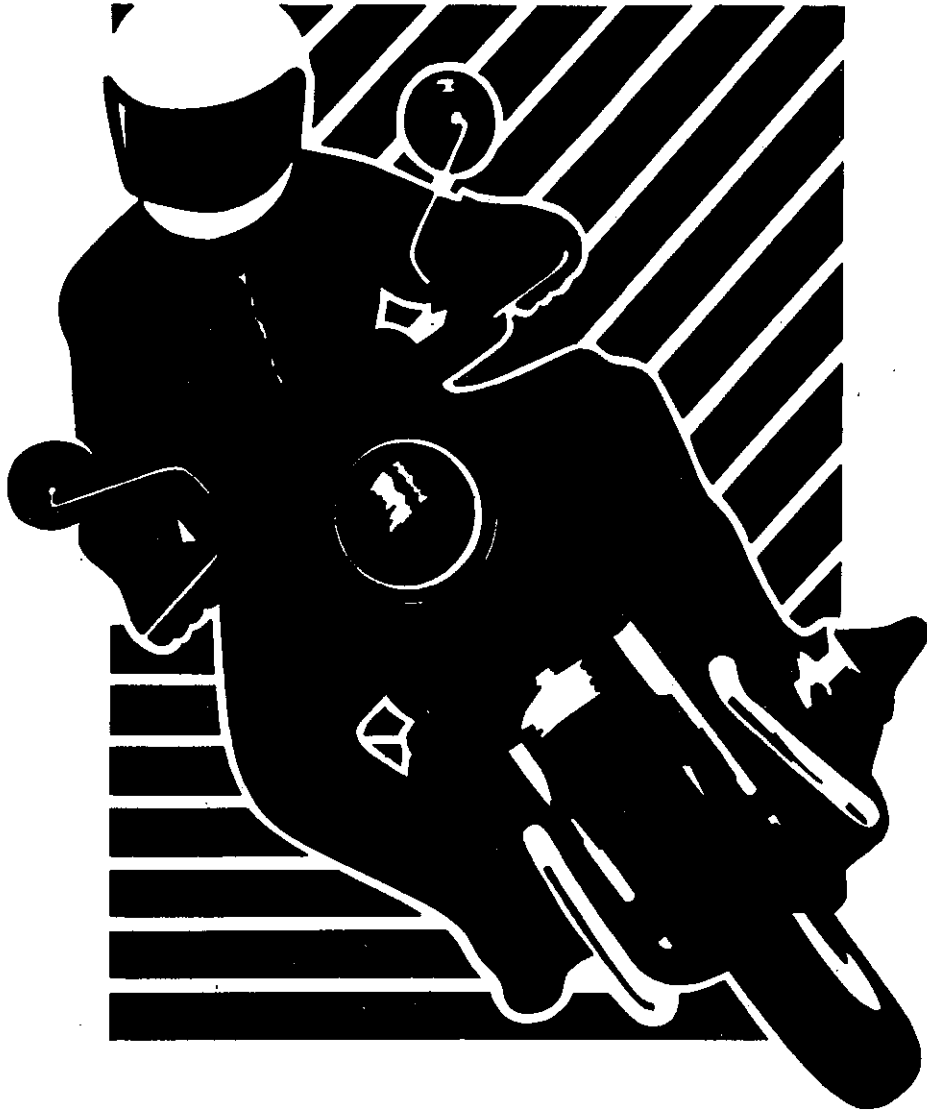


SEPT 92

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria

# ITINERARY

## SEPT. 1992

- |              |   |   |
|--------------|---|---|
| SUNDAY 6th.  | UPPER YARRA DAM<br>"BBQ LUNCH"<br>\$1.00 Members.<br>\$5.00 Non-members.<br>9.30 KBCP<br>10.15 Hallam | This scenic spot near the Reefton Spur will be the venue for our informal BBQ. The club will supply bread, meat, salad & cordial for a small fee. The usual organized ride before and after the BBQ. So come along for the ride or just to socialize.   |
| SUNDAY 13th. | NAVIGATION TRIAL,<br>Yea.<br>9.30 KBCP.<br>10.30 Yarra Glen.<br>John Barta leading                    | The ride up to Yea will take us via Kinglake, Healesville (smoko), Marysville, Buxton, Molesworth & Yea where the Trial proper will start. This will encompass a 175km loop (Highlands/Seymour/Glenrowan & Yea) which includes about 10km of dirt road. Detailed written instructions will be supplied at the start. DON'T MISS IT! |
| SUNDAY 20th. | AVIATION MUSEUM,<br>Ballarat.<br>9.30 KBCP.<br>Gary Clifton leading                                   | Our visit to this small regional museum will be via the Brisbane Ranges, Ballan & Ballarat for lunch. Then a look through the museum and home.  |
| SUNDAY 27th. | POOWONG,<br>Counter Meal.<br>**9.00 KBCP **<br>*10.00 Lilydale*<br>Margaret Shelley leading.          | This EARLY start ride will see us head to Noojee, Jindivick, Drouin and the Poowong Hotel for lunch at 1PM. Then home via Bena. Strzelecki & Bales. Break-up will depend on time available.   |

### OCTOBER

- |               |  |  |
|---------------|--|--|
| THURSDAY 1st. | GENERAL MEETING.<br>Club Hall 8.15pm Sharp.                                  | Come along and enjoy the usual witty, informative, sometimes controversial, social event of the month.   |
| SUNDAY 4th.   | VAUGHAN SPRINGS<br>near Castlemaine.<br>**9.00 KBCP **<br>Les Leahy leading. | Having this EARLY start will allow us to explore the "region between the highways" around Diggers Rest, Toolern Vale, Wombat State Forest (15km dirt), Trentham East & Vaughan Springs where you can sample the "waters". Then off to Campbells Creek, Castlemaine and home. |

