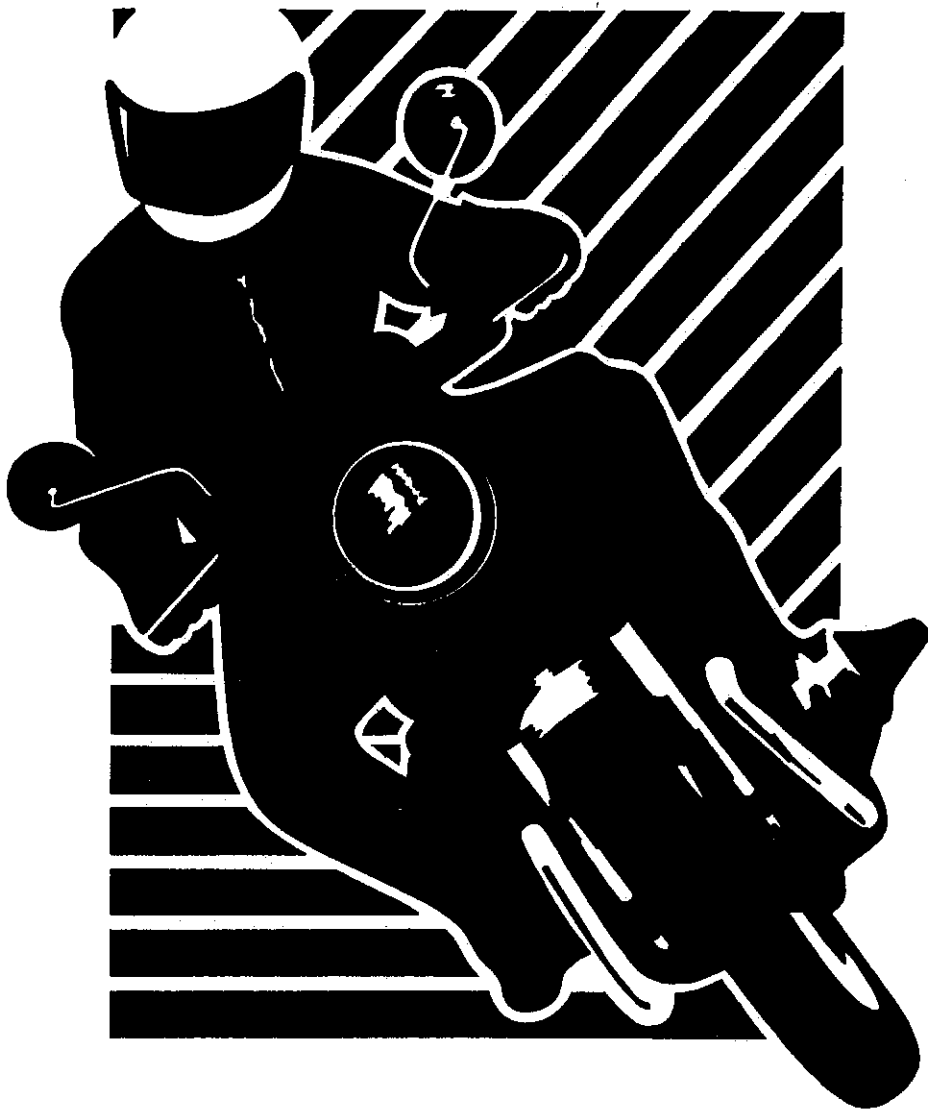


APRIL 93

Good Vibrations



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

ITINERARY

APRIL 1993

- SUNDAY 4th. MT.TANGLEFOOT LOOKOUT
& RAILWAY TUNNEL.
9.30AM Yarra Glen ##
Andi Sirninger leading.
"Some Dirt"
- FRIDAY 9th AROUND VICTORIA.
to MONDAY 12th. 9.30 KBCP - Good Friday.
Ben Warden leading.
Hotel/Motel Accommodation.
- THURSDAY 15th. SOCIAL SIP.
Anchor & Hope Tavern.
6.30PM Onwards.
- SUNDAY 18th. REEFTON SPUR RIDE.
9.30 KBCP.
10.30 Yarra Glen.
Eric Makin leading.
- SUNDAY 25th. ASHCOMBE MAZE.
9.30 KBCP.
10.15 Hallam.
Les Davis leading.
- MAY 1993
- SUNDAY 2nd. REDESDALE.
9.30 KBCP.
10.30 Whittlesea.
Michael Chan leading.
- THURSDAY 6th. ANNUAL GENERAL MEETING.
Club Hall 8.15PM Sharp.
- SUNDAY 9th. LAVERS HILL via GOR.
8.30AM Laverton ##
Tom Saville leading.
- This EARLY LEAVE ride will take us to the Healesville/Yea area where the day's weather will dictate exact route. "SOME DIRT" indicates 4 separate sections of dirt road totalling about 21 kilometres.
- This EASTER tour will see us head down the GO road to Portland, north to Swan Hill then either Corryong/Tallangatta or Adaminaby. Final day back to Melbourne. Final route & overnight stops will depend on group, therefore contact Ben ASAP.
- Our popular social night will once again be at this central Richmond venue; 481 Church St, just south of Swan st.
- Eric will not decide on the exact route until the day's weather is known, but it will take in some, if not all, of the following; Donna Buang, Reefton Spur, Lake Mountain, Black Spur etc, etc.
- This leisurely run will see us head down to Arthurs Seat for a few LAPS of the road or chairlift, then onto Flinders for lunch. After which a look at this famous hedge maze. Break-up at Frankston.
- Redesdale is just south of Lake Eppalock and our leader will, no doubt, take in all the usual "Touring Club Good Roads" around the area.
- This important meeting will see the election of our committee for 1993/94.
- Our EARLY start will see us down this great road before the 4 Wheel Sightsee'rs clog it up. This will be a real riders ride so don't miss it.

MINUTES OF GENERAL MEETING

DATE March 4, 1993

HELD St Paul's Church Hall, Fairfield

OPENED 8.35pm

PRESENT 50 members and guests

APOLOGIES Michael Stanley, Anita, Les Leahy, Lisa Robinson, Rod East

TREASURER'S REPORT \$975 balance but itineraries yet to be deducted.

UPCOMING ITINERARY Licola weekend has a second ride leaving Hallam at 3.30pm. Request for anyone leaving in a van at that time to carry luggage.

Nagambie - request for volunteer to lead.

