachsel,
Founders

Bookings advisable

★
FRESH
STRAWBERRIES

THE PANCAKE PARLOUR

550 DONCASTER ROAD

DONCASTER

Zone 3
LASER GAME

Battle your way
through 6000 sq ft
of maze and 3
Galaxies:-

- CONDORS
FORREST
- STAR BASE
- THE HOLOCAUST

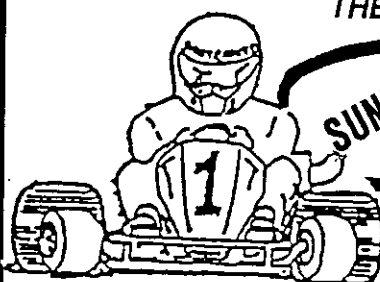
COME ALONE OR BRING A TEAM



ADRENALIN
PUMPING
EXCITEMENT

PLUS AUSTRALIA'S LARGES
INDOOR **GO-KART TRACK**

THERE IS NO BETTER....



SUNDAY
JUNE 21st
11am

SOMETHING FOR ALL

★ OPEN 7 DAYS ★ from \$11

MINI GOLF — LATEST VIDEO GAMES — POOL TABLES — ETC

SIDETRACKED ENTERTAINMENT
CENTRE

370 Huntingdale Rd, Sth Oakleigh 562 760

I will be attending the following Club Functions:-

NAME.....	PHONE.....			
FUNCTION	YES	NO	No. OF PEOPLE	
YUM CHA - SUNDAY MAY 24th at 1pm.	()	()	()	
PANCAKE PARLOUR, WEDNESDAY JUNE 17th at 8.30pm.	()	()	()	
INDOOR GO-KARTS - SUNDAY JUNE 21st at 10.45am.	()	()	()	

Please return to a Committee member to secure your attendance.