**MOTORCYCLE TOURING CLUB OF VICTORIA**  
**Minutes of the General Meeting Held 8/8/92**

1. Call to order ... 8:33pm
2. Attendance.. 52 Members and guests.
3. Correspondence ...8 renewals
4. Club Captains Report for July
  - July 5  
Ten Pin Bowling against Laverda Club. Pre-ride to Arthur's seat. Ian Payne leading, David Lennox rear rider. Approx. 260km, cold overcast weather. There was much screaming up and down the Arthur's Seat road. 28 bikes, 34 people and 32 who bowled. Ian McGuinness top score.
  - July 12  
Wonthaggi State Coal Mine. Ben Warden leading, Meggs, Martin & Karen, rear riders. Approx 375km. Weather was overcast but dry til lunch then wet and patchy. Andrew on GSXR lost rear end and went into a ditch, but no damage. Steve slipped over into the mud when stationary.
  - July 19  
Maldon. (instead of Luke's Moama Border run) Adam Locke leading and Ian Payne rear rider. Approx 450km. Overcast, wet weather. Hail on the Blackwood road. Simon followed Geoff J. home.
  - July 26  
Lake Mountain Snow ride. Ben Warden leading. Tom/Les rear riders. Cool sunny weather. 300km. Snow fight city. Ian on VFR lost rear end on gravel.
  - August 2  
Not the Hume Highway/ Nagambie. Les Leahy leading. Peter P. rear rider. 300km, overcast cold with sunny breaks. Tony rode without gloves. Some people ran through give way sign. Gravel sliding. Martin had flat front tyre.
5. Treasurers report... not available.
6. General Business.
  - 6.1 Auction night will be held at next G.M. 10% commission to club.
  - 6.2 Upcoming events..Upper Yarra Dam BBQ
  - 6.3. Reminder for members to be financial.
  - 6.4 Club Member of the Year...new format in place.
  - 6.5 Xmas camp.. to be held at Rosedale
  - 6.6 Ride reviews.. should be by other than leaders.
  - 6.7 Phillip Island race day .. August 22, cost \$70, see Tom Seville
  - 6.8 Clipstone Yamaha.. Sept 22
  - 6.9 Membership list .. to be in next news letter.
  - 6.10 New itinerary.. out now.
  - 6.11 Valve extenders.. these caused flat tyre on Martins bike.
  - 6.12 Jackets.. available from St. Johns Ambulance. See Luke.
  - 6.13 Parts Catalogue .. from England. See Gary Yates.
  - 6.14 Triumph ride.. Ian Payne on test ride. Good bike. needs fairing.
  - 6.15 Upcoming rides... a brief run down on what's on
7. Door Prize... won by Tom D.
8. Meeting Adjourned.

# WHO's NEWS

This months newsletter contains quite a few letters from members, which is excellent and although some of the letters are of a critical nature it is still good to see that members who disagree with some facets of the organization are not afraid to put pen to paper and voice their concerns.

Following on from the above, some of letters are directed at the new system of electing the Clubperson of the Year and although we (the Committee) believe it is a fairer system than the previous it is by no means the ultimate. Therefore there is scope for improvement and with members help we can develop this procedure into the fairest yet.

## NEW BIKES:-

Stuart Bates, a NEW Kawasaki ZZR1100.  
Colin Davies, a NEW Yamaha FZR1000.  
Andrew Kennedy, a NEW Honda CBR900RR Fireblade.  
Andi Sirninger, a Yamaha FZ750.

## NO BIKES:-

Luke Richardson, the FJ1100 was retired after an impending "expensive" major mechanical overhaul was diagnosed.  
Gary Clifton, the CBR1000 has been sold for no other reason than Gary want's a change of motorcycle!

## CRASHES:-

Noel Brown has christened his new GSX750F after being caught out on a slimy piece of road. Fortunately along minor damage.  
Rod East sustained some damage after his CBR tangled with a gravel patch, unfortunately Rod ended up with a small fracture to his right tibia and strained knee & ankle ligaments.

## EVENTS:-

Black Night Rally. 19th & 20th of September. (presented by the QL Club)  
Held at Kyalite - near Swan Hill.  
Recreational Public Land User Group. Protest picnic on the Saturday before the elections. Protest about proposed limited access to Woods Pt, Kinglake, Toolangi, Eildon & Lake Mountain.  
Contact, Hugh Peacock 018 353-727.  
Royal Melb. Show. September 17 through to September 26.  
Bay to Birdwood. Sunday, Sept 27. Annual event where hundreds of old cars and motorcycles travel from Adelaide to the Birdwood Museum.

## RACING:-

September 6th. South African Grand Prix. Check TV guide for times.  
September 13th. Sandown 500. Superbike support races at this touring car event.  
September 20th. Phillip Island - Roaring Sporties (Harleys), 600 Supersport, SoS and FZR600 Yamaha Cup.

Simon Locke has had a LARGE rack fitted to his Spada as he pursues a new line of work as a motorcycle courier!

Tom Saville had a recent visit from the constabulary, ("the CIB") about his involvement in the ABDUCTION of Karmein Chan! After checking it wasn't April 1st, Tom was told a Police Phone-In had indicated his involvement. So from Tom; WHO'S THE BLOODY PRACTICAL JOKER.

Seems the recent Icy Economy Ride played havoc with the members participating with Jon Riddett ending up suffering mild effects of Frostbite and Ben's ZX10 not running well due to its inability to reach correct operating temperature (faulty thermostat).

## CLUB PERSON OF THE YEAR AWARD

As discussed at the August meeting, and outlined in the same newsletter, I thought I might take the opportunity to explain a little more about the award and, in doing so, also provide a brief history.

From all accounts, following the years of our Club's inception in 1955/56, the Club Person of the Year Award (CPYA) was introduced as a measure to determine and recognise which member(s) in particular contributed the most to the Club on a yearly basis.

Over the past few years the system used to do this has been quite simple. At the AGM those present would vote (secret ballot) and choose who, in their opinion, was most worthy. For those absent from the meeting a proxy vote form was given prior to the selection.

Obviously, this method of voting is subject to some conjecture because the voting mass may only recall the recent spasmodic efforts of a sparkling charismatic rather than those consistent efforts of others year in, year out.

Presently, the not-so-new point system of determining CPYA (used some 10-15 years ago) has been re-visited and is seen as a more impartial and accurate gauge of contribution to the Club. However on the downside, it means a time-consuming and constant updating of a record noting the point allocation to individuals.

Points will be allocated for the following:

1. *Attendance on a Ride*  
This constitutes a member being on a ride in entirety, i.e. from starting point or pick-up to break up or part(s) thereof, within reason. For example, someone who meets at KBCP but does not ride will receive no points but one who rides to the pick-up, morning tea break ..... will score one point.
2. *Newsletter Contribution (Write Up or Article)*  
Two points will be given for a write up or article for publication (but at the discretion of the Committee depending on the content of the article being unsuitable or insufficient). Here, points may not be given or only given in part despite publication.
3. *Leading a Ride*  
As it suggests, a point is allocated in addition to the point given for attending.
4. *A First Time Ride Leader*  
Will receive an extra point, in addition to the 2 points received for attending and leading.