CAPTAIN'S REPORT

Agnes Falls Welshpool - 7/2/93
22 bikes, 26 people, Adam L leader, Craig M & Tony S rear riders, stinking hot with late cool change, 500kms, most went swimming. Incidents: Peter (L) crashed twice; Patrick T overbalanced on corner. Late finish.

Whittlesea Toboggan Park - 14/2/93
Michael C leader, Gary C rear rider, very warm, around 200 kms, half day ride only. Steve L scored fastest time on non-governed tob. Several crashes at toboggan park but none on ride. After ride some went on to do the spurs where rumour says Andrew K came off on 6 kms gravel due to 4WD running wide.

Social Sip - 18/2/93
20 people on Dot's birthday but Dot was ill and in hospital.

Port Campbell Weekend - 20-21/2/93
13 bikes, 16 people, Tom S/Ian P leaders, Andi S/Terry M rear riders, overcast & cool with showers, 850 kms. Incidents: Ian P ran off road onto gravel, following Sam S who lost front end in wet (stayed upright); Tom saw a kangaroo and Neil clipped its tail. Ben, Ian, Neil all lost various nuts & bolts.

CAPTAIN'S REPORT
(Cont'd)

Stevensons Fall Night Ride - 26/2/93

4 bikes, 16 people, 2 cars, 7 eaters only, Ian P leader, dismal but dried out, 150 kms. No accidents or notable incidents.

Phillip Island Racing - 27/2/93

Sponsored by Clipstone Yamaha, 8 members, showered on & off. Incidents: Dicky crashed on Siberia, cosmetic damage only; Tom on FZR1000 scored 2.01 - Dicky 2.02; Tom rode Alec's bike - too much horsepower.

Walhalla Cricket - 28/2/93

5 bikes, 17 people, 3 cars, Ben W leader, Ian P/Tony S rear riders, rained all day, 400 kms. No cricket played due to bad weather.

GENERAL BUSINESS

New Itinerary

Covering April to July it will include a 4-day trip round Victoria for Easter, a mechanical awareness day, and the June weekend at Avoca in the midst of wineries - it will be the middle of winter but a good time to be had.

Two mistakes in the itinerary - the social sip in June has the date correct but should read *Thursday* and Les Davis' name has been incorrectly spelt.

May AGM

Will involve the election of office bearers. New committee members are sought to bring an infusion of new ideas, fresh blood and to help the continuity of the Club.

Jack Youdan

Commented on the lack of rear riders. Seems to be the same people too often, as with write-ups of rides. Suggested some other members should volunteer for their first turn at either job and find out how easy it is. The duties could also be split to encourage as many as possible participants.

Wet Weather Gear

For sale: Stagg pants \$50; Claybournes \$40; Moto Guzzi indicator.

New Bikes

Andi now has a YZF Pinky and Gary C has acquired a Hiroshima Screamer. (ZZR1100).

DOOR PRIZE

Won by Ian Payne - RP7, Armorall; Repo Wash 'N Shine super wash sponge.

CLOSED

9.15 pm

WHITTLESEA TOBOGGAN PARK - 14/2/93

From KBCP: 9.30am to Kew Boulevard, Plenty Road to arrive at Whittlesea at 10.20.

As is becoming the norm with the MTCV events, today's ride was well attended, probably more due to the nature of the event rather than the actual ride. As can be seen most people partook of the special discount arranged for the Club of \$9 per person for unlimited toboggan use and some even used the waterslide, which was included.

At approximately 1.15pm we departed the toboggan park. I was nominated "writer-upper" for the day's events/ride which, even though I don't mind, came as a bit of a surprise given the size of the turnout. *"If everybody is so disinterested in the running of the club (re: write-ups) why do they bother to turn up?"*

Anyway, enough of that! From Whittlesea we rode via the following route to Yarra Glen: Arthurs Creek, Doreen, Yurrambat, Hurstbridge, St Andrews, Kinglake, Toolangi, Healesville (short break for afternoon tea with some departing due to various commitments and distance to travel home) then on to Yarra Glen for break up at approximately 3.30pm.

Results:

KBCP	Michael Chan (L)	GSXR1100	55.47	44.69	*
	Douglas				
	Andrew	GR650	48.75		
	Mark Dennis	GSXR750WN	50.27		
	Steve Leyland	GPX750	48.16	42.96	*
	Alex B	GSXR1100	44.23		*
	Andrew Kennedy	NX650	53.60		
	Patrick Tayeh	GPz600	53.62		
	Craig Moreley	CBR1000	53.08		
	Goran Stankovic	ZZR250	48.30		
	Morris Nuchowicz	GPz250	73.30 (crashed)		
			& 54.07		
		John VD & Catherine	VF1000	50.61 & 62.22	
		Tony Schrader	GPz900	61.68	
	Dianne Welsford	Pillion?	56.33		
Hallam	Ian & Kerrie (L)	XJ900	62.05 & 65.73		
	Andrew Dunn	K100RS			
	Kylie	GT550			
	Ferdie	ZZR1100			
Whittlesea	Andrew Baker	FZR1000	51.78		
	Ben Warden	ZX10	53.85		
	Vicki Warden	car	98.25		
	Colin D & Amelia	FZR1000D	54.40	55.01	
	Gary Clifton (R)	R100RS			
	Terry M & Elaine	car	58.44	78.33	
	with Brett, Dean & Maryanne		60.50, 51.47, & 66.32		

* *These times were assisted by Sports(Fast) Model Toboggans* *

Colin FZR1000D

What a night for a ride, Rain, Wind and Cold.

A brave 17 members and friends had fronted the Mitcham Hotel for this evenings outing

Ian - XJ900 (leader) *	Craig & Lisa - Car *
Tony - GPz900 *	Rod & Rose - Car *
Ray - KLE500 *	Jon & Helen - Car
Steve & Catherine - GPX750 *	John Barta - Car
Flash - R100GS P/D (1st ride) *	Mark Dennis - Car
Dianne Welsford - Train	Peter.P - Car
Lyn - Car	

* Marysville sightsee'rs (Jon, Helen & Dianne made a late start but missed the group)

After our meal and much humming & haring, a solitary 5 bikes and 2 cars headed for Marysville in dismal wet conditions, we travelled straight along the highway to arrive in Healesville intact after surviving the late night shoppers and surprise, surprise IT WAS DRY! Now the Black Spur is a challenging piece of road at anytime but at night it is something else, so after a cautious start the pace picked up with Rod in the lead turning night into day with the brilliant headlights of his car. After a bit of a struggle we eventually got by (Bike riders can certainly punt their cars along at a good pace!) him and the other few cars on the spur, although an expertly driven Mini called for a 'desperate' to get by.

