

DEC 93/JAN 94

# Good Vibrations



SEASONS  
GREETINGS

HOLIDAY  
CHEER!



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

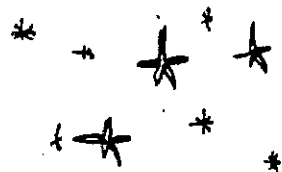
SUNDAY 5th.



SATURDAY 11th.



SUNDAY 12th.



SUNDAY 19th.



SUNDAY 26th  
to SATURDAY 1st.



JANUARY 1994

SUNDAY 2nd.



POLLY McQUINNS WATERHOLE  
Strathbogie Ranges  
9.30 KBCP  
10.30 Whittlesea  
Michael Chan leading

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

MEREDITH via GISBORNE  
9.30 KBCP  
10.30 Whittlesea  
Ben Warden leading

INVERLOCH  
9.30 KBCP  
10.15 Hallam  
BBQ - 5 PM onwards  
28 York st. Bonbeach  
Phone: 772-0689

CLUB CHRISTMAS CAMP  
OMEQ  
26th - 10am Hallam  
Or make your own way.  
"Refer to map elsewhere"

BROADFORD  
9.30 KBCP  
10.30 Yarra Glen  
Mark Dennis leading.

This small weir north of Merton is seldom stopped at by the club, therefore this ride is a good opportunity to come along and play on the dam wall & maybe get your feet wet. NOTE: After the ride, members are invited to Margaret Shelley's house-warming. See details elsewhere.

This "FREE" BBQ is open to all members (\$5 nonmembers). BYO drink as the Club supplies meat, salad & bread. Location is cnr Panther Place & Heidelberg rd.

This ARDUOUS ride will help digest yesterdays BBQ as we traverse all the "good" roads between the Calder and the Brisbane Ranges.

The run down to this popular seaside resort will culminate with a BBQ at Les & Jane's home in Bon Beach.  
Note: If not coming on the ride but still attending the BBQ, please phone first to enable catering to be planned.

Pack your camping gear and head for the high country where we have booked some campsites at the Omeo Caravan Park. Omeo is easily reached along the Princess Hwy to Bairnsdale then north to Omeo.

Come with mark as he leads us over a variety of roads to this inland town situated about 75km north of Melb.

NOTE: NO MEETING OR SOCIAL SIP IN THE MONTH OF JANUARY.

SUNDAY 9th.

HEATHCOTE INSECT MUSEUM  
9.30 KBCP  
10.00 Laverton  
Ian Payne leading

This new attraction houses a unique and vast collection from the insect world. Usual good roads to and from Heathcote.

# Itinerary continued

SUNDAY 16th.	Mt BULLER ROLL RACE * * 9.00am KBCP * * * 10.00 Whittlesea * Michael Chan leading	This bit of FUN where we ROLL down the road without the aid of a motor will take place at Mt.Bulla which is situated about 250km NE of Melb. Hence EARLY start.
FRIDAY 21st.	Mt MACEDON NIGHT RIDE The Plough Hotel <u>NOTE:</u> Dress Neat/Casual Melway 9 K-4 8.30pm Departure Ben Warden leading	This NIGHT ride will begin with a meal at 7pm then at 8.30pm the group will leave for this nearby mountain to view the city lights. Depending on time and weather, a late supper could be arranged.
SUNDAY 23rd.	CRESWICK "Swimming" 9.30 KBCP Gary Clifton leading	That's right "SWIMMING" so come prepared as we visit this midland town's popular swimming hole complete with HIGH diving tower and grassed spectator area.
SATURDAY 29th to MONDAY 31st.	Mt.GAMBIER / STAWELL WEEKEND (Hotel / Motel Accommodation) Sat. 9.00am - Laverton Ben Warden leading	This 3 day ride will take us down the Great Ocean Road into Sth Oz then across to the Grampians followed by the trip home. See booking slip in newsletter.
<u>FEBRUARY 1994</u>		
THURSDAY 3rd	GENERAL MEETING St Pauls Church Hall Station st. Fairfield 8.15pm Sharp	Our first meeting of the new year is usually a highly social event, with lots of discussion about the previous months activities. So don't miss it!
SUNDAY 13th.	MIRBOO NORTH 9.30 KBCP 10.30 Yarra Glen Danny Kosinski leading	This popular club destination 156km south east of Melbourne will be led by our first time leader Danny, therefore a good turn-up is a must.

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## UPCOMING TRIPS AWAY:-

19/20 February 94. Port Campbell, Tom Saville leading.

12/13/14 March 94. Blue Lagoon Camping, Tom Saville leading.

25 April 94, PHILLIP ISLAND SPORTS DAY, See inside for details.

# MINUTES OF GENERAL MEETING

DATE: 4/11/93

OPENED AT: 8.35PM.

PRESENT: 43 members and guests

APOLOGIES: Ben and Vicki

CORRESEPPONDENCE: Bank statement. Bill for hire of hall.

TREASURERS REPORT: Still financial.

## CAPTAINS REPORT

### SUNDAY 10TH OCTOBER

Snake Valley Linton.

Leader Peter P.. Reaer rider Gary C..

Weather wet and cold. Dist. 300kms.

11 bikes, 11 riders.

### SATURDAY 16TH OCTOBER

Video night at Les and Jane's.

Weather great. 16 people

7.5 bikes.

### SUNDAY 17TH OCTOBER

Leongatha counter lunch.

Leader Gary C.. Dist. 450kms.

Weather- Sunny fine and dry all day.

18 bikes and 23 people.

### THURSDAY 21ST OCTOBER

Social sip at Crown n Hope.

39 people in total.

### SUNDAY 24TH OCTOBER

Rushworth

Leader Craig M.. Rear rider Rod E..

Weather- wet and patchy all day.

18 bikes and 18 riders. Dist- 400kms

### WEEKEND 30TH OCTOBER TO 2ND NOVEMBER

Beechworth/Winton.

Navigation by Ian P..

Rear riders- Mandy C. / Tony S. / Andrew B.

Michael C. and Mark D.

Weather- Mostly fine, sunny and dry.

Dist.- 1100kms total.

## GENERAL BUSINESS

1. Winton race track.— Great day had by all and we made money.
2. Jennifer Burns still in hospital but is on the mend.
3. Christmas camp. Dargo or Omeo? Omeo it is.
4. Christmas B-B-Q. Saturday 11th December at Fairfield Park.
5. Wayne Rainey Christmas card.
6. Door prize won by Patrick.
7. Meeting closed at 9.40pm.

## BEECHWORTH - WINTON WEEKEND.

Saturday 30/10/93

Whittlesea at 9.20am, I arrived to find some of the crew already there, 9.30am we are due to depart, but Ian is yet to arrive. 9.45am and Ian arrives having made a stop at KBCP to make sure no-ones there. Rear-rider and scribe for the day have volunteered and we're on our way at about 9.50am.

From Whittlesea we head to Kinglake West and up to Yea, Goulburn Valley Hwy to Yark then a detour to Gobur, back onto the highway and a cruise into Mansfield only to find the annual show is on and the whole main street blocked. We detour around the town and regroup to discuss the options. It is decided "we will have lunch at Whitfield" After ending up in a dead-end residential street we eventually find the Tolmie/Whitfield road where the pace quickens as we get further from Mansfield. Onto some interesting bends, fast sweepers, tight corners and a few cars. All too soon these end and we are into dirt for about 10kms then more bitumen and bends but this time the surface is a bit chopped up due to the recent floods.