As you can probably imagine, statistically the compilation and maintenance of such a record for all financially active members is a task and a half .....

Do bear in mind also other factors such as the need to note when visitors become members and that all write ups must be accurate at least to include all who attended. However, the fact that a monthly, progressive tally is either displayed or published should resolve any discrepancies if and when they occur.

In keeping the system as impartial as possible all leaders are asked not to write their own ride's report as this will avoid a monopoly of points but also will provide a better account of events of the ride, which may be unknown to the leader.

For those who are unaware, the following is a list of Club Person of the Year since 1979, etched forever on the perpetual plaque/trophy which is currently in my humble possession.

1979	Tom Saville	1986	Ben Warden	1990	Kerrie Gooding
1980	Mick Fagan	1987	Ian Payne	1991	Ian Payne
1981	Craig Dawson	1988	Ben Warden	1992	Michael Chan
1982	Peter Philferan	1989	Steve Leyland	1993	?

I hope this has given further insight to this award, more importantly that it serves to encourage and inspire a greater effort and participation to the Club for its future.

Michael Chan  
CLUB CAPTAIN

DEAR EDITOR

After viewing Ben's unconsented scores/statistics of my private social club activities of the last 12 months, I thought I'd write you some of my views (censored by self) which may be shared by others in some aspects.

Isn't it just typical of the lack of privacy we are subjected to by statisticians collecting data about our lives/activities, usually with good intent. Here I am joining a bike club to escape the city, the modern world, enjoy nature, the country (our 'country'), enjoy the company of people completely relaxing and enjoying their free time. But alas, it's not completely free. I've been watched and put on computer even in my leisure time.

So who's keeping score/statistics on me? Well of course the cops - yep, I was naughty and got photographed exceeding speed limits (could I get a "C" for that - "Caught"). They also have a 'good girl' file and photo on me too. So there's the police; ambulance; doctor; dentist; hospital x 4; work x 2; Medicare; bike, car and contents insurance; MMBW; G & F; SEC; local council; local school; local highschool; FISI; Tax Department; banks x 2 (and my nosy bankteller next-door neighbour); library; videoshop; Nursing Federation; Nursing Rego Board; solicitor and the list goes on with people watching my activities and collecting data on Anita Svea Gouthro nee Bantjes.

Now someone is counting how many times and where I go out on my leisure time with the club. SHIT!

Do I want brownines (points) when I go on rides or want to fight to lead rides and do write ups - hell no, I'm not joining in that competition. I wonder who wants to be in that competition? Besides, my presence is worth more than one point - I'm definately 8-9 points.

I enjoy the magazine, reading who went and did this and that. Not all that keen on the personal bike maintenance but that's me and my mates, but the tally - who gives a damn about how many times Fred goes and who wants their crashes listed at the end of the year? It sure isn't something to be proud of.

I am happy to say that I have many loves, commitments and intersts in my life to occupy the 38 weeks I didn't ride and no brownie competition is worth sacrificing even one of my friends, family and house commitments that I enjoy equally. Of course, those who lack the above are welcome to the brownies to get a trophy for "the person of the year" to prove their worth. Give me my friends and family who don't take tallys on my.

If a statistician intends to take statistics, how about the independant and dependant variables, ie. weather, religious days/events, mothers day - all the boys going home to 'mom' and the moms of course. As you've said, winter attendance will be lower. There are oodles of books on accurate statistics/research having studied some.

I also must put in a written word for those illiterate club members who avoid write-ups due to being unable to write. They lose brownies due to being invalidised yet may have personality points in rides/meetings as a contribution to the club.

I'll finish by saying no I don't object to having someone plotting, computing and displaying my club rides to keep them occupied in their lone hours. But I am definately not into the brownie personality competition where quantity scores over quality - I see that everywhere and I'll take quality over quantity anytime. I'd prefer not to be plotted on the display chart. I wasn't asked, and how many others are of the same mind? Still, it's started. I'd like to be informed next year of any displayed graphs which will be run, also of what studies are being conducted using myself and friends. It is called "consent" and may be written or informed.

Yours who enjoys her privacy - Anita Gouthro (VF500)

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Sunday 9th August 92 Waratah Bay

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John	VF 1000	Andrew	CX 500	Tim	ZZR 1100
Phillip	GPX 750	Les	XR 600(one of only fifty in the country)	Ian	XJ 900
Geof	RZ 350	Gary	BMW K100RT	Noel	GSX 750 F
Micheal	GSXR 1100	Rod	CBR 1000	Jack	BMW K100RSwithABS
Steve	GPX 750	Andrew	GSXR 750	Colin	FZR 1000
Stuart	ZZR 1100	Douglas	ZX 10	Kylie	GT 550
Gary B	ZJ 900	Dennis	GS 250 FW (L PLATE)	Eric	FZR 1000
Ferdie	ZZR 1100	Carl	GSXR 1100		
Gary C	CBR 1000	Ben	ZX 10		

Riding into KBCP I noticed the usual pack desperates there, plus a few others. Considering the weather on the day there were about twice as many people there than I would have estimated. John Riddet looked highly suspicious leaving the car park before the ride commenced with a brief case ockyed to his bike. I reckon the cops should've booked him "on suspicion" instead of Noel who got booked en route to the car park for dirty plates. \$50-00 Don't pay it Noel

Geoff Jones volunteered to go rear rider to Hallam (all heart is our Geoff) but no further, and off we went. Phillip on the GPX 750 was extra keen and just kept going at Hallam never to be seen again. Goodness me look at all these people on motorcycles don't they know its raining ! Don't they have homes? Don't they know who's doing the write up? Hell I need more paper.

Ben gave us the usual run down on the route with warnings of wet slippery roads, passing on the left, speeding, cow shit etc, then of we all sped. Ah what glorious adventures await us today.

First stop was unscheduled and in the middle of nowhere between Bayles & Poowong on a right hander at the top of a hill Rod East went gardening loosing his mirrors and scratching his fairing, bad luck Rod but good to see your OK.

While all this excitement was going on I was chasing Jack who missed the corner even though he seen Eric and I marking it ( yes Jack I was having a leak too ) he just kept going I could'nt catch him ( no reflection on the Honda ) he went to Korrumburra to wait for us. I knew he would.