All in all an excellent run through the Spur and into Marysville and the Falls. What a sight, all the recent rain gave the falls a spectacular lift, but disappointingly, No possums around to harass us.

After the usual photo's it was time for the return run. It had been decided the group would disperse along the way with no breakup piont nominated. The run back over the Spur was great with everyone in-the-groove and keeping close company.

Thanks to all for coming

Ian - XJ900.

How to avoid that unpleasant phenomenon, the tank-slapper...

FROM DRAWING BOARD TO FULL BORE

I WAS very pleased to read C.E.A.'s report of Bill Cotton's views on the method to adopt to come out of a wobble in one piece. This completely agrees with the views that I have always held, preached and practised (the latter on one occasion at three-figure speeds).

I have only seen these views expressed previously in print on one occasion, in the 1967 American "Motorcycle Sport Book," where Sergeant Johnson, training officer in charge at the California Highway Patrol training course, is quoted as giving the following advice to come out of a wobble: "Relax! With a firm but gentle grip on the bars, completely relax your arms and grip the tank with your knees, allowing the built-in

fork geometry to go to work, assisted by the spongy, snubber effect of your 'rubber' arms. Don't fight it tooth and nail; soft resistance is the answer."

I once had a wobble at over 100 and, foolishly, reacted naturally, fighting to control it. Instantly it became a real tank slapper, and only just in time did I remember to let my arms go slack, whereupon the machine straightened out immediately. Another few seconds fighting and I should have been on my ear.

Most machines steer well enough—even those with a reputation for bad steering—not to wobble and keep on wobbling of their own accord. Wobbles usually start with the rider lurching and applying a sudden deflection to the bars. He then feels the bars swinging back on to course and thinks a wobble is starting.

So he promptly thrusts hard against the bar that is swinging towards him, and pulls back on the one going away from him. *But*—his reaction is always too late, and he ends by increasing the swing of the bar, by pushing it into a bigger swing *after* it has stopped and reversed its direction of swing. And he continues with his fight with more late reactions which help subsequent swings to become greater, and which prevent the natural fork geometry from playing its part and damping out the wobble. This is one reason why machines often steer much better with very narrow bars, because the reduced leverage makes the clumsiness of the rider less likely to upset the steering.

I agree with Bill Cotton in thinking that the Sloper B.S.A. carried too much weight on the front wheel for a rigid-frame machine.

8 am and raining, not a day for riding I'm thinking so I roll over and doze. Somewhere in West Heidelberg a certain other person who doesn't fancy making a cricket bat from scratch [doesn't everyone have a willow tree in their back yard?] stabs at the digits on his phone and asks 'Have you got a bat and if so you better get it and yourself into KBCP now. And also bring some balls.'

The dulcet tones of Mary Adams on ABC weather proceeds to describe the day's outlook____rain followed by more rain and then a cold change later. Val accepts a cup of coffee and questions my sanity, but then she has been doing that for many years. Out to the bike, strap on the above mentioned bat, don wet weather gear [that needs replacing as I was to find out later], call in at the hole in the wall bank and note that the balance looks as bleak as the sky, and into town.

Underneath the arches out of the rain and I'm all alone untill Patrick-GPZ 600 rolls in, leaves an article for the mag and departs-----''Too wet''. A little later, but on time leader Ben - ZX10 arrives, checks that I have the bat, stops any talk of not going, and we head off to Hallam to find Tony - GPZ900R, Steve and friend - GPX750, Ian - XJ900 John V D and Lynn-Nissan wagon, and Peter P- Holden HD. Peter drops out and so with me RZ350 we head for Moe as first stop where we meet Daryl and Josephine in their van and Alec and his mum - Torana. Maybe we have enough for a game of cricket, you know, that game they play when the sun shines. Ian - XJ900, however returns home to play 'host with the most' at a late lunch.

Moe, Moondara, Erica, Rawson and then Walhalla roads still streaming and Steve, GPX750, who has had an Arrowmax fitted does a bit of sideways riding but keeps the plot upright. 'I just go slower.' Into Walhalla to park the bikes and attack the climb to the pitch. I refuse to even think about it let alone describe it so I'll just say we all made it up. Once on top a few hits were had by some members so the tradition of the club playing here has been carried on. By now, about 2pm, the rain was clearing and with prospects of dry roads we departed.

The rain had eased but not the wind as we found out at the Thomson Dam. From the dam it was back down to Moe at a much faster pace, running beside the highway to Yarragon and then south to Ellinbank on the Hazeldeen road. Just after the Ellinbank intersection Ben goes left onto Hunters road which while only short has some excellent smooth sweepers. From here we turn north to Lardner and then west through Ripplebrook, Modella, Bayles and on to the finish at Narre Warren.

After some high speed lane splitting down to Burke Road and a wave hooroo to Ben I head for the West Gate bridge and Melton. About 10 k from home I cop the ABC's late south west change and arrive home soaked. My wife smiles that smile again and has her ideas about my sanity [or lack of it] confirmed.

I will not be answering anymore wet Sunday morning phone calls, not untill the next one anyway.

SUNDAY MARCH 7 -LICOLA RENDEVOUS.

That's what the itinerary said, also said be at Yarra Glen 10.15.

Your reporter had a positive attitude to this ride..... will not leave the ride early, will volunteer for rear rider, ditto to write the report.

All in all, be a good club person (and grab all those person-of-the-year points !)

Unusual, but I was running late, and made it into Yarra Glen by 10.14.23, but only for the big let-down, no MTCV members in sight.

Big Harley riding group there and I thought it could be our lot, having seen the light. No, not them.

Waiting until 10.25, 10.30, 10.35 brought on the feeling that I would be the single, sole, only, one-on-one, mono on this ride.

To make the best of this, I elected myself in charge and allocated the following points for the Club Person Of The Year Award.

Temporary committee -	Jack 3 points
Ride leader -	Jack 3 points
Rear rider -	Jack 2 points
Write report -	Jack 2 points
Give rules speech -	Jack 3 points

Total of 13, sh.. have I got this CPOTY thing beat!

Alas, at 10.40, hundreds, well many anyhow, club members arrived from KBCP after being held up in Moomba traffic.

Ian XJ 900 (leader)	George GSX 750
Patrick GPZ 600 (rear rider)	Andrew FZR 1000
Luke/Stav GPZ 500S	Craig/ Lisa CBR 1000
Rob R 100 RS	

Having been relieved of all authority and responsibility, I left with the group for the run to Moe via Powelltown, some Km on the highway and some on the good road parallel to the highway into Moe.