We arrive at Whitfield and refuel ourselves and the bikes. Here we find that during the flood period the area had 3 inches of rain in an hour and 8 inches overnight. We head off on the Whitfield-Wangaratta road as far as Oxley then right towards Myrtleford where more flood damage to the road is evident. Markwood and then north to Beechworth, arriving about 2.30pm. The main street is quite busy with plenty of old bikes (BSA's, Nortons, Ariel's etc) passing through, we check into Tanswells Hotel, take the bikes around the back and give them a quick wash. Later, about half of us decide to do the scenic tour of Beechworth, which includes The Bakery, Butt-Butt Tree, The Goal, Ned Kelly's Cell, The Priory where quite a few of the old bikes are staying for the weekend, and the Old Hospital Facade.

Back to the hotel and a few ales in the beer garden before dinner, during which Alec arrives having had to work. What to do on a Saturday night? Find a pool table! The Imperial Hotel is our first port of call and has an empty pool table just waiting.....so jugs of beer are purchased and a game started and this is how the night progressed. More beer, more pool. A few members check out the resident band, which by all accounts were quite reasonable. Steve and Alec get involved in a Jap bike verses Harley discussion with a local who doesn't even OWN a bike.

Slowly people drift off back to Tanswells until there is just Steve, John, Alec and myself left. We have another couple of games of pool and the Imperial closes, so its back to Tanswells, a few more drinks and into bed by about 2.30am

cont;

BEECHWORTH - WINTON WEEKEND cont.

Who was there;

Ian Payne GSX750F	Mandy Corrigan ZZR600	Tony Schrader CBR1000
Mark Dennis GSXR750	Steve Leyland GPX750	John vD VF1000
Michael Chan GSXR1100	Peter P GT750 (R)	Rob Langer VFR750
Alec Brown GSXR1100	Gary Clifton ZZR1100	Andrew Kennedy XBR500
Andrew Baker FZR1000		

Tony Schrader  
CBR1000.

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DO'ING THE HILLS 30/10/93

I can't really remember leaving Beechworth, but I suppose we did otherwise we'd still be there. We travelled along the Buckland Gap rd to the Ovens Hwy, turning off at Ovens for a quick tyre-burning sprint over the divide, but when we reached the Running Creek side THEY were still over at the Happy Valley side, all because bloody Baker had broken down again. After a bit of swearing, dropping his nuts! and a new fuel filter the Fizzer is mobile. Rob comments "I'm glad I sold that bike". After the regroup we head to Mt Beauty for lunch

As the day was getting warmer I was concerned about the road conditions up to Falls Creek, but as it turned out there were only a few slippery bits and nothing to worry about. We had a bit of a break at the Windy Corner carpark and then made our way down to Tawonga Gap. As I caught up to Rob all I could hear was that great big Ducati sounding exhaust thundering through the hills and valleys. Alec had a bit of fun a bit close to the gravel after admiring the view in his mirrors for a bit too long.

We stopped at Harrietville for afternoon tea, John said he couldn't be bothered riding up Hotham so we could leave our gear with him. Getting ready to go I unclipped my pack to give it to him, but he'd changed his mind and already gone. The Hotham road was in good condition and has been sealed all the way to Higginbotham, but the new bit of road from Blowhard to Hotham Heights had a few rocks and patches of gravel over it. Hopefully with a bit of traffic on it, it will be a good bit of road. Lets hope they continue all the way to Cobungra.

We headed back to Bright for fuel and where some decided to go up Mt. Buffalo. The rest of us went straight to Benalla and the Victoria Hotel where we were greeted by a local singing loudly in the main bar who promptly fell backwards of his stool and after working-out how to open the door, left and DROVE home. After tea we went for an ice-cream and a walk around town but not much was happening on Sunday night. We played on the Thongophone and Andrew Baker told the Penguin joke. So it was back to our hotel and off to bed for the big day at the race track tomorrow, but sleep wasn't that easy as there must have been 20 freight trains that passed through that night and they all sounded like they were running up & down the corridor of the hotel and blowing their horns just outside my room. Apart from that the Hotel was a good spot to stay.

Thanks to Ian for organizing the weekend and accommodation, and thanks to Andrew Kennedy for his part in securing the track and the BBQ.

Mark Dennis  
GSXR750WN

## DAY 2 - BEECHWORTH

Woke after a heavy night at the pub with Steve Leyland snoring in the room next door. Toast and jam was served at breakfast to the disappointment of Gary Clifton, who I believe was looking for his usual bacon and eggs. One has to keep their cholesterol levels up, don't they! Decorum wasn't on the breakfast menu either with a well known celebrity letting off! Maybe he was trying to add some flavour to the toast. Anyway, I was nominated to do the write up with a promise from the President and Captain of 25 bonus points, giving me a chance of being club person of the year. Ben's in trouble now! We straddled our machines all looking worse for wear and headed to the twisty roads of the mountains with Gary departing on his own way home and Peter Philferan advising that he'd meet us in Benella.

Then came the first set of bends. Wow! I drank too much the night before, but then so did everyone else. This was obvious as we were all over the road, taking these unusual lines and not displaying our "P" plates. Burr, burr, burr I start to break down with the same fuel problem that's been troubling me for the past few months. But after doing my FZR apprenticeship with Tom this was no problem. I sent British (a nick name for Steve Leyland due to the Union Jack shorts he wears), for a fuel filter while John V.D ( which is something he didn't contract on the weekend), Mandy and I cleaned the carbies. With Rob arriving later to assemble the fairing. Working like the McLaren team in the pits, 40 minutes ( not seconds) later it's all back together and running like a rocket. My prayers were answered, or were they Peter P's. I must apologise for any inconvenience I've caused over the past months and thank you all for your help. However, when I purchased the bike it came with Rob Langer's extended 30/30 warranty which he assured me at the time of purchase was as good as the factory's. Now he tells me it's thirty seconds or thirty metres only! And people don't trust estate agents.

With no real leader but navigation by Ian ( which is probably worth a point for the day and the future) we headed to the base of Mount Beauty for morning tea but was now lunch due to my mishap. Michael Chan in his colour co-ordinated leathers liked it here, and I didn't think he would be able to leave the sandwich shop due to what was on display. But the mountains called. We ascended Mount Beauty with Rob riding like a man possessed, scraping his mirrors and giving Michael and I a hard time to pass. Alec Brown ( that's not the colour of my pants) was riding hard too, but I'm sure he was saving his energy for the track. He must of done, the number of times he went round. Mark Dennis seemed to be saving his energy too, or maybe it was his tyres, they're pretty expensive.

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After coming down the mountain we traversed this unbelievable road, all due to our navigator who I haven't forgot ( nor his point ). Mark told me he couldn't concentrate on his riding here as apparently there were two topless girls walking on the side of the road. Maybe it was just wishful thinking or perhaps the roads were making him feel horny! I wondered where British and John V.D had got to. Tony Schrader, some distant relative to Roy Schnieder, went missing too. No wonder those three were off the pace. Steve normally blames his bike, John can blame his bike and Tony can't blame anyone!

Harrierville was the next stop for afternoon tea prior to climbing Mount Hotham. The roads were phenomenal, Rob was like a 5 year old boy that had just discovered a bag of lollies saying that he'd never had so much fun! I didn't think that was a gun his pocket. Mandy took some snap shots of the gang and the veiw, with Michael still looking nice in his matching leathers. We then headed back down the mountain to Bright for fuel with Andrew Kenedy ( no relation to the John F. Kenedy ) riding like a man on a mission from God. He passed me on the inside of an unmade road about 20 klicks quicker than what I was travelling. Don't worry Andrew I'll send you the bill for giving my newly painted bike gravel rash; I must admit that was a blistering pace you set downhill on that thing you ride though, you almost left everyone behind.

After re-fueling at Bright, the hardened motorcyclists ( Michael, Alec and Andrew K. ) and the boy with the sweets ( Rob ) ascended Mount Buffalo leaving the rest of us that were totally exhausted a leisurely ride home to the Victoria and Broken River hotels in Benella.

This was a fantastic day, with great weather, a top leader, not a bad navigator and a Yamaha FZR. Finished off with a pizza and music by British on the thongophone.