Snoko was at Korrumburra at 12 midday ( nobody complained though. I told you they were all desperates ) Kylie and Ferdie showed up here to join the ride. Now we had three ZZR 1100 Kwakas pretty common aye. Jack was punished for not telling the rear rider he was leaving the ride. We made him go rear rider for a while. That will teach you Jack.

From K/BRA to WTHGI we travelled, then down that grouse back road to Inverlock, Tarwin Lower, and Walkerville Nth, and that is a grouse road too.

At Walkerville we regrouped and did some running repairs to Carl Merz Suzuki. His left handlebar had fallen off, typical ! Well the problem was fixed with a Yamaha washer. Don't worry Carl I wont tell anyone HA HA HA.

cont

## WARATAH BAY CONT

Just by the way, has anybody else seen Noels pillion pegs on his Suzuki, Les reckons Suzuki would turn in there grave if they seen it. Speaking of pillions there wern't any.

At Walkerville everybody stood around gasbagging. I reckon Hans Wurster would've been on hot coals if he'd been there.

Well Meniyan for lunch at 3 P.M. more flaptrapping, I told you they were desperates.

Colin Davies is the proud owner of a new FZR 1000 and Stupid Forsyth is the proud owner of a new ZZR 1100. Jack Youdan is the proud owner of a new helmet.

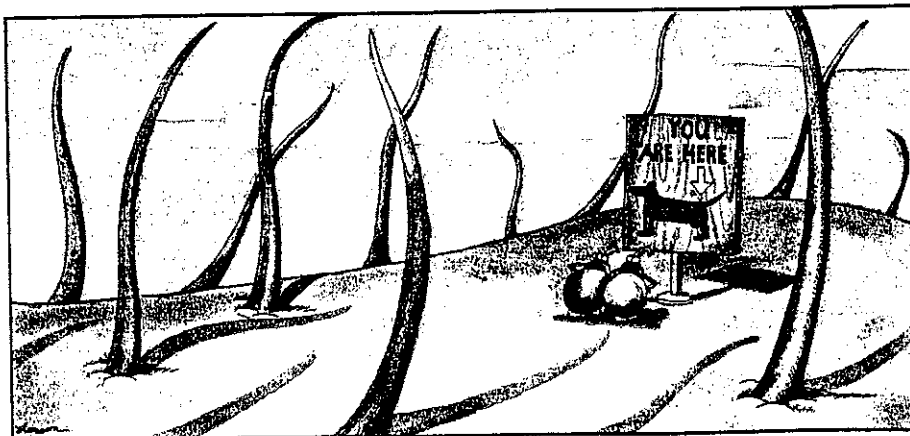
Meniyan to Trafalga was slip slidden away and Jack passed me and kept going. How did you do that Jack? Carl Merz tyres were working well too and he was taking full advantage. Don't worry about Carl passing you Eric its only a Suzuki it'll fall over soon. Steve Leyland passed me in the wet only to wind up corner marking around around the next bend, talk about timing.

On the way home through the showers on the straight stretches out the back of Cranbourne Carl was giving the Suzuki the berries as usual. Goes well with that Yamaha washer on it Carl.

Well Narre Warren came up and it was almost the end of another day. Who'd we lose? Dennis! Oh no Dennis are you out there? Prospective new member left for dead on the road of fang. Well we hope you got home ok Dennis.

500 plus kilos were covered on some excelent roads and some challenging conditions. And to lose one rider and have one rider only crash, speaks volumes for the rest of the club. I hope everybody had as good a day as I did, see you next time.

## GARY CLIFTON CBR 1000





FLOWERDALE - 16/8/92

FZR1000 - Colin Davies  
FZR1000 - John Clowes  
FZR1000 - Eric Merz  
FZR600 - Eric Makin  
FZR600 - Ian Hosking  
ZX10 - Ben Warden  
ZX10 - Ray Thomas  
GSXR1100 - Michael Chan

GSXR1100 - Carl Merz  
GPZ900 - Bear  
GPX250 - Campbell  
RZ250 - Andrew Smith (1st ride)  
CBR900RR - Andrew Kennedy  
XJ900 - Ian Payne  
CBR1000 - Martin Bastock  
CBR1000 - Adam Locke

16 bikes, 16 people.

It was slightly overcast as I arrived at KBCP. There were 10 bikes including myself. We headed down the usual way to the second pick up point (Yarra Glen). There were another five bikes.

We discovered that Andrew Kennedy had lashed out and bought a brand new CBR900RR which only had 156 kms - he was running it in on the ride. 10.40 am we left Yarra Glen and about 3 kms up the road, I was approximately 100 m behind "Bear's" GPZ900 when I noticed puffs of white smoke coming from his bike. At first I thought it was oil until I raced up to catch him and pulled him over. I then realised it was cooling fluid coming from an inlet/outlet pipe. Campbell stayed with Bear and together they fixed the problem (they caught up with us in Euroa where we were having lunch).

The roads heading towards Yea were excellent - smooth and windy. Perfect. John (FZR1000) and myself were having a ball on these roads. Eric (FZR1000) was too until my DriRider pants came out of my back pack. Eric thought it was a black dog heading towards him. Sorry Eric! Ray Thomas joined us around Kinglake. A late morning tea was at Yea. We stopped there for about 20 minutes. John, Eric and Ian (FZR600) left at this point because Eric's back was hurting.

We then headed down the straight stretch of Maroondah Highway for about 40 kms until we hit the Merton turn off (I think). The roads became a little bit rough for the Suzuki, but Martin (CBR1000) was loving it. We stopped at Euroa for lunch at about 2.30 pm.

After lunch we headed towards Whittlesea (I think - I'm not too sure where we had been or where we were going). There were plenty of nice fast roads, perhaps too fast eh Michael? We almost had the boys in blue chasing the lot of us. Lucky they left us alone. I'm sure he was on the radio saying that there were 16 bikes hooning past. Heading down to the break up point, Michael turned up the wick through the series of 70 km/h marked corners. I'm sure Michael and Ben were going a lot faster than that.

I think we should put a 250 cc motor in Ben's ZX10 because on a couple of occasions he overtook Michael, almost scraping his mirrors (that's pretty low). Whilst I was hanging on for grim death Ben was riding with one hand and the other signalling Michael to hurry up, mind you this was in a 70 km/h corner!

Break up point was at Whittlesea at about 4.40 pm. Thanks to Ian for being rear rider all day. Total kms travelled were about 470. Thanks to Michael for this excellent ride. Overall, a little windy but otherwise an excellent day. There were no accidents. Incidents: Bear's cooling fluid and Colin's Gearsack bag fell off his bike.