After lunch we travelled to Heyfield then on the magical road to Licola.

Just a word about Rob.... his first country run while still recovering, he selects an MTCV "arduous" day, goes fast like previously and does corner marking duties.

A great effort, especially with doses of cramp on the windy Licola road.

We reached the MTCV camp site at Wellington River fairly late (3PM) to find Daryl and Josephine the only ones in attendance. The others, having borne out a wet night-morning, had gone to a Heyfield pub to recuperate.

Our run returned to Heyfield with me rear-riding (another 2 points?) then through Yallorn North to the now 110 KPH highway-freeway.

At Yallorn, right outside the power station-a 75 KPH zone, Graig was "booked" by a patrol car. Sounds highly technical with signaled-to-pass -but- changed-mind-remained- in-the-traffic-line as the charge (but called something else.)

Could be a case worth defending, particularly as the two officers debated the need to book.....one for, one against!

We dispersed late (around 6.15) at Narre Warren after this good, long run. Thanks to the group who made the day, but I still want my 13 points !

Jack Youdan.

LICOLA CAMPING - MARCH 6/7/8.

CAMPERS:-

John Barta - R100GS P/D	Daryl & Josephine - Van
Les Leahy - XR600	Sam & Rita - DR750
Alec - GSXR1100	Steve & Catherine - GPX750
Ray - KLE500	John VD & Lyn - VF1000
Andrew Kennedy - NX650	Mark Dennis - Kombi
Daryl (Dickie) - FZR600	Belinda & Jo - Car

INCIDENTS:-

Daryl's Friday night trip up became a bit long winded when he misread the instructions as 20km after the DIRT Starts. They finally arrived at the camp site at 2 AM. Trip home wasn't much better when Daryl's Noojee shortcut ended in a goat-track.

Saturday night was A BIG NIGHT with some of the boys showing how to cross the river by walking on the rocks - plenty of wet feet and bodies followed. A few sore heads also the next day.

Being wet, Mark's Kombi was pressed into service with a trip up to the Pinnacles. Seems with all the screaming they were unaware they had a flat tyre. It also earned its keep as a Pub shuttle bus.

John & Les encountered an unusual road hazard when they rounded one of the bends - A HELICOPTER in the middle of the road! Seems a trail bike rider tested the strength of a 4WD bullbar and needed a quick trip to the nearest hospital.

#

NAGAMBIE 14 - 3 - 93

Ian - XJ900 (leader)	Steve - GPX750	Martin Bastock - CBR1000
Geoff Jones - RZ350	Patrick Tayeh - GPz600	Michael - GSXR1100
Andrew Baker - FZR100	Peter.P - GT750	Gary Lugg - GSXR1100
Colin Davies - FZR1000	Gary Clifton - ZZR1100	Geoff - ZZR1100 (2nd ride)
Lisa Johnstone - TT250 *	Tony Schrader - GPz900	Mike - ZZR1100 (1st ride)
Craig Morley - Triumph (loan bike)	Ray Thomas - ZX10	Mark Dennis - GSXR750
	Dave Lennox - GPz900	Jon Riddett - K100

* Joined at Nagambie.

As I rode towards Yarra Glen, my first ride since the bikes rings & valves were replaced, I was a bit early but taking it easy letting the new bits wear in. Arriving at Yarra Glen Peter.P was having a cup of tea then Gary rolled up on his new ZZR11 and ray on the ZX10. Mr Plod pulls in behind, Ray's knees start to knock, Mr Plod points and shouts "peter howyagoin" The relief on Ray's face was just like he'd left the dunny. The rest of the riders arrive from KBCP, late after being held up by the great bike ride. ZZR11's must have been on sale as another two rolled up.

All the normal garb as I had my ear plugs in ready to go. I'm sure Ian said "who wants an icecream" how could I mistake ice cream for WRITE UP! Off to a good start by stalling my bike, still not used to that side-stand switch, oh what a shame where going over Christmas Hills to Kangaroo Ground and all those up the St.Andrews road, a slower rider on a Moto Gutless is all over the road and takes a couple of bites to get past.

cont.

NAGAMBIE continued

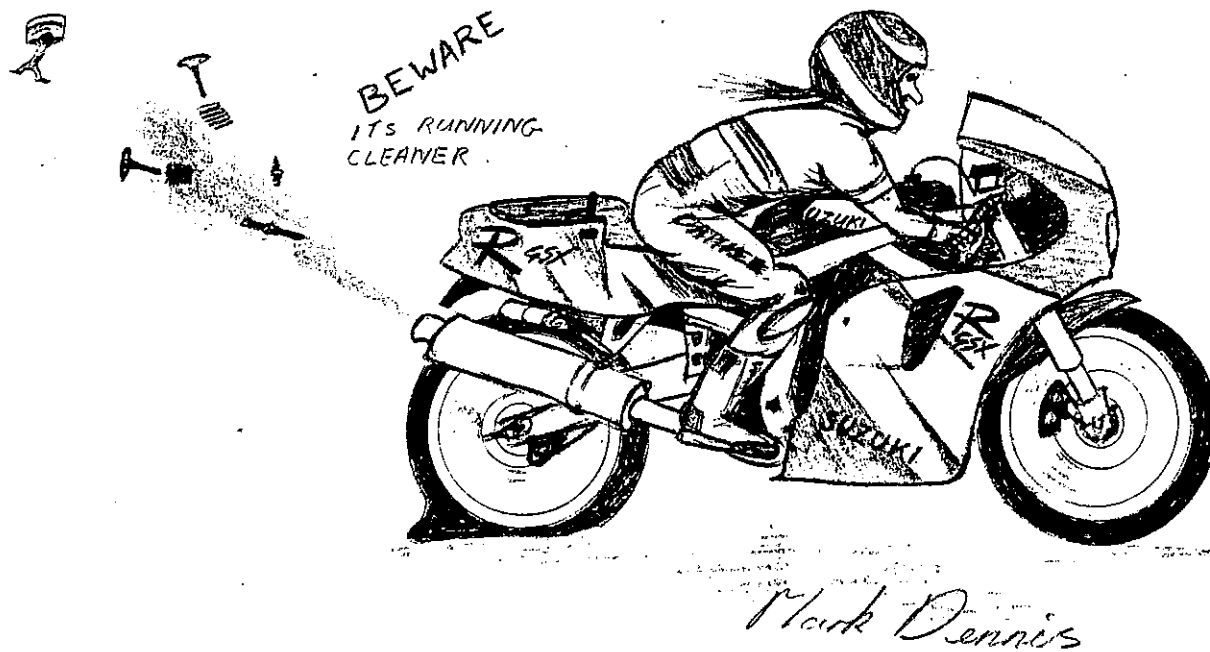
As all the slower riders have gone on the Honda ride, its fairly quick going through them hills. Just before Strath Creek a RGV and FZR joined in, but getting a bit over enthusiastic on one corner the FZR heads off the road and comes close to hitting a large river red gum before dropping the bike.