Andrew Baker

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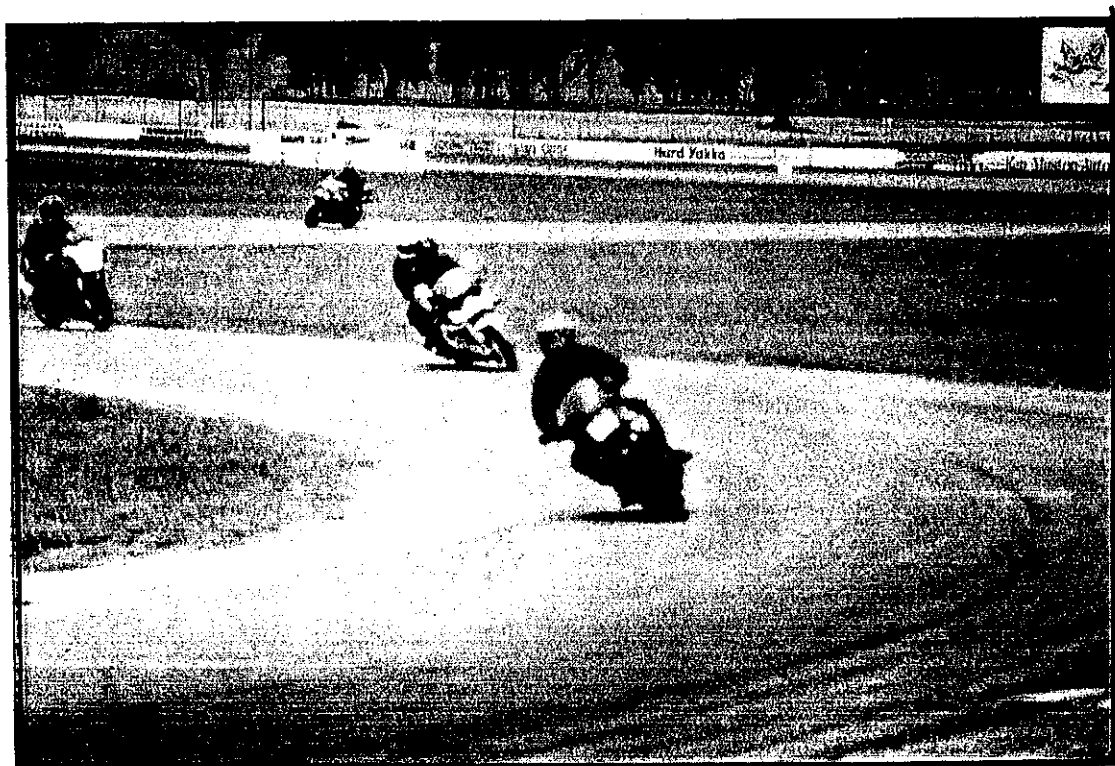


**MTCV Hustlers?**





**Beechworth Butt Butt Tree covered in NUTS**



**Winton/MTCV Freight Train**

### Day 3. Monday 01 November 1993. Winton Sports Day.

The 'Broken River Hotel' is located on the main street of Benalla, around the corner from the 'Victoria' where the main contingent stayed. It was home to the few, myself included, who had not pre-booked accommodation. We woke early despite the late hour we went to bed (2.00am-3.00am became the norm), made coffee and a do-it-yourself, bacon/egg breakfast. Andrew B complained bitterly, as he often does, about his lack of sleep caused by the Federal Interstates down changing for a nearby round-a-bout all night, not to mention the even louder snoring of Rob L (who denies it) with whom he shared a room. I felt more tired than when I went to bed but miraculously by 8.30am bikes were packed and fuelled and we were en-route to Winton Raceway, 8 kms. North of Benalla along the Hume. The weather was overcast and somewhat cooler than the previous two days' 25 plus degrees and the wind was on the increase.

Upon arrival at the track, we met Craig, Lisa, Geoff J, Rob and Mandy, Angus and Lisa, Chris, Les D and son, Dicky and brother, Kenny W, Luke and Stav., various friends, et al. (*apologies to those not mentioned*) and the myriad of other riders care of Nova Honda. Indemnity forms were signed, bikes stickered/numbered for recognition, chains oiled, tyres deflated, suspension adjusted (*this is serious stuff*). Tony, Andrew B and I walked a lap of the track (*yes, Andrew*) inspecting surface conditions noting the few loose stones, shredded tyre remains, camber, best possible passing sections, etc... (*all of this went out the window once track-side*). The scheduled starting time was 9.00am and after a short spell by Andrew K which was semi-inaudible over the P.A., bikes proceeded on to the track in dribs and drabs for 'free time' before some later, planned activities. Notable was the large presence of CBR 900's.

After half an hour or so of watching the keen ones circle the 1.6km. (approx.) circuit I ventured on to the track aboard the 5 week old Spewzuki being sure to take the first few laps a little easy and getting to know the track: working out comfortable cornering speeds and lines, correct gearing and braking distances. I wasn't too concerned about the 'competition', at this stage. For the most part of the morning I found myself experimenting with different cornering lines and braking distances trying to establish which worked and which did not - you certainly knew about those that didn't, in a hurry. A sort of rhythm came after the first half a dozen laps and later, it seemed being smooth equated to a faster pace.

The track consists of mainly right handers, in fact there are seven right and three left, all of which require differing lines of approach and speed except perhaps the few of the slower ones down the back end. To give you some idea let me describe a lap of Winton through my eyes.

You enter the track by a side entrance and turn left to travel in a clockwise direction. To your left, now, is an embankment protected by a white, tyre wall and beyond is the fenced spectator area and pits. Ahead is a short, slightly ascending straight with the overhead 'start/finish' sign and 'traffic' lights. Along here, speeds varied depending on cubes and level of excitement. I found that working 3rd gear or a more relaxed 4th comfortable before hard braking at the 70-80m mark for the fast approaching and mediumly tight turn 1. I couldn't say what the speeds were.

Turn 1. is negatively cambered but allows a faster than expected entry speed. I opted for a very tight cornering apex thus allowing to run wide for the downhill entry in to turn 2., another right hander which, this time, is positively cambered and very, very fast and quickly over. From here you enter a short straight which leads into a fast, wide, left hand sweeper (turn 3.) which, toward the end, surprised some by its decreasing radius apex. You don't pass anyone around the outside coming in to it because they end up cutting you off when turn 4. hits and the road goes right. A few loose stones flew overhead from the riders in front who took a wider line.

For slower turn 5. I broke hard, tipped it into the right again and gently idled around the corner. A bit of dirt caught my eye every time. I found a wide entry best followed by running along side the inner edge of the corner until after the apex. This, again, led into a similar, but opposite, entry into the left hander of turn 6. Speed was again lower. Positive camber was negligible. I didn't put the power down until well clear of the apex but all the while I feathered the rear brake and waited for the rear tyre to squirm. Whilst approaching turn 6. I could quickly glance to the right back to turn 5. to see who was coming up and how much ground was lost or gained. Similarly, you could easily see who was ahead in nearby turn 7., another slow, right hander which then leads onto the longest straight which for some was an overdue chance for seeing the higher rev. range. I opted to use up to 4th gear and revved to 8-9000 rpm only.

The straight is approximately 350-450m. long, very wide and over within what seemed like seconds. Craig told me he saw 170 kph. The faster ones gained significant ground on those ahead through outbraking, better lines and needless to say capacity. Braking markers (starting at 100 - broken into 50m increments) line the left side and at the end of the straight is a run off road which heads toward the pit area. If you stuffed up fast, right turn 8. you could go straight ahead or gardening, maybe. At times, as seen from the spectator areas, turn 8. witnessed the most peculiar cornering lines. It's slight, positive camber required a tighter line to set up for turns 9. and 10. (the esses) which saw much passing to the pleasure of the onlooking and cameras. Many were seen to have their rears sliding out of here and some enjoyed handlebar weaving. One hundred metres on, you reach the 'start/finish' line to complete a lap of Winton.