CARL GSXR1100

## WHERE ARE WE HEADED?

Not too long ago it was suggested that this club change its name. Due to overwhelming opposition to this proposition, the motion was withdrawn. It seems to me, however, that we are creeping ever closer to becoming that sports touring club that so many people feared, while still retaining our touring name.

I refer specifically to three examples that are all recent.

Firstly, the last itinerary came in for some criticism due to the number of social events that were mixed with rides. Most of those social events saw quite high attendances with the Yum Cha and bowling days being very well attended (bowling saw about 30% more members than any ride over the preceding 12 months. Despite this, the current itinerary, which includes one winter month and the wettest month of the year, has all but neglected the social side of the club. We seem to be catering almost exclusively for those who want to get out and ride, ride, ride - and bugger the rest of us.

Secondly, our annual economy ride. This club prides itself in its ability to cater for riders of all speeds, and is quick to point out that the rear rider passes no one, so slow riders should not feel intimidated. Yet on this ride, the ride that could reasonably be expected to be the slowest of the year, the Committee sanctioned the use of harrassment by the rear rider to make sure that everybody was travelling at a realistic pace.

That 'realistic pace' was to be subjectively determined by the rear rider. I had no doubt he would show compassion to those that are genuinely slow, but to those who chose to ride slowly he was to have been less tolerant. It was this disregard for one of the real strengths of the club that saw me not attending, not because I couldn't win, as some people would pathetically suggest.

The purpose of this year's economy ride was to record fuel economy figures that were representative of a typical club ride. That's not an economy ride (a ride with the express purpose of riding economically), but an economy calibration. It seemed to be catering to those who lack the ability to keep their speeds at a lower than usual level for a short period of time. Again we make sacrifices for the harder riders in the club.

Finally, our Club Person of the Year award has degenerated into a quantitative competition revolving around who can do the most (on paper). Not necessarily the most for the club or its members, but purely and simply the most (points being given for rides, write-ups, etc.).

Every ride this club holds sees members competing with one another, and I'm just as guilty as anyone else. It becomes of concern, however, when that competitive element spills over to almost every facet of the club's running, at the expense of the more relaxed, social side of the club. It's even worse when this policy is actively encouraged by the Committee. A large percentage of club members are not interested in being part of an all encompassing competition - willingly or unwillingly - and perhaps the Committee should bear this in mind in future.

- \* Lead a ride and upset everyone by going slow and  
stopping often ..... 1 point
- \* Be seen at KBCP ride start drinking a can of V.B. ... 2 points

And oh yeah, don't have any crap about " must be  
financial members" it's just too bad if your cheque bounces !

Jack ( 1996 C.P.O.T.Y.) Youdan



**Who am I?**

(What prominent member used to look like THIS)

## FUEL ECONOMY RIDE - MT MACEDON (23/8/92)

It all started innocently enough. The sort of innocuous winter Sunday morning where you just know it is going to quietly rain all day. Nothing to become alarmed about, simply dress carefully by layers, add the venerable gum boots and shamble off into the mist to huddle under the KBCP railway bridge until the others arrive.

First to arrive was the mighty Suzuki GN250 with Jennifer aboard, and I instantly knew that there was some serious 'economising' to be done. It takes a reasonable amount of fuel to reciprocate a single 600 cc piston no matter how you ride.

At departure time, we had mustered a very small number of hardy souls indeed. Jack (K100RS), Michael (GSXR1100), Jennifer (GN250), Jon (RS250), Ben (ZX10) and myself (XR600). Under new rules, Ben was to lead at a leisurely but road oriented pace of at least the speed limit and this would give us a more accurate appraisal of what fuel economy could be expected under semi-normal conditons.

After years of getting down under the paintwork this new approach was a bit radical for a couple of the older members to adopt. So at King Lake we had to adopt a few by-laws. Namely, that if you were passed by the rear rider (myself) you were out (with the exception of Jennifer, who was riding very briskly for an 'L' on a GN).

The wetness and coldness continued unabated and we pulled in for a brief respite at Whittlesea. Everything A.O.K. except for a few sodden pairs of gloves. With a final destination of Bacchus Marsh via Mt Macedon, we sloshed away in the direction of Wallan.

With the body of the club safely ahead and Jennifer not too far behind, I stopped to mark a corner in Romsey. 'Funny', I thought, 'Funny'. There about me in the air, distinct white spots in the rain. 'Hail' thinks I. No, can't be. There's no noise or bouncing around off the helmet. Must be some kind of sleet. The L. Leahy 'layer' method of dressing was working almost too well and I was too comfortably warm to notice a distinct drop in the air temperature.

With the undulating farmland of the 'Hanging Rock' area taking the altitude up just a few metres, everything suddenly became startlingly clear to my Queensland (I love a sunburnt country) brain. My god, it was snowing!

A flurry of white flakes filled the air. The upper paddocks were like a Christmas card, one mittened hand swept the frozen snow from the vizor as I rode onward humming a few bars of the Bing Crosby ballad, 'I'm dreaming of a white Christmas'. Amazing! Absolutely amazing. Here we were with the snow dumping down. Ben, Ben. This was supposed to happen last month on the Lake Mountain snow ride, this is the economy ride, man. It doesn't snow on the economy ride.

All thoughts of continuing up over Mt Macedon were immediately aborted. As I rode past the turnoff, 100 metres into the distance was total whiteout.

As six iced-up motorcycles pulled under an awning in the main street of Woodend, the riders could be seen falling about with hysternical laughter. Totally ludicrous. We scraped great frozen chunks of snow off each other's shoulders, off our helmets, off the bikes. The main street was a flurry of white.

In total disbelief, Ben called the economy ride off. We would take final fuel calculations there.

I have a little saying that goes around in my brain, if ever I feel tempted to put off going on a club ride because of the weather. "You just never know what might happen on an MTCV ride". For my little northern brain, Sunday 23rd was amazing. Riding in falling snow for the very first time after 22 years of club rides.

After carefully re-filling the tanks we ascertained the following results:

Ben (Kawasaki ZX10)	20.2 kpl	152 kms on odometer
Les (Honda XR600)	20.4 kpl	149 kms on odometer
Jack (BMW K100RS)	21.5 kpl	148 kms on odometer
Jon (Honda RS250)	24.9 kpl	146 kms on odometer
Michael (Suzuki GSXR1100)	28.0 kpl	152 kms on odometer

and the winner:

Jennifer (Suzuki GN250)	29.8 kpl	148 kms on odometer
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(Consumption was based on a trip distance of 148 kilometers).