Morning tea at Strath Creek then onto Broadford where I'm lost. How can I do the write-up if I don't know where Iam? Well here goes, from Broadford some good sweeping roads, some straight bits, a bit of gravel, a quick U-turn, oops! some highway then Nagambie and lunch by the lake.

The shop owner was quite interested in all the bikes and came out for a good look, Craig on a Triumph 900 loaned from Peter Stevens demonstrates how light the front end is by popping a couple of monos down the main street. Lisa is also here on her TT250 having ridden from her parents place to meet us. We just finish lunch when an apple core came hurtling my way. It missed by miles, your a rotten shot Gary, yes I know it was you and I have friends who ride Harleys and if they can get them started they'll pay you a visit.

We head for home around the back of the lake towards Tooborac, there are some good sweepers with old gold diggings in the bush by the side of the road, if you had time to look. Then through Lancefield, Romesey & Wallan where while enjoying a nice long sweeper I passed two corner markers pointing to THE LEFT, so hit the picks and 100 or so metres up the road, do a U-turn, and up the right road just in time to meet the rear rider Peter.P. At the next corner Craig is showing us how well the Triumph fish-tales in the gravel. Craig it looked good but if you ever wanted to ride my GSXR the answer is NO WAY.

Break up is in Whittlesea at about 4pm, which is unfortunate as it only left me the horrible Kinglake St.Andrews road to get home "Yippee". Home to home was about 400km with the actual ride 330km. Thanks to Ian for an interesting and enjoyable ride, perfect for running-in my new bits and with another write-up another point!



OF DEALERS AND WHEELERS

Over the years I've been critical of some dealers, often with very good reason. But following a few recent outings I believe I have to speak up for some of their good work.

On 28th February Honda MPE and the Metro Honda dealers hired Phillip Island race circuit and invited about 120 customers along for a fun day, as well as showing off the 1993 model range and providing demonstrator CB250, CBR600, CB750, VFR750, CBR900RR motorcycles for try-out. The only item outside HONDA's control was the weather - a mixture of wet & dry all day.

For club members Michael Constable & myself we went to the Island with the Nova Honda group leaving from their shop early. Craig Morley was also present. To keep the cold away, coffee & hot food were provided courtesy of Honda all day and when it got too wet there was always the Havoc Videos. Everyone had a ball- except the couple who slid off the track, AND in late April it may happen again.

On March 14th Nova Honda held their annual customer ride, club members there were (oldest first) Jack Youdan, Daryl & Josephine, Campbell, Bear, Michael C and myself. A total of 160 bikes of all types and 230 people. Entry was \$5 which included a great lunch at a Marysville restaurant.

The ride took in popular roads through Ringwood, Research, Hurstbridge, Kinglake, Yea, Molesworth, Alexandra, Taggerty, Buxton, Marysville, Reefton Spur, Warburton & Ringwood for break-up. Breaks were at Yea for morning tea & Marysville lunch. Campbell discovered that it's unwise to travel behind an NX650 on dirt, especially after earlier hiding the riders helmet. And my rear knobby was almost worn out? Jack Y was out on his Triumph and spotless it was too.

Following lunch, with much left-over pizza (where are you Jennifer when needed), Vince Genova gave out awards and raffled free prizes which ranged from \$200 parts voucher, \$250 tune-up kits, & Dri Rider oversuits to Castrol products, gloves & ice creams. All well worth having and very generous by Vince. The club did well:- Jack - Best (only) Triumph, Michael - Best CBR900RR Rider (behaved that is) Bear - Help in planning run and myself - Best Trail Bike, all receiving gifts. From there it was through the thick gravel to the Reefton Spur, I'm glad I had the trail-bike as 2 GSXR's wiped out in the dirt and a VFR750 rider was sideswiped by an oncoming 4WD, which had to be chased to stop. All in all a great day, thanks to Vince & Nova Honda. If your interested in future runs keep in contact with Nova.

.Andrew Kennedy.

More On The Safety Review.

Another submission at the February 17 hearing was from the motorcycle group in the Federal Chamber Of Automotive Industries (FCAI)

FCAI Represents the industry so the main players (buzz words these days) are the Fords, GMHs, Mitsubishis etc.

The motorcycle group evidence on the day resulted in top management executives from Yamaha, BMW, Suzuki, Honda, Harley and Kawasaki fronting the Safety Committee as a group.

Can you imagine it, all hard competitors, all in one room at one desk at one time, speaking with one voice..... unbelievable!

While this was happening perhaps their counterparts in Triumph, Ducati and Moto Guzzi were out taking their customers?

Jack Youdan.

=====

SOCIAL SIP. THURSDAY 18th MARCH.

Steve - GPX750
Ian - XJ900
Alec - GSXR1100
Mark - GSXR750
Andrew - NX650
Gary & Dot
Tony Schrader

Craig & Lisa
Ross King
Daryl & Josephine
Peter.P
Bear
Jon & Helen

Pam, Andrew & Amelia
Robert M & Mandy
Jennifer Burns
Patrick Tayeh
Campbell & Tracy
Dianne Welsford

* * * * *

SATURDAY 27th MARCH

A group of us decided to venture out on a pleasant Saturday afternoon ride in typical Touring Club fashion on an unfamiliar piece of twisty road. The group consisted of Sam, Rita, Johny B, Alec, Tom and Andi and what at first was quite innocent fun was now getting serious indeed, with Sam overtaking Tom in a corner and all riding flat out. Later on Tom, John & Sam headed into a corner side by side only to find Rita on the Yamaha in their way, John & Sam tuck-in underneath her and Tom heads for the outside but runs out of road and in the spectacular crash that follows is fortunate only to wreck his bike. Meanwhile about 4 corners ahead Alec overtakes Andi only to lose it on a slippery patch taking out Andi on her pink Yamaha with him.

Have these people gone mad? Riding at unimaginable cornering speeds with knee down and tyres sliding , riding as though possessed. No, just big kids on little mini GP bikes at the Dandenong Go-Kart centre. If you want to let out your frustrations, test your limits, ride like a GP rider or just let loose then this is the place for you.