Thanks go to Dicky and brother who were on hand to time riders. The best results recorded are as follows;

Time	Bike #		Rider	Bike	Memb.
01:07:8	136	*	Ray Matiszig	CBR 600	No
01:07:8	75	*	John Frost	GSXR 750WN	No
01:08:8	3	*	Rick Ferguson	CBR 600	No
01:12:0	49	*	Andrew Blackburn	CBR 900	No
01:12:0	30	*	Larry Hill	FZR 600B	No
01:13.3	111	*	Campbell Stevens	RGV 250L	Yes
01:14.2	41		Jerry	FZR 1000D	No
01:15.5	59		Andrew Baker	FZR 1000B	Yes
01:16.1	17		Craig Morley	FZR 1000D	Yes
01:17.0	-		Alec Brown	GSXR 1100N	Yes
01:18.2	2		Danny Kosinski	GPz 750	Yes
01:18.4	34		Michael Chan	GSXR 1100M	Yes
01:20.4	-		Mark Dennis	GSXR 750WN	Yes
01:22.3	4		Rob Langer	VFR 750	Yes
01:23.4	-		Andrew Kennedy	XBR 500	Yes
01:24.6	68		John van Dorp	VF 1000F	Yes
01:24.8	21		Tony Schrader	CBR 1000	Yes
unknown	0		Steve Leyland	GPX 750	Yes
unknown	-		Luke Richardson	GPz 500S	No
unknown	-		Lisa Johnstone	FZR 1000D	Yes
unknown	-		Ian Payne	GSX 750FP	Yes
unknown	-		Bear	GPz 900	Yes
unknown	-		Mandy Corrigan	ZZR 600	Yes
unknown	-		Chris Lee	VFR 750	Yes
unknown	-		Angus Parker	CB 900	Yes
unknown	-		Rob Matricciani	XJ 900	Yes

\* It Appears that these riders are currently into or have been involved with racing in the past.

The day resulted in excellent fun, with all riders using commonsense, riding within their limits and respecting the pace of quicker and slower riders by keeping out of the way. I suspect that mirrors (left on by most - normally removed) assisted seeing approaching traffic from behind. Two notable incidents marred an otherwise crash-free day. In order of occurrence, Bear lost the rear end when exiting turn 2. resulting in a right hand lowside and subsequent bent, right handlebar and damage to brake lever, footpeg, tank and cosmetics. Later, a local engineer assisted to tidy up the GPz to make it rideable once more. Bear's strange landing was later seen in the form of a limp with a twisted ankle type pain - 'Ouch'. Danny (mechanic/friend of Campbell) wearing Campbell's distinctive, Honda leathers, lost the rear leaving turn 7. 'Silly Campbell.' I thought at first as I witnessed the spill in my mirrors. There was no injury and only a few scratches tarnished the after-market fairing. He was doing well getting 16's. Some fuel was spilt on to the track but was quickly disguised as a handful of dirt. Cautionary flags, in good time, waved on both occasions

After an hour or two, the direction of travel was changed from clockwise to counter clockwise and this saw lap-times a tad lower than those of the correct direction. Not many laps were completed in this

direction as the majority preferred the 'right' way around. Unfortunately, due to most bikes only having numbers on their left side, Dicky and co. were unable to recognise many of the bikes to accurately record times.

I think the fastest time of the day was reached by one Mick Smith (of Honda fame) with the arrival of the promised, Nova Honda barbeque (*only joking Mick!*). People flocked from everywhere. The snags, rissoles, drinks, etc... disappeared rapidly and were gratefully, but no so graciously devoured. By now, the weather had become more overcast and blustery but remained dry.

The afternoon playtime saw a few slower times from those who hit the track hard and fast earlier on, however, saw a few more reserved Members pulling a few quick ones out of the bag. Rob L on VFR (V for V8) was on fire to say the least and mercilessly passed a valiant and trying XBR. Meanwhile, Danny (or should I say John) and Alec played cat and mouse. A motivated Danny was doing his all to prevent the 11 from passing. This included; big front-end weaves coming out of esses, grinding pegs and crankcase alike and pushing his tacho. needle past redline to stay there until hitting the kill switch mid lap.

Toward the end of the day; Andrew B had scraped his pipe (primarily due to sagging rear suspension and later fixed with duck tape) but I won't say that he ran off the track, Craig pillioned Lisa and Stav. doing 01:20's and scraped everything, Michael's front discs turned a mottled blue colour just to match his leathers, Alec balled-up both tyres - nothing new, Mandy much preferred this to some dumb, old roll-race had earlier in the year, Danny needed a new bike with more power (God help us all next Sunday), Steve cooked his rear disc thanks to no pad meat - 'I recommend you read 'Dangerously unroadworthy bikes beware', of November Magazine before next Sunday', Bear needed a 'Stay Upright' course and a crutch, Campbell knew to change his tyres before the next track meet and never to trust your mechanic with your wheels. We all needed double insulated ear-plugs in defence against Rob's new pipe (*the complaints continue to pour in from W.A.*), Andrew K had his pristine CBR to go home to and owes me a slice of pizza - 'Hawaiian will do fine', Mark saw how well his tyres gripped the road as well as the dirt, you couldn't wipe the grin from Ian's face despite the clutch getting harder and harder, Rob and Mandy were seen doing a lap with a video camera - 'Tell me if it worked', Tony didn't want to go home until killing off his film, Lisa gave some of the boys a hard time, John v D needed 20lt of oil and 4 of petrol and Luke, I'm sure, wanted the old FJ's motor in his 500 frame.

An expected problem of too many on the track at one time was never an issue and the whole event was basically self regulated from the start running very smoothly without any notable controversy or too much 'hurry up and wait'. Riding finished a little after 4.30pm (we had the track until 5.00pm), with the exception of Chris Lee aboard the V8 (the FZ was in for a service). Everyone appeared tuckered out having had a sufficient play. All in all a most exciting day with the weather just on our side. Thanks must go to those who volunteered as corner marshalls, St. Johns, Nova Honda for the barbeque and drinks (and riders) and to others who assisted where necessary with paperwork, timing, gate duties ...

From the track Andrew B, Rob, Steve and I departed (only \$10 was required to fill up) heading for Melbourne along the notorious Hume watching for signs of Mr. Plod - annoying, in a way, as none were to be seen. The two hours of droning along the highway, amid light rain, put me into zombie mode for a while until I remembered that 'drousy drivers die'. A welcome sight was Andrew B waving me in to the Donnybrook Roadhouse. 'Ten coffees please'.

The weekend's ride provided a great opportunity to battle some of the more challenging roads of our State (Falls, Beauty, Hotham, Buffalo) without mishap not to mention the memorable experience of completing laps around Winton which was a resounding success by all accounts. Perhaps we can do this again in the not so distant future.

Michael Chan GSXR 1100M

## LEONGATHA COUNTER LUNCH - OCTOBER 17

The day looked clear & "nice" with forecast thunderstorms in the afternoon, so the Dri-rider was put in just in case. As it turned out, the weather was perfect, not a drop of rain in sight.

I joined the ride at Yarra Glen where Jack's 900 Trumphy was being admired with speedo to 320, Tingate handlebars and that gorgeous RED. Andrew D decided to call it quits here also. The ride headed through Healesville with Andrew B & Rob constantly swapping bikes, or so it seemed. The stones & dirt, as warned by Gary, on the Warragul road slowed many riders including Andrew who was treating Rob's CBR like a baby. But when there's good roads and great weather, who's complaining? Marty wasn't, and with constant cog-swapping kept the GPX on the boil.