LES (XR600)

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### 'MATHILDA'

For 67,000 kms we rode together.  
Through all types of weather and road surface.  
North we went, south, east and west.  
Through Victoria, South Australia, the Northern Territory and New South Wales.  
A familiar face on 34 Touring Club rides.  
She was comfortable and relaxed, yet fast when she needed to be - and capable of showing younger bucks a thing or two.  
But after 19 months together.  
She was sick and getting sicker.  
Her heart seemed strong but was close to expiring.  
Today, steeling ourselves, we went into the city.  
And there we said goodbye.  
It was the hardest thing I've had to do in a very long time.

LUKE ( - )

## To the Editor

Some of you may recall back about March(?) when Dave Edgecombe of AllBike Performance spoke at a Club meeting about the motorcycle repair and tuning business he was about to establish. Well, I have just collected my bike from Dave after he worked on it and would like to share that experience - some others may like to take advantage of the excellent service Dave offers.

This story starts in a most unfortunate when, way back at the beginning of July the Katana and I parted company in the rain and dark on Bridge Road in Richmond (of all places) and the bike went for a slide on its right hand side. Apart from the big dent in the tank, the missing inch or so of bits and pieces from the RHS of the engine, the broken fairing, mirror etc etc, and some cosmetic damage to my knee, everything was A-OK. The early repair plan was to do as much of the work myself as possible, and take the tank, fairing etc to the appropriate specialists for surgery. Two weeks into this plan the bike was looking about the same as the day of the crash with the repair logistics proving insurmountable ... so I bit the bullet and went looking for someone who could fix it. I called Dave and can happily report that was the end of the problems.

Dave has hung his shingle outside a small factory in Huntingdale. The business name is AllBike Performance and Dave, or the answering machine is the only one who will be answering the phone. Those who heard Dave speak will recall him talking of his experience working with race teams in Europe. Now, Dave is establishing himself as an engineer, mechanic and tuner for all makes of bikes. Over the course of the dealings with Dave he had in his shop a wide range of bikes, from the current crop of big bore road burners right through to old dirt bikes. Later this month he expects to take delivery of some specialised tuning equipment with which he will target the racer market. Also, he has sole distributor rights for some after market exhaust systems.

On delivering the bike to Dave we discussed an occasional handling bug the bike has always had, and a major service. The first few days Dave had the bike were characterised by phone calls that went along the lines of "I've just taken the steering head/tank/handle bars off and I reckon the fork seals/steering head bearings/valves could do with a service/replacement/are OK." He checked everything he handled, gave me reports along the way, discussed possible improvements to the bike but where possible saved me money by re-using parts and chasing parts from wreckers. The tank etc still went out to the appropriate specialists, but Dave handled every mechanical detail himself.

The end result? I have the bike back and its running just fine - better than it has for a long time. In the course of fixing the accident damage the bike got some new steering head bearings, new fork seals and checks and adjustment to a few thousand other components. Dave's charges were very fair, but most importantly his professionalism and attention to detail are absolutely superb.

Well that's about it, I just want to let you know that there is one very good mechanic out there. Dave's phone number is 5440037.

ROBIN BOWRA - Katana 1100

## ALEXANDRA - 30/8/92

Sunshine, blue skies, a few clouds and a very light breeze, prospects for the day are looking good! About 14 bikes set off through the City to find roadworks in progress. It's not hard for a number of bikes to do U-turns through traffic, around a tram terminus, and back the way they came except when riding a bike you've never been on before. Ben and Luke, having decided to swap vehicles until Yarra Glen, found the departure from the City somewhat more interesting than the rest of us but, with no major dramas, we headed to the Eastern Freeway. Moseying our way through Park Orchards found a bit of confusion at one turn, but no loss of riders, and so on through Lilydale for the pick up at Yarra Glen. The final group was:

Ian P (L)	XJ900	Colin	FZR1000B	Karl	GSXR1100
Eric	FZR100	Ben	ZX10	Tom	GS80
Jenny	GN250	John B	XJ900	Andrew	GSXR750
Luke	FJ1100	Simon	Spada	Steve	ZZR250
Rob	R100RS	Michael C	GSXR1100	<i>1st ride</i>	
Les	XR600	Andi	TD250	Andrew K	CBR900RR
John vD	VF1000F2	Adam &	CBR1000	Megs	GPz550
Jon R	K100	Belinda		Peter P (R)	GT750

A sedate procession out of Yarra Glen, having been forewarned of lurking constables, and we turned towards Healesville and Don Road, across wet dirt (*MUD!*) to Launching Place and into Warburton for morning tea. Everyone was parked neatly together in groups with the exception of the FJ1100, which was by itself further down the road. Very simply, I had ridden the FJ from Upper Yarra Junction while Luke tested my GPz. Coming into Warburton I found the weight a bit of a handful to pull up. Having passed the majority of parked bikes (and not into snappy U-turns on the FJ) I decided on prudence and parked where I could guarantee safety. I also declined the use of the FJ for the Reefton Spur.

Morning tea was partaken in sunshine, with hope for a good ride up the Spur. It was suggested that, for those who felt inclined, some of the riders could wait at the bottom until a lengthy gap had been created and could then ride a little faster (*hoon, in other words*). So a large percentage was gathered at the bottom of the spur when I arrived but I opted for a quiet ride by myself. It was the first time I had been on the Reefton Spur and I was really enjoying myself when the rest of the pack came through. Keeping left and letting them through, I continued my pleasant ride until we reached the top.

Warnings of mud I could understand, but no-one mentioned snow. Nor the possibility of snow actually falling at the time of crossing. A loss of control (but remaining upright) on the first corner of the dirt I backed it off and took it very steady. Just onto the bitumen again Adam and Simon had stopped to help Belinda with wet weather gear (sensible move). Down into Marysville and it's no longer snowing, just raining. I can cope with that - this is Victoria, after all. Through Buxton and Taggerty the rain continued to fall and, just after we turned to Eildon, I also had to pull over to don the wet weather protection. We straggled into Eildon, dripping wet, looking forward to hot sustenance.

Tom's question "Who else ran off the road apart from Les Leahy?" caused much laughter. Apparently Les had heard a noise behind him, turned around to see what it was and, when he turned front again, found the road had curved away. The noise was John Barta on the XJ900! The general consensus of opinion was: if it's a noise behind you, it's always John Barta - but turning round to look is not recommended.