Perhaps the Committee could organize a group booking?

WHO'S NEWS

Our May Meeting is the AGM where members will elect a new Committee for the next 12 months. Any member of the club can stand for election and it is always good to have some of the newer members represented on the committee. It is not a difficult task and only requires an additional get together every month to discuss the clubs progress.

Good to see Rob Langer back riding after breaking his leg late last year and the way he was punting his R100RS and Harley Softail you would not have thought he hasn't been riding for the last 4 to 5 months.

Ross King has traded his XJ900 on a very nice BMW R100RS (ex Gary Clifton bike).

Crashes:-

Lisa Robinson had a lucky escape when a car smashed into her while on the way to work. The GPz900 was written-off and Lisa escaped with severe bruising and a small break in her foot.

Jennifer Burns trip to the Apple Isle ended in a bent bike and bruises, fortunately Jennifer is OK but the bike could be written-off.

Kylie Hillier aboard Steve's GPX750 found out how different it is in dirt compared to her GT550, the walking pace fall resulted in little damage to rider or machine.

Engagements:-

Congrats to Jon Riddett and Helen on their recent engagement.

Also congrats to new member Robert Matricciani and Mandy.

Tony Schrader's GPz900 off the road for repairs after he found the camshafts and rocker arms badly pitted.

Unbelievable but true! Andi didn't have a bike to ride. The R80GS needed a bearing in the gearbox, The TDR had broken spokes, The YZF was in for a service and the FZ was still being repaired.

Tom Demosthenous has a NEW phone number.....384-0447.

Colin Davies has a NEW address.....16 Jefferson Grove, East Doncaster. 3109.

It's a tough life, Michael Chan up holidaying in Queensland for a few weeks.

Famous Last Words Rally, April 24/25. For details ph.(058) 267272.

Dear Mick,

My road bike is fitted with adjustable preload and adjustable rebound damping front and rear. Could you please explain the function of rebound damping when varied with different preload settings. Does one have to be adjusted in sync. with the other for best results? Also, is there a general rule of thumb for correct chain tension as rear suspension is adjusted — or does the manufacturer's recommendation apply all the time? Thank you.

Because of the many different conditions that motor cycles are used for, the designers of some models build the machines so they can be adjusted to the individual riders particular needs.

There are many reasons why different riders may require different suspension settings — the rider's weight, solo or pillion use, type of roads the rider encounters, general use of bike, type of tyres to name just a few.

Obviously a rider of larger proportions would need the machine set up a little firmer than a rider who was smaller in stature (male-female for example). The same case would apply if you do most of your riding two-up.

Rough roads require the suspension a little less firm to give a better and smoother ride over bumps.

If you do a fair bit of high-speed open road touring as opposed to just riding a few kms to work everyday, it is probably better to stiffen up the suspension.

Also some Radial tyres because of their construction, work differently to cross ply tyres and may require small changes in suspension settings.

The general rule with the adjustments you have, is the more preload — the more rebound. If you need to increase the preload for any reason it is advisable to also increase the rebound adjustment as well. When the preload (front or rear) is increased it will take more effort to move the suspension (big bump, high speed riding etc) but when it does move it will spring back with extra force so therefore more rebound damping will slow the suspension movement and make it progressive.

Rothmans Honda Australia Team Manager answers your questions.

If you feel the suspension is too hard and you need less preload it would be advisable to also back off the rebound damping force as well. Otherwise the suspension may react too slowly and the suspension will not allow the wheels to follow the contour of the road.

What you must remember though is these damping adjustments are only relative if the preload adjustment is correct. In other words if you give it more preload and the suspension is already too hard, all the damping in the world won't help. You should not have to vary the preload/rebound settings greatly from the manufacturer's recommendations. If you do, it is more than likely the fork or shock-absorber oil needs changing or the springs are worn out and need replacing. Front fork oil should be changed regularly and with some rear units it is possible to change the oil.

The harder the suspension is worked, the more frequently the oil may require changing. If you have all the settings on maximum you will be working things fairly hard and the damping effect will fade as the oil bears down.

Chain tension should be set as per manufacturer's hand book. Tension setting is not relative to changes in spring preload or damping forces. Incorrect rear suspension may increase chain wear plus incorrect chain tension will adversely affect rear suspension. So take the time to set the free-play in the chain as the bike manufacturers lay out in the riders handbook.



Vicki and I spent a couple of very enjoyable weeks in Tasmania touring around on the bike staying in youth hostels. We went with the Club three years ago and this time wanted to spend more time at the places we liked last time. On the day before we left I took the following drastic measures: I sent Vicki out to buy a new GearSack, a new DriRider, pick up my resoled boots and buy a pair of Totes (water-proof overboots). Hooley dooley.

The following are a few excerpts from my little red book, written in the large crayon like pencil that Tom lent me at Port Campbell.

Sun 7th, Melbourne - George Town, Tasmania, 203 km

The scheduled departure time for the SeaCat from Port Welshpool was 2 pm leaving plenty of time for packing and a leisurely ride down the South Gippsland Highway. The fare was \$432 for bike and two persons return. We packed everything in the gearsack and one small haversack ocky strapped on top of the gearsack.

The bike was loaded last and tied down with 3 tie-downs - similar to the Abel Tasman procedures. The weather was fine, the sea calm and the winds favourable. Because we were making such good time the Captain gave us a guided tour down Wilson's Promontory. The trip takes four and a half hours and the boat travels at 40 knots (70 km/h) - fast! By the end of the on-board movie, *Dances with Wolves*, we were almost there.

We arrived at George Town, 7.30 pm Tasmanian time (an hour ahead - still on daylight saving), and wandered into the local youth hostel which Vicki had booked. It was an old sandstone house restored to its former glory. No-one else there. Twin room: \$24. Bargain. Across the road was the Pier Hotel serving counter meals. House roast and fish of the day were consumed while we planned the next few days. Bed early.

Mon 8th, George Town - Deloraine - Cradle Mountain - Deloraine, ~320 km

There was a youth hostel at Deloraine called "Highview" which we figured would make a good base for day trips. We headed south towards Launceston, getting off the freeway as soon as possible, crossing the Tamar River and meandering our way through Exeter and Westbury. I was having trouble with my out of date map: many of the roads shown as unmade were now made, and what the map thought was an important town, the rest of Tasmania didn't. I soon found an Ampol Service station and replaced it, though it was only marginally better.