Sitting comfortably behind Jack we crest a hill to find some 18 HOGS a few hundred metres ahead. As Craig goes past he motions some sign language! Seemed about right though. Rob's VFR sounded like an RC30. Regroup at Warragul, Tony & Ray decide to head home. Fuel at Korumburra sees Rob & Andrew call it a day, sore wrists, eh Andrew.

Lunch at Leongatha. Jenny joins us on a borrowed 400 and Ian & Kerrie in the car join us for lunch. More scrutiny of THAT red bike and Jack finds a shiny nut under the Goldwing! Don't think it will miss the weight as it's 580 odd kgs is made up of 2 into 6 exhausts, stereo system and running boards! Thanks to Kylie for the munchies and to Steve on his vegetable expertise, and I thought silverbeet & spinach were the same thing!

After lunch saw some more good roads and keen riding, Marty seemed to be almost sitting in Ben's gearsack and Craig passed on the right so close (accidentally, he said) that I could have changed his gear with my right foot. Sam had problems getting past Mark when the GSXR was "owning the road", as I with Andrew's GR. We regroup at a servo then turn left off the main road, not before Alec SEES the "lady in white". Some 15kms down this twisty, sandy road, I'm confronted with half a dozen bikes parked at the fork of two dirt roads. Ben's turned left one town too early. Ferdie pulls up to inform us of his run-in with the boys in blue, seems there were strips over the road and when waved-in was told of his 28km over the limit! But, after explaining of his speedo cable problems, this was lowered to a more respectable \$105 fine.

Open roads again saw spirited riding but then corner marking for a long time saw Steve and Sam backtrack to check out the delay, the Goldwing arrives and Andrew informs us that Marty has lost his chain link and wouldn't leave his bike so with Alec and Craig leading, Steve tows Marty to relatives in Berwick. With Marty pillion on Craig we continue to where Ben should be, but he'd already headed home.

It was fortunate that the afternoon thunderstorms never eventuated as the run was most enjoyable and satisfying. Thanks to Gary, and Ben for leading although to where is another matter and to Andrew and Kim for bringing up the rear.

ZZR1100 Gary Clifton (L)	XL600 Steve Leyland	GR650 Andrew Douglas
ZZR1100 Kylie & Ferie	VFR750 Rob Langer	FZR1000 Craig Morely
ZX10 Ben Warden	CBR900RR Andrew Baker	FZR1000 Sam Sirianni
GPX750 Marty Thompson	CBR1000 Tony Schrader	GSXR750 Mark Dennis
GPz750 Danny Kosinski	CB400 Jennifer Burns	GSXR1100 Alec Brown
KLE500 Ray Thomas	K100RS Andrew Dunn	Car - Ian & Kerrie
Goldwing-Andrew & Kim (R/R).		

Danny Kosinski, GPz750.

REEFTON & BLACK SPURS  
SUNDAY 7/11/93

KBCP:

Ben Warden-ZX10 (Leader)	Geoff Jones-RZ350	Martin Bastock-CBR1000
Warren-CBR1000 (1st ride)	Steve Leyland-GPX750	Martin Thompson-GPX750
Jed-ZZR600		

Yarra Glen:

Mark Dennis-GSXR750	Jack Youdan-Daytona 900	Andrew Douglas-GR650
Andi-TDR250	Tom-FZR1000	Danny Kosinski-GPz750
Eric Makin-YZF750	John Clowes-FZR1000	John Barta-R100GS P/D
Sam Sirianni-FZR1000	Alec Brown-GSXR1100	Andrew Kennedy-CBR900RR
Ray Thomas-KLE500	Troy-GSXR750 (1st ride)	Allan & Kelly-CBR900RR (1st)
Dee-CBR900RR (1st ride)	Steve-CBR900RR " "	Ian Payne-GSX750 (Rear rider)
26 Bikes, 27 People.		Andrew-VFR750 (1st ride)

The weather report promised showers all day and a top of only 17°. Thank god they were wrong as the day started with the sun shining and the promise of more ahead.

The route from the city was altered slightly due to roadworks and the threat of Video cameras on the Boulevard (Refer to Martin Bastock for this scoop), we arrived at Yarra Glen at about 10.20am after the "Usual" lead by Ben through Warrendyte and Christmas Hills (The "usual" - meaning slow and relaxed). I don't think anyone was too surprised to see another 19 bikes at Yarra Glen as the promise of all those good roads being dry was too great a temptation.

From Yarra Glen, Ben led us around the back way to Healesville then Warburton. On the way to Warburton a few riders noticed a NEW riding style from the new GSXR rider. Unfortunately the unusual style also meant that unusual lines were taken resulting in a few kind words of advice from some of the club members! As we climbed up the twisting road to Donna Buang the temperature dropped rapidly so on reaching the top there was even some snow about which Mark found to throw around. Others decided to climb the tower. Down to Warburton for lunch where the lies flowed freely.

Next the Reefton Spur, SENSATIONAL, with the usual cruise ensuring hot brakes, hot tyres and hot motors with the stop at the top accompanied by lies, lies and more lies. From here we headed to Marysville, with a break-away group heading up Lake Mountain. Here also Ian & Jack swapped bikes for a few klm (didn't know they were into that sort of thing??). We next stopped at Narbythong for fuel and more lies before tackling the Black Spur. I followed Ben and won't do that again, "A ride from Hell"

The ride broke up in Healesville with some members heading to Andrew K's to watch the F1 GP. It was while we were stopped that we heard about Tom doing some GARDENING in the sweepers at the bottom of the spur. After a good days riding I always enjoy the slow ride home following Ben. Those slow sweeping corners and hairpin bends taken at walking pace are a great way to unwind!

Thanks to Ben for another great ride and thanks to Geoff Jones & Ian Payne for the rear rider duties.

Martin Thompson  
GPX750

BULGA PARK  
BULGA NATIONAL PARK ---NOVEMBER RUN.

An on-time start is needed for this long run, both from KBCP and Hallam.

I "did" this run on Thursday 11th and want to know why it is not listed as "arduous", ( you know, the @) in the itinerary.

If around 400 Km. Hallam-to-Hallam including some GOR type roads as well as rough, broken roads is not arduous I don't know what is!

Arduous, I'll give 'em arduous.....let's add a 10Km. walk in the steep Bulga Park for added misery.

The KBCP Starters.

Michael C. GSXR 1100  
Jack-Daytona 900 (leader)  
Daniel - VF 500  
Martin - GPX 750  
Pat - GSXR 750

Tony - CBR 1000  
Warran - CBR 1000  
Danny - GPZ 750  
Ben - ZX 10

The Hallam Starters.

Andrew -FZR 1000  
Les (rear rider) GPZ 500  
Sam- FZR 1000  
Steven- Spada  
John M- FT500  
Alex- GSXR 1100  
Andrew K. - Dom 650

Mark- GSXR 750  
John R 65  
Ferdie- ZZR 1100  
Kylie -GT 550  
Craig- FZR 1000  
Rob- VFR 750

Thought my Leader's speech at Hallam was good- much emphasis on the subject of arduous and how we need to keep moving, so forget about enjoyment today.

First coffee stop was Drouin (where else?) then hurrying on to Yarragon & Moe via the Lardner back way. Yeah, I got lost in there on Thursday and ended up in Poowong, lost an hour and demonstrated the wisdom of pre-riding a Club run.

Sam was vocal about not-enough-bends and others joined in after 25 Km on the freeway east of Moe- can I help it if that's the "only" way to Traralgon?

Proir to the Traralgon South lunch stop we had two near incidents, Pat sharing an unwanted Gemini in his riding line and the leader braking hard causing following-Tony to lock up in gravel ( oops-sorry).

We went on to Balook over the excellent winding, ( but with some surface breakup) road and "did" the walk to the suspension bridge in the Bulga Park.

NO, the Club members could not bring the bridge down even with much swinging and jumping activity!

Bit of a problem coming back down this road with some members going off to a lookout site. End result was the leader in seventh position, and could not catch 'em, and Michael "lost" until Ben "found" and brought to the Boolara coffee stop.