Lunch over, still raining, and losing riders (including our leader), discussion began as to which was the best route home. Down the highway and home, or over to Alexandra and down the highway to home. Decision - get petrol. Tom was now leading and Luke rear, those who had filled their tanks were lined up at the servo waiting for the direction to move. Luke appeared at the servo and Tom headed off, only to find Luke beside him. A short conference and everyone did U-turns back to the car park. Rob was not yet ready - having lost a little something and then finding it - he was still organising himself to get mobile. The rest of us sat patiently waiting while Michael practised his slow speed manoeuvring around the stationery bikes.

Finally all was set and Tom signalled us on our way with a mono across the car park. From Eildon we headed across to Alexandra through the National Park on what is a good road at the best of times, but wonderful in the dry. Once we reached the highway we followed it through. Most riders just wanted to get home safely and dry out. Coming past the servo at Narbethong and there were no bikes in sight. That was a relief as I had just passed a truck and didn't want to get caught behind him on the Black Spur. Taking care not to do anything stupid at this late stage of the day I cruised down the Spur, through Healesville and into Lilydale for the break up. The offer of coffee was very nice, but I was aiming for home and a hot bath. A fun day, good ride, but I was definitely glad when it was finished!

Even " Low" Speeds Cost Plenty.

Speeding fines are driving many motorcyclists to the brink. Just ask the average motor bike rider. I have heard of courier riders who have copped 4 in a week. At \$105 or \$165 per fine its expensive over a few weeks. Speeding can be a sore point on a wide road which has a 60km/h limit. When it should be a 80km/h zone. And what about the proposed new 40km/h limit. I do not condone speeding, & try to not exceed the 100km/h limit. Especially on the Hume Freeway & the Sth Gippsland Hwy. As there are more marked & unmarked police cars than elsewhere in Victoria. Is that right?

Some people believe that if fines were more realistic at \$20 or \$30 for creeping just a few km above the limit, especially a 60km/h zones. If fines were below \$100 for the minimum offence. Would the police take us to court? In September '90 I was booked by a speed camera in Jackson Road Noble Park for driving my van at 73km/h in a 60 zone. \$85 fine. And one on my bike in December '90. riding on Dandenong Rd Dandenong, 71 km/h in a 60 zone. \$85 fine. On a wide road with little traffic or flowing a long with the traffic . It only takes a one - second loss in concentration & your over the limit. I have heard of drivers and riders who have to go on the dole, as they have run out of points.

What ever the outcome, 1000's of riders & drivers in Victoria believe the Government Revenue - Spinner is causing the unjustified financial hardship.

Daryl Cole.

FZR. 600

*Daryl Cole*  
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17/8/92



# MOTORCYCLE TOURING CLUB OF VICTORIA INC. MEMBERSHIP LIST

31-8-92

	Members	Address	Home	Work	Motorcycle(s)
n	Baker, Andrew	33 Spruzen Ave East Kew 3102			Suzuki GSXR750
	Barnes, Mick	5 John St Williamstown 3016	397-1640		Suzuki DR250
	Barta, John	28 Pine Rd Bayswater 3153	729-1712		Yamaha XJ900
	Bastock, Martin	1/4 Swinton Ave Kew 3107	853-7628		Honda CBR1000
	Bates, Stuart	4 McComb Blvd Frankston, 3199	787-1321		Honda CBR1000
	Bloxham, Frank	41 Albert St, Mt Waverley, 3149	807-5212	420-8277	BMW R80 G/S
*	Bowra, Robin	67 Type St Richmond 3131	428-5017		Suzuki GSX1100
	Bradshaw, Ross	1/13 Orchid St, Heathmont, 3135	720-5317	603-4664	Kawasaki GTR1000
	Breare, Garry	35 Hannover Rd, Healesville 3777	059-622-949		Yamaha XJ900
	Brew, Max	RSD 9090 Willowgrove, 3825	051-271-222		Kawasaki GPz900
		Residential: Cnr Wilkes and Old Sale Rds			
	Brown, Alec	155 Power Rd Doveton 3177	791-1297		
l	Brown, Ken	294 McKinnon Rd, McKinnon, 3204	578-3403		Honda 175CD
+	Brown, Noel	89 Bulla Rd Bulla 3047	307-1409		Suzuki GSX750F
n	Buddingh, Ferdinand	14/25 Newport Rd Sth Clayton 3169	543-6960		Kawasaki ZZR1100
	Burns, Jennifer	36 Alice St Mt Waverley 3149	807-4766		Suzuki GN250
l	Carron, Fred	38 Valentine St, Ivanhoe, 3079	49-2776		
	Chan, Michael	5/25 Clarke St, Elwood, 3184	531-5733	697-0390	Suzuki GSXR1100K
	Clifton, Gary	1 Hubert Ave Glenroy, 3046	306-7071		
	Clowes, John	17 Auburn Rd, Healesville 3777	059-622-309		Yamaha FZR1000
	Cole, Daryl	1/69 Paris Square Narre Warren 3805	702-8324		Yamaha FZR600
	Crussel, Ron	2 Banksia St Sth. Oakleigh 3167	579-0917		Honda CB900F2
+	Davies, Colin	94 Bowen Rd East Doncaster 3109	842-5098		Yamaha FZR1000
	Davis, Les	28 York St Bonbeach, 3196	772-0689	783-5231	Kawasaki GPz500S
	Davis, Mike	12 Rolland Crt., Montmorency, 3094	439-2378		Kawasaki ZZR250
	Delahoy, David	7 Pinevale Crt Epping 3076	408-6773	344-5427	Suzuki GSXR750J
	Demosthenous, Tom	11/41 Harding St Coburg 3058	354-7663		Honda VT250
	Dennis, Mark	17 Alvena Cres. Heathmont 3135	870-8869		Yamaha FZ750
	Dunn, Andrew	16 Foch St Ormond 3204	578-9705		BMW K100RS
a	Dunn, Pam	16 Foch St Ormond 3204	578-9705		
	Dwyer, Peter	P.O. Box 57, Altona, 3018	398-2322	398-2322	Yamaha XJ900
+	East, Rod	63 Old Belgrave Rd Upper F'tree Gully 3156	758-7738		Honda CBR1000
	Felsbourg, Paul	7 Leura Grv Hawthorn East 3123			Honda CBR1000
	Forsait, Doug	3 Toulon Crt Carrum 3197	772-4355		Kawasaki ZX10
+	Forsait, Stuart	14 Elvie St Doncaster East 3109			Kawasaki ZZR1100
	Gooding, Kerrie	2/3 Leroux St, Oakleigh, 3166	563-2410		
	Gouthro, Anita	4 Ralph St, Blackburn, 3130	878-5657		Honda VF500
	Gustus, Tony	4 Bardwell Ave, Frankston, 3199	770-2092	706-5099	Yamaha XJ900
n	Harvey, Graeme	10A Romilly St Lwr Templestowe 3107	848-7388	763-8655	Honda Spada
n	Hillier, Kylie	14/25 Newport Rd Sth Clayton 3169	543-6960		Kawasaki GT550
+	Hosking, Ian	6 The Brentwoods, Chirmside Park 3116	735-4951		Yamaha FZR600
n	Ivory, Michael	47 George Chudleigh Drv Hallam 3803	702-3418		Yamaha FZR600
a	Jackson, Barbara	c/o Wilkes Rd Willow Grove 3825			
	Jones, Geoff	34 Argyll Circuit West Melton 3337	743-3164		Yamaha RZ350
+	Kennedy, Andrew	79 Hull Rd Croydon 3136	725-9267		Honda CBR900R
	Kesting, Paul	18 Highfield Ave Warrenwood 3134	879-0029		Ducati 750 Sport
	King, Ross	23 Nicholson St, Essendon, 3040	370-9479	688-3400	Yamaha XJ900
	Langer, Robert	390 Burwood Hwy Burwood 3125	888-8977		Yamaha FZR1000
	Lardas, George	51 Fortuna Ave North Balwyn 3104	859-1904		Suzuki GSX750
l	Leahy, Les		889-6505		
+	Lee, Chris	66 Ormond Rd, Clayton, 3168	543-2807		Yamaha FZ750
	Lennox, David	5 Lachlan St Bundoora 3083	467-2349		Kawasaki GPz900R
	Leyland, Steve				Kawasaki GPx750