Already I was enjoying the roads and the lack of a police deterrent. There weren't any police! They don't have radar or tapes or redlight cameras (well 4 to be precise). Also there are hardly any cars - mainly tourists on the open roads driving rented cars, a few push bikes, and the occasional log truck.

We arrived at the hostel by 11 am, unloaded and headed for Cradle Mountain via Sheffield and some fast sweeping, smooth roads, about 115 km away. Stopping at the Forestry Commission Tourist Centre at the end of the bitumen, we picked up a day walk map before riding the last 8 km of shitty, rough dirt road to Waldheim. From there we walked/climbed to Marion's Lookout which offers superb views of Cradle Mountain and the surrounding lakes: Lake Dove, Crater Lake and Lake Lilla. The scenery is quite spectacular. We decided on the direct route back to the carpark which was extremely steep and "slithery". At times Vicki was on her hands and knees, scrabbling for a foot hold. The surface was loose rocks. Despite this, the walk was so good we decided to come back and do a full day's walk the next day. There are only 32 days of sunshine a year, on average, at Cradle Mountain. This was one of them.

After patting the Rufus wallabies, we returned to Deloraine via Mole Creek and some tight twisties. The sign posting is excellent and I found it easier to follow the signs rather than the map. The Western Tiers - a set of rugged cliff faces rising abruptly out of the plains - were always there to keep us company. Magnificent.

The Hostel, privately owned, was clearly well run and a pleasure to stay at. At \$9 a night, we could put up with being in a room with a couple from Sydney and another couple from England for a few nights. The Sydney couple were preparing for a 7-10 day trek along the Overland Track from Cradle Mountain to Lake St Clare, a very popular 78 km hike. Other nationalities staying at the hostel were Swiss, South African, Dutch, American, German, Canadian and Kiwi.

After Vicki produced "beef burgundy" and fruit salad for tea, I became entangled in a game of scrabble and Vicki devoured a lusty novel. Within seconds of hitting the pillow we were asleep.

Tue 9th, Deloraine - Mole Creek - Cradle Mountain return, ~230 km.

The weather was fine and dry again with a forecast temperature of 20 degrees C. Perfect. The dirt road must have been bad, even by Tasmanian standards because, lo and behold, they were filling up the potholes! The quest for a photo of the bike to blow up may have ended: ZX10 (better side) in bright sunshine, Cradle Mountain in the background. I snapped a couple of tame wallabies as well.

At 11 am we set out from Lake Dove carpark along the "Lake Rodway Track" to Hansons peak. We soon learnt that the dotted line on the map meant "difficult". We made slow but steady progress. It was quite exhilarating and I could see why people get hooked on this walking caper. The views were great, this time from the other side of Lake Dove.

At the base of Little Horn, I left Vicki admiring the views and headed for the Cradle Mountain summit, realising I would never have a better opportunity. The return trip was about 2 hours with 10 minutes at the summit. This was about half the signposted time. The climb was pretty steep and the last 500 metres was all rock hopping. There must have been 15 elderly people struggling to reach the peak. I appreciated their determination.

Back to Vicki who had struck up conversations with various people who wondered why she was left abandoned, perched on a rock. Now for the walk (scramble) down past Lake Wilks and "Ball Room Forest". The map said "rough and steep". Funny, didn't meet many people on this track!

The ghost like dead trees came out well in the photos. Stripped of their leaves by the normally windy conditions, the trees rarely grow more than 5 metres high before dying, their twisted and gnarled trunks soon bleached white by the extreme climatic conditions.

The Ball Room forest was a very quiet and tranquil rain forest where the track was often just a mass of roots. It is dark and eerie. Yet 50 metres onwards the air is filled with wild birds calling. Black currawongs are everywhere. Most walkers leave the Ball Room Forest impressed, awed, and exhausted (says Vicki!).

The track descends to Lake Dove foreshore and meanders along a board walk back to the carpark. We reached the bike at 20 past five meeting a few guys from the hostel. We were quite leg weary and I know Vicki had done enough walking for the holiday.

Headed home via the Deloraine supermarket for supplies, avoiding a wallaby and echidna en-route. There are dead animals on the roads everywhere. One of the advantages of youth hostels is that you can buy 2 or 3 days worth of food and leave it in the fridge. That way you can cook your own meals, make sandwiches etc and live a bit cheaper.

Slept like a log.

Wed 10th, Deloraine - MoleCreek - Devonport return, ~200 km

(to be continued next magazine)

Choosing your bike

There are a lot of reasons why people want to ride motorcycles. The advantages are positive and obvious—reliable, relatively cheap to buy, economical to run and easy to maintain. Their performance and manoeuvrability make riding a pleasure, and there are no parking problems.

There are many factors to consider when selecting a motorcycle from the wide range of makes and models on the market. How much do you want to pay? What kind of motorcycle can you handle and control? How much experience do you have? What sort of riding are you going to do—to and from work? Touring? Trail riding? Or just riding for the sheer enjoyment of it?

A motorcycle that is good for one use is often unsuitable for others. For example, trail bikes are designed to produce more power at lower speeds. This helps in hill climbs and rough country. They are generally not built to perform efficiently in city or highway traffic. The tyres normally fitted to these machines do not grip a paved surface well and have little traction on a wet surface.

Touring bikes, on the other hand, are comparatively heavy, with large-capacity engines which enable them to travel long distances at normal touring speeds without stress to bike or rider. Comfort and stability are other major factors in their design. If you're starting out on a 250cc or smaller bike, take a sensible approach. A high-powered 250 might appear attractive and exciting, but it's not necessarily the safest bike in inexperienced hands. The same advice applies when you graduate to a larger machine.

Whichever bike you choose, try to have a test ride before you buy, or borrow a friend's machine. Remember, selecting a bike which suits you is the prime consideration.

Know your machine and keep it roadworthy

The first step in learning to ride a motorcycle safely is learning to know the machine. Familiarisation with the controls and their use is fundamental for safe riding. You should practise until operating the controls becomes automatic.

Before attempting to ride a strange motorcycle any distance, get accustomed to its acceleration and braking capabilities. Remember to check your bike periodically. Look for fuel and oil leaks, worn or damaged tyres, bent or loose spokes, rim condition, loose or missing nuts and bolts, faulty lights or brakes, and chain tension. Incorrect tyre pressures will also severely affect the handling of your machine, as will loose head stem bearings.

New tyres have a patina on them which makes them slippery for the first 100km or so, even on dry roads, so take it easy for a while. You will also get better mileage out of your tyres if you run them in for about 300km—no hard braking, acceleration, or high speeds. Treat them as you would a new engine.