No complaints about lack of bends from Boolara as it was Mirboo North, Arawata, Ranceby, Triholm, Drouin South-then Bayles (regroup)- Pakenham-NarreWarren (dispersal stop at 5.05 Pm)

One is pleased that on this arduous run, there was not a puncture nor a crash and burn. Only a suicide bird disconnecting a plug lead from John's R65- the leads are out in the wind you know.

Also, Les qualifies as champion rear rider on the most arduous ride this year-bar none !

Jack Youdan.

(writing this was arduously arduous )

SOCIAL SIP - NOVEMBER 18th.

Tony Schrader	Andrew Platt	Craig & Lisa
Mandy Corrigan	Ross King	Ian & Kerrie
Dot Schwarze	John Barta	Kylie & Ferdie
Michael Chan	Peter P	Andrew & Pam
Andrew Kennedy	Daryl Cole	Tom & Andi
Andrew Smith	Alec Brown	Patrick & Katrina
Mandy Watson	Ben & Vicki	Martin & Georgia
Bear, Justine & Jano		Terry & Elaine

A total of 34 members and friends.

## HOUSE WARMING (SPIT ROAST)

PRINCESS HWY

DATE: SUNDAY 5<sup>th</sup> DECEMBER

TIME: 12 NOON ONWARDS  
(LUNCH & TEA)

WHERE: UNIT 1, 2 DRYSDALE CRT  
HAMPTON PARK  
Ph. 799-8156

MARGARET SHELLEY'S



## Information for Members Considering Riding at Phillip Island

Dear member,

Our Club has booked Phillip Island Motor Raceway on Monday, April the 25th, 1994 for the use and enjoyment of Club members. Please find enclosed an information sheet and an "Idemnity and Release" form. If you wish to participate please read and fill out the required forms and send money and details to the Club Post Office box.

For those who have never participated in this sort of fun day before, here is some background information and a few details of what to expect.

The track hire, St John's Ambulance and miscellaneous expenses will cost the Club about \$2200. To recover these costs and hopefully make a small profit we need 40 riders at \$65 per head. We are limited to 40 riders maximum as a condition of hire.

The track owners must be paid in advance and hence participants must also pay in advance. The committee needs to know how many members are attending. If there are insufficient members then we will advertise discretely in a couple of bike shops for "outsiders" to make up the numbers to cover costs. We expect these places to sell very quickly due to the low price and suitability of the track for motorcycle riding. Hence, to guarantee a place, you must **pay and complete the forms as soon as possible**. Members have first preference up until the deadline of February the 3rd, the MTCV general meeting, after which it is open slather.

Phillip Island racetrack has fast flowing corners and a long front straight. The bitumen surface is relatively wide and the track has large run-off areas. It is most suitable for larger capacity road bikes where they can take full advantage of their abundant horsepower. It is not as tight and twisty (and tiring) as Winton Race track.

The roof of the pit area will be available for spectating and lap timing. Daryl Otzen has again generously volunteered to provide his timing gear and expertise for the day. He will provide large, professional race style numbers to facilitate lap timing.

Flag marshals will be required. Ideally, visitors and friends (the numbers of which we have not limited) would volunteer for flag marshalling duties for an hour and a half or so. We need a minimum number of marshals before riding can commence.

It is a stipulation of the track hire that the "competing" motorcycles are road registered, not just registerable. Hence, no race bikes. Similarly, a track representative will have the power to remove a machine from the premises for exceeding the noise pollution limit. Those riders with noisy aftermarket systems ride at their own risk. There is no money back if you are ejected from the circuit.

The entrance fee pays for the rider, not the bike.

Your bike should be in as good a condition as possible. The track is an ideal environment for learning about you and your machine's limits. It is a good place to experiment with suspension settings. But your day could be ruined by something as simple as stale brake fluid, a leaky fork seal, worn brake pads, or a dodgy chain. The effort taken to maintain your machine will be repaid many times over in fun and excitement. If it needs doing, do it.

Tyre wear will be rapid. It is suggested that new or as-new tyres be fitted, primarily for your own safety and those of others. If you are riding down from Melbourne, then it is 150 km there and 150 km back. By law, tyres must be at least street legal by the end of the day.

Protective clothing is highly recommended. As we have seen at Winton, jeans do not stop gravel rash or worse. Beg, borrow or acquire some full leathers. Now might be a good time to up-grade.

We expect the trackside kiosk to be operating for our benefit. Individuals can bring their own food and drink of course. Petrol will be available from a service station a few kilometres from the track. Expect to use a lot.

Keep your eyes on the Club Magazine for more details as they become available.

Ben Warden, Committee member

## **Phillip Island Sports Day**

(Organised by the Motorcycle Touring Club of Victoria, Inc.)

**When:** Monday, 25th April (Anzac Day)

**Time:** Gates Open 8 am, Track 9 am

**Cost:** \$65 per rider

**Contacts:** Ben Warden 457-4479 (H)

Ian Payne 558-4740 (H)

### **Conditions of entry:**

- indemnity form completed and signed
- monies pre-paid by February 3rd
- no refunds
- no alcohol to be brought in or consumed on premises
- bike must be road registered
- loud exhaust systems at own risk

### **Other Information:**

- make cheques payable to MTCV Inc, P.O Box 453, Richmond 3121
- St John's Ambulance Service will be in attendance
- a maximum of 40 riders will be accepted
- kiosk facilities will be available

## WHELMENA FALLS SUNDAY, 21st NOVEMBER

The sign said 'Falls 1.8k' and the track headed in a decidedly upward direction. With my level of fitness, or lack of same I should have waited with the bikes by the Murrindindi river. A few metres along the track and the word 'up' began to take on the same horror meaning as other nasty words that are used around the Jones household. You know the ones, 'mortgage, clean up the shed, dishwashers broke, PE gearbox gone again dad, cat has been in a fight again, and the worst of all --- Its Friday night Dad, I need some money.'

Tight chest, burning throat, heavy legs, but the falls are reached at last and quite a sight they are and I should mention that only a select few of the total of 20 on the ride made the trek to the cascades. They deserve to receive an honourable mention. The heroes are: MARK, ALEC, WARREN, DANNY, MARTY and your scribe. I should add here that I am relying on memory to compile this list and as I was near death at the time apology to anyone else who made the top.

Now the hero list has been published the rest of the people and bikes, places visited etc follows.

Mark, GSXR750, leader, John, BMW R100 GS PD, rear rider, Peter P GT750, Steve, GPX 750, John V. D, VF 1000 F2, Martin and Melanie, CBR 1000F, Andrew, CBR900RR and later on Dominator, Marty [tequila sunrise] GPX 750, Ben, ZX10, John, FZR1000U, Alec, GSXR1100N, Danny, GPZ750, Chris, FZ750, Eric, YZF750, Chris, GSXR1100H, Craig and Lisa, FZR1000D, Warren, CBR 1000, and smelling as sweet as ever, running on caster bean oil, Geoff, RZ358.

KBCP and despite warmings about fun runs and where to park, Ben is seen stranded on the wrong side of thousands of runners who seem to keep coming over the Flinders street bridge in a never ending stream. After some threats from Steve about leaving Martin and Melanie & Ben with the runners and heading to Yarra Glen a bit of wrong way riding occurs and we all head for the Glen and the main group.

After Mark had informed us that he was ill and not to approach too near in case he delived a 'vomit shower' [his words not mine, I'm too refined to use such graphic language] we mount up and head for the St Andrews to Kinglake road and at its end, morning tea. In keeping with the editor's distain for the word 'speed' this will be the only time it will be used and in fact I saw no 'speed' all day, honest.

The route followed was thus----Kinglakes, Strath Creek, Seymour, Highlands, Ghin Ghin and Yea where lunch was taken.