	Llatse, Jacquie	310 O'Neils Lane Anakie 3221	052-841-383		Honda CBR600
	Llatse, John	310 O'Neils Lane Anakie 3221	052-841-383		Kawasaki ZXR750
	Locke, Adam	29 Grange Rd Sandringham 3191	598-0510		Honda CBR1000FM
n	Locke, Simon	29 Grange Rd Sandringham 3191	598-0510		Honda Spada
n	MacInnes, Iain	3/10 Payne St Surrey Hills 3127	836-9281		Honda VFR750
	Makin, Eric	17 Auburn Rd Healesville 3777	059-622-309	287-1627	Yamaha FZR600
n	Merz, Carl	7/27 Broadway Chelsea 3196	772-0574		Suzuki GSXR1100K
	Merz, Eric	7/27 Broadway St Chelsea 3196	772-0574		Yamaha FZR1000
	Miller, Harold	33 Day Cres., Nth Bayswater, 3153	761-426	328-4703	Yamaha FZR600
	Mountney, Terry	6 Lambassa Grv. Keon Park 3073	460-1519		Kawasaki GPz900R
	Nicholson, David	24 Glenview Rd Doncaster East 3109	842-1880		Yamaha XJ900
	Osborn, Gary	11 Aberdeen Rd, Blackburn Sth., 3130	877-3231		Kawasaki GTR1000
	Parker, Angus	P.O. Box 195 Bentleigh 3204			Honda CB900F2
	Parker, Lisa	P.O. Box 195 Bentleigh 3204			
	Payne, Ian	2/3 Leroux St, Oakleigh, 3166	563-2410	550-6428	Yamaha XJ900
l	Philferan, Peter	19 Aird St, Camberwell, 3124	813-3518		Kawasaki GT750
	Piller, Vicki	12 Timor Parade, West Heidelberg, 3081	457-4479	867-1666	
	Pincott, Garry	54 Muir St Mt Waverley 3149	802-9863		BMW K100RT
	Platt, Andrew	2 Snowy Crt Corio 3214	052-755-708		Kawasaki ZZR6C
	Pope, Wayne	82 Harley St, Nth Knoxfield, 3180	763-8692		
a	Portelli, Sue	2/37 Victoria St Box Hill 3128	665-4331		
*	Richardson, Luke	14 Fitzroy St Footscray 3011	689-9538		
	Riddett, Jon		808-0173		BMW K100RS
	Robinson, Lisa	11 Athenium Crt Carrum Downs 3201	785-2480		Kawasaki GPz900
l	Saville, Tom		848-7867		BMW R80 G/S
	Schwarze, Dot	1 Hubert Ave Glenroy 3046	306-7071		
l	Shearer, Len	798 F'nreegully Rd, Wheelers HL, 3170	561-2857		
	Shelley, Margaret	7/750 Inkerman Rd Nth Caulfield 3161	509-4645		Kawasaki GPz550
	Sirianni, Sam	7 Surrey Close, Hallam, 3803	703-2405		Yamaha FZR1000
	Sirianni, Rita	7 Surrey Close, Hallam, 3803	703-2405		
	Sirninger, Andrea		848-7867		BMW R80 G/S
*	Stanley, Michael	1/20 Malvern Grv Nth Caulfield 3161	509-9253		BMW K100RT
n	Stephens, Campbell	8 Ferguson St Mitcham 3132	872-4428		Kawasaki GPx250
	Thomas, Ray	PO Box 242, Rosanna, 3084	458-4984		Kawasaki ZX10
	van Dorp, John	6 Leakes Rd Laverton 3028			Honda VF1000FII
	Warden, Ben	12 Timor Parade, West Heidelberg, 3081	457-4479	344-5733	Kawasaki ZX10
a	Wurster, Ann	15 Redwood Drv, Hoppers Crossing, 3030	749-5575		
	Wurster, Hans	21 Medford St, Altona, 3018	398-5575		BMW K100RS
	Wurster, Ken	15 Redwood Drv, Hoppers Crossing, 3030	749-5575		BMW K100RS
	Yates, Gary	3/37 Severn St BoxHill Nth, 3129	890-8463		Kawasaki KL650
	Youdan, Jack	22 Fort St, Mt Waverley, 3149	802-3564	311-6555	

\* changed address or phone number + new bike

l life member n new member a associate member

Life Members - 6

Associate Members - 4

Full Members - 83

Total - 93