Regular service and thorough mechanical checks will ensure continued safe riding. Remember, you only have two wheels on the road, and everything must be in top condition.

Be seen—be safe

Motorcycles have the highest accident risk of all road vehicles. In most cases it's not the rider's fault. The driver who crashed into him says "I just didn't see him." So if you ride a bike and you want to stay alive, try to make sure that you're seen—**never assume that you are.**

Because motorcycles are smaller than cars they are more difficult to see—particularly in heavy traffic. Cars have their blind spots and the average motorist simply glances right, left, and perhaps in the rear vision mirror before beginning most traffic manoeuvres.

Never stay in a driver's blind spot. If you can't be seen, you can't expect consideration. The centre of the lane gets less scrubbing action from tyres, and is almost invariably slick with oil dropped from vehicles, so if you are travelling behind a vehicle, ride between this slippery centre and the outside lane marker. This is the area the driver first notices in the mirrors, and it also makes it easier for you to take evasive action in an emergency.

Where possible, don't ride alongside other vehicles—ride a little ahead if you can't pass completely. Being ahead will enable you to ride out of the way if a hazardous situation develops. Use your mirrors frequently, but don't rely on them entirely. Turn your head and look before changing course. Motorcycles are highly manoeuvrable, and can generally accelerate and brake better than other vehicles. Consequently, drivers will often misjudge your speed, and might be taken unawares by your sudden appearance. Keep this in mind when riding in traffic. Make eye contact with the drivers if you can, just to let them know you're there, **but still don't assume they are aware of you.**





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Mark - GSXR750	Danny - GPz750 (1st ride)	Michael S - K100Rt
Ag - GSXR750 (2nd ride)	Steve - GPX750	Ross King - R100RS (R/Rider)
Rob Langer - Harley Softail		Tony Schrader - Car.

Having not been on a club ride for quite some time, I felt rather out of place at Laverton when a mass of mainly sparkling gee-whiz machinery and strange (well, unknown) faces appeared. My requirements for an MCTCV ride are not very picky really-just the wind from the east at not more than 5kmh, temperature 25°, no dirt, diverse amusements at the destination and on the western side of Melbourne, since I am now more or less a full-time country resident. Knowing all this, our worthy leader suddenly appeared before me mentioning write-up and an offer you cannot refuse.

So, it was off towards the You Yangs and the rather broken up back roads over the grasslands to The Brisbane Ranges. Even at this stage, the same riders surfaced time and again as corner markers-a curious phenomenon. No wild life, human or animal, was seen in the Ranges, only the occasional wild looking tourist disturbed by our presence. Speaking of disturbing, the morning tea stop was at Meredith at a new (to me) odd little tearooms filled with all kinds of old bric-a-brac. No candles and such like in the image of Meredith's famous son, Sir Henry, were seen. The owners were agreeably surprised to find that we were not into pillaging and even less likely into raping (I think). Onward towards Queenscliff and it was here that I lost count of the number of crossings of the Moorabool River and its hidden steep descents. Now the outer suburbs of Geelong-fortunately not into the built up area-and then quite suddenly arrival at the sandy wastelands of Barwon Heads and Ocean Grove, complete with the usual dazed surfies wandering the streets.

At this stage, it seemed we might miss the scheduled 1.15pm train departure at Queenscliff and of course then the previously light tourist traffic amazingly becomes like Flinders St at 5pm. But no, we arrive at the station just in time, pay the leader \$4 fare (but did he pay the ticket-seller too, folks?); he must have, because no heavies appeared as we rushed sedately (a contradiction indeed) towards Lakers Siding, travelling in olde worlde charm in ex-Tasmanian Railways carriages and locomotive supplied from same. Tempting though it was, no one was tied to the railroad tracks and we returned to the station suitably overwhelmed by this adventure. Your correspondent is a keen rail-fan (chorus-we know, we know) and actively involved in another (so much better) tourist railway, so would have liked to wander through the mouldering rolling stock and spoken to the natives. This was not to be, as our ruthless leader propelled us into the main street and sat us down in the gutter (where else) to partake of saturated fats, colouring agents, preservatives and simulated things in large lumps. Didn't taste half bad, either.

To the delight of the locals (having got our money), we headed off towards Geelong, hopefully to dodge the crazies returning on Geelong Rd. However, this was not quite straight-in fact, is anything, you may ask-as we travelled via St Leonards, Portarlington and Drysdale. Stop to look at an old marine wreck (anyone we know?) en route, as well as a sideways look at the departing steam loco at Drysdale, the actual tourist railway terminus.

So into Geelong with zillions of motorists-I thought everyone there was unemployed, so how come? At some risk to life and limb from the aforementioned, we regrouped in the outskirts of Corio and here your correspondent left for Bacchus Marsh and points beyond, leaving the rest to their fate. Scanned the death notices next day, no familiar names, so presume all was well back to Melbourne. Thanks to Ian who obviously went to considerable effort to organise the day and look forward to the next; don't forget my special requirements.

Peter Dwyer XJ900

THE POWER OF MOTORCYCLING'S MEDIA.

Remember the 1989 series of public hearings into motorcycle safety?

We all should, as they were reported in all the motorcycling press, particularly the Vic. Roads submission containing their infamous "policy" if neither encouraging nor discouraging motorcycling.

This was slammed by the press and motorcycle community alike as (a) Vic Roads do not have "policy" - they reflect only the Government's and (b) they were discriminating on one group of road users.

Obviously this unfavourable publicity must have got at Vic. Roads' sensitivities, assuming they have any, as at the February 17 1993 extension of hearings on motorcycle safety, they again gave evidence but along the following lines (as heard first hand by the undersigned)

* Vic. Roads have reviewed their prior submission with their chief executive.

* While to a "large degree" it has not changed, there is a need "to clarify" Vic. Roads' attitude re motorcycles.

* The prior encourage/ discourage statement is considered "harsh" and Vic. Roads will "retract it if necessary"

* Motorcycling is a valid transport form and Vic. Roads accepts responsibility to treat it as such.

* Vic. Roads wants to be positive and cooperative and supports expanded efficient rider training and "consultation" with the motorcycling community.

Well, well, what all this is saying is that Vic. Roads really are the good guys caring for those into motorcycling, and the prior unfortunate slip was really just, well, an unfortunate slip.

Methinks it is more a classic case of heavy media-community reaction to a bureaucracy overstepping the mark and so causing such bureaucracy to back off.

Whoever said "constant vigilance is the price of freedom" (or something like that) certainly knew a thing or two.

Jack (Cynic) Youdan