After lunch where by the way Warren decided that CBR's are easy to park if you lay them on their side between the cars and Martin felt it was time to clean the inside of his float bowls, off we rode to Break O Day. On from here to Glenburn and a short section of the Melba highway to Devlin Bridge and a right turn onto the falls road which goes into the Murrindindi Scenic Park and changes to dirt.

Not everyone went onto the dirt, Andrew went home and came back with the Dominator, Ben went to sleep and awoke when we came out. Chris GSXR1100H just went, and I thought I had gone too when the front end of the ring ding was nearly swallowed up by the mother of all pot holes. Those who started out on the dirt all made it into the falls and out again but only the true heroes actually saw them up close. Hold your heads high you brave fellows.

From the falls it was back to the highway and down to Glenburn for afternoon tea after which to the break up at Yarra Glen. The weather was maaagnificent all day and of course the company as always top draw. Thanks for the effort Mark, it was great, and thanks to John for RR duties all day.

As another old fart said once

See you on the road.

Geoff RZ358

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#### TWO MOTO JOURNOS CAUGHT.

Continuing the series highlighting some outlandish comments made in the motorcycle press, we have two offerings this month.

##### Case 1.

...On testing a Ducati Superlight, we read..." .....the speedometer arcing towards 180 Km/h—speed which can be held through the next long sweeper sign-posted 65 Km/h."

Now maybe it's not impossible to do this, just highly improbable—but wait, the key is in "arcing towards". See, we jumped to a conclusion it was 180 when it was probably 90 and it is true that 90 is toward 180... so is 40,75,127, etc,etc!

##### Case 2.

A journo writing about a hotted up Fireblade " ....15 per cent more power at 8000RPM than a stock CBR 900 RR....."

OK, But just before this statement, we read of twisting the throttle on a green traffic light and the rear end letting go over the red-bricked pedestrian crossing.

Inference is the thing was at 8 grand on the crossing—means 97 KPH even if only in first gear?

Well are we to suppose this is normal riding style on suburban pedestrian crossings? - it sure beats the hell out of horror stories about Volvos flying through school crossings with lolypop ladies (persons) on duty.

Draw your own conclusions about these two cases—were they simply ego trips?—but what irks is the magazines would contend they are responsible publications and would not want readers trying to emulate these situations.

Come on journos, there will be someone out there who will try, based on your writings.

Jack Journo Youdan.

( where incompetence is only exceeded by irresponsibility)

LADIES RIDE - SAT 22nd NOV

Though the day was a bit rough, the day turned out with glorious weather, in fact it couldn't have been better. The DISAPPOINTMENT was ONLY FOUR LADIES ATTENDED;

Andi - YZF                      Belinda - Seca 600  
Emma - Spada 250              Mandy - ZZR600

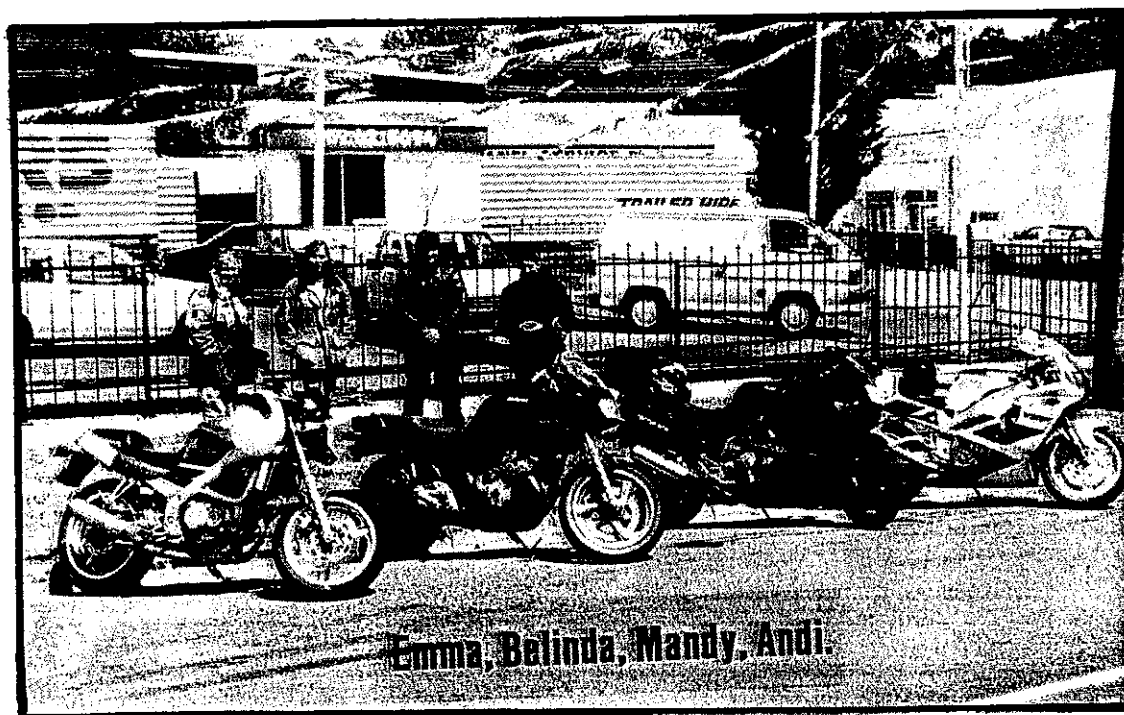
Some rang with legitimate excuses, but the others I don't know.  
What's happening to all YOU women riders?

Leaving Yarra Glen at 9.45am, we headed up Mt.Slide, across to Kinglake; Flowerdale & Strath Creek for morning tea. No rear rider had been appointed as the four of us stayed within sight, the pace being quite reasonable. Strath Creek to Yea, Molesworth and right towards Alexandra. But on reaching the "T" intersection on the Maroondah we turned right again & did a loop around the Break-O-Day caravan park and then into Alexandra for lunch.

Being ahead of schedule we then headed back to Thornton, Acheron, Buxton, Marysville, Narbethong, down the Black Spur and into Healesville where we broke up at around 3.30pm. Approximately 300k's for the day and the only INCIDENT was losing Emma on the Black Spur, but that's another story!

Thanks to the ladies that showed up and hopefully we can improve on the attendance next time.

Andi - YZF



CLUBPERSON OF THE YEAR PROGRESSIVE POINTS - TOP 10

Ben Warden - 38	Michael Chan - 30	Ian Payne - 30
Andrew Kennedy - 29	Tony Schrader - 28	Alec Brown - 27
Mark Dennis - 26	Martin Thompson - 26	Steve Leyland - 20
Craig Morely - 18.		

# Lavers Hill via GOR

Sunday 28 Oct. '93

GPz750	Danny Kosinski	112.8 km	GT550	Kylie Hillier	108.3
ZZR1100	Ferdi Buddingh	109.7	CBR1000	Tony Schrader	109.8
GSXR750	MarkDennis	108.8	FZ750	Chris Lee	111.6
YZF750	Andi Sirninger	109.1	FZR1000	Tom Saville	107.7
GSXR1100	Alec Brown	108.0	GPx750	Steve Leyland	111.5
VF1000	John van Dorp	108.5	GSXR750	Patrick Tayeh	107.8
FZR1000	Andrew Baker	107.0	CBR900R	Robert Langer	109.8
GSXR1100	Michael Chan	107.8	FZR1000	Craig Morley	106.1
GPX750	Martin Thompson	109.3	CBR900R	Andrew Kennedy	111.4
ZX10	Ben Warden	109.2	ZZR250	Thomas	106.1
ZZR600	Rob	108.5	GSXR750	VX857	108.8
CBR1000	VB260	109.9	VFR750	VR220	112.0
VFR750	Steve	109.1	Z250C	Anne	111.1
VF500	Dan	109.5	RGV250M	Shane	107.4
ZZR1100	Geoff	109.3	GSXR750	TP509	-
GPz900	Nigel	109.1	FZR1000	Gary	108.5
Tengai	Geoff	-	GSXR7/11	Con	
ZXR750	Mic		ZXR750	Matt	
FJ1100	Chris		RGV250	Carlo	
YZF750	Gary				

39 bikes, 39 people, 19 members

I met Marty, Craig, Tony and Nigel at the Paper Mills on Heidelberg Road on the way to the Boulevard at about five past nine as agreed. It wasn't long before Marty was on my tail with Criag not far behind. I was still coming to grips with a new/second hand Battlax BT-50 on the front complete with lumps and gumps all over it from the race track.

Riding around the Boulevard helps me acclimatise a little more quickly to the ZX-10's weight and steering characteristics after riding the Tengai all week to work. It was even stranger this time because I had replaced the five year old spongy front brake lines with braided items and already they had surprised me with their instant response. After buying the fittings and lines I had spent a couple of hours on Saturday making, installing and bleeding them but ran out of time to go for a test ride.

So all I needed up my clacker was some raving GPx ratbag in go fast mode! I figured it would be an omen for the day.

I pulled into the Solo service station on Punt Road and before I knew it I had half a tank of unleaded. The bike pings madly on unleaded so I topped up with Super. A 50/50 mixture is supposed to up the octane rating so it was fortunate really.

The weather forecast was for occasional showers clearing later. The showers never eventuated.

About 29 bikes and riders were at KBCP including a contingent from the DTs, a group Tom often rides with. I tried to instill the corner marking system into their memories but in only the three corners to Laverton secondary pick-up it had fallen down. Ho-hum.

Michael Chan helped gather a list of bikes and odometer readings, the number having swelled by a further 4 bikes. After another corner marking system explanation, route directions and plan of the day's activities we set off. It was close to 10 am. Danny was staying rear rider until Anglesea.

I followed my usual back road route to Anglesea passing through towns such as Lara, and Batesford, avoiding the highway wherever possible. I was surprised by how often I had to wait on corners for the next bikes to arrive. It seems that the new riders were sitting at less than the legal limit on the Geelong Freeway. Ho-hum.

At Anglesea we were joined by a further 6 riders who had apparently ridden down on Saturday night due to the length of the ride!

The odometers were checked and recorded and that part of the day's activities was completed. As best as I can judge, the accurate distance from Laverton to Anglesea is about 104 km. All the bikes read high which means their speedo's are even less accurate because they are geared to read high, even when the odometer is accurate. The Japanese play it safe to avoid tangling with the litigious Americans.

At about 10 to 12 I left for Apollo Bay and Lavers Hill, a further 121 km away. Occasionally I caught glimpses of Geoff Yeo (long time non-member riding a ZZR1100) a few corners back. At Apollo Bay I stopped and cleaned my visor, and upped the rear rebound damping a click in preparation for the next 45 km of fast smooth sweeping corners, with the odd spine crunching bump thrown in. After Geoff came Andrew Baker, Tom, Marty and Craig. Tom conceded that Andrew had got the better of him on the stretch but I think the effort nearly exhausted Andrew as he gasped and begged and pleaded for a rest. Unfortunately for Andrew I had other plans.

It wasn't long before Tom and Andrew slotted in behind me, swapping places every now and again to share the stone chips around. We bopped along passing a car or two and generally enjoyed the perfect conditions arriving at Lavers Hill at five past one, just in time for lunch and petrol.

The others started filtering through, Touring Club members leading the charge, the ring-ins unused to sustained touring speeds. It soon became apparent that Mark had run out of fuel 2 km short of Lavers Hill. Michael eventually went back with fuel when it appeared that the rear rider was either lost or not coming. Kylie eventually arrived at 2 pm, some 55 minutes after me. It appears seems the learner riding the Z250 was pretty tired by Apollo Bay and stopped for refreshments. I guess it is better to be safe than sorry. But her "friends" ought to be taken to task over asking her to come. It was advertised as "arduous".

The other amusing anecdote was Steve Leyland chocking up the ride, while propping behind a red Falcon with large red and blue lights behind the rear windscreen. The driver wore a blue shirt with patches on it as most Country Fire Authority officers do! He sure scared hell out of Tom when he walked out of the shop. Probably not surprisingly, neither Tom, Andrew or I remember passing him.

The complicated issue of passing on the left reared its ugly head again. Is it okay to pass on the left when the guy is on the wrong side of the road running wide? What if you are riding next to someone or just behind them and they jump on the anchors coming up to a corner and by virtue of you doing nothing, you have passed on the inside. Is that your fault? Rhetorical questions I am sure will agree. When safety is an issue, then of course passing on the left is also okay.

As with any large group of motorcyclists, there are going to be strong and differing viewpoints. In this case, the issues were quickly and discreetly resolved: I suggested a number of work-around solutions, all of which were accepted as good ideas. There were no problems on the return leg. I

digress.

Soon after 2 pm we set off. Tom had seen my bike move around as I tried to apply more power in some corners and I agreed with his suggestion of upping the rebound another click. Buying the Ohlins is the best money I ever spent.

Eventually Marty came through and we settled on a comfortable pace. On a particularly enjoyable steep, uphill, off camber, left hander, which seemed to last forever, I pushed a little harder. Something went bang and the rear end wobbled slightly, the footpeg digging in. It soon became apparent: the gear change lever had snapped off! I could change down, but not up. The next couple of hundred kays were spent doing clutchless gear changes by hand. I think I will carry a gear change lever in the future.

We were soon back in the swing of it, Marty sticking like glue, come hell or high water. Suddenly he wasn't there. I slowed, and slowed, and finally decided to look for somewhere to do a U turn. Suffice it to say, Mr Burke, of Burke's Backyard fame, gave Marty a call that evening to discuss his gardening prowess. Strangely, it is reported, that every few minutes or so, Marty was heard to yell at the top of his voice: "It was GROUSE." Sad but true.

Next stop Lorne, some 92 km from Lavers Hill, our final regroup. Everyone was buzzing. Long suffering rear rider Kylie and Anne came in half an hour behind the main group. She looked incredulous when I informed her of the time difference, but it was the truth. Onwards.

Up from Lorne to Deans March through Moriac and Geelong arriving at twenty past four. These are great roads to wind down on after a hard days riding in the tight twisties. Michael and Steve encountered a fairly aggressive GTS Falcon driver pressing on. I remember ducking down behind the screen in that ridiculously long, fast, left hand sweeper, a group tucked in behind me. Magnificent.

About 10 of us ended up at Steve's for afternoon tea and tall stories, but not before the two 250's had tangled in Laverton suburbia on a tight, left-hand corner resulting in a cracked RGV fairing minus a blinker. Some routine maintenance was performed on Anne's Z250 single including tightening and lubricating the chain, checking the front sprocket for wear, adding a large amount of oil to the miserly 1.4 litre sump, putting a bolt in the gear sack rack, and adding a couple of nuts to the exhaust flange at the head - the split collets were no more: lost en-route and hence the horrible noise!

Home by 7 pm and still bright sunshine. The ZX clocked over 175,000 km and is due for a service (and gear change lever). I was impressed with my brake line handiwork - nothing weeped. The front Battlax tyre survived the day well. And who needs early starts when you can have a late, late start, lots of hold ups, ride 500 km, and still be back in Geelong by 20 past four.

Hope everyone enjoyed the ride as much as I did,

Ben Warden (ZX-10)



Omeo is situated 420kms east of Melbourne close to the Australian Alps, in particular Mt.Hotham and Dinner Plain.

We are staying at the Omeo Caravan Park (Holstens) which is situated 1 km north east of the Post Office on the Old Omeo Hwy  
This is a camping holiday so BYO everything, no booking is required and unpowered sites are \$9 per night (2 people). The park also has On-site vans, Kiosk, BBQ & Recreation Room. For details Ph: 051-591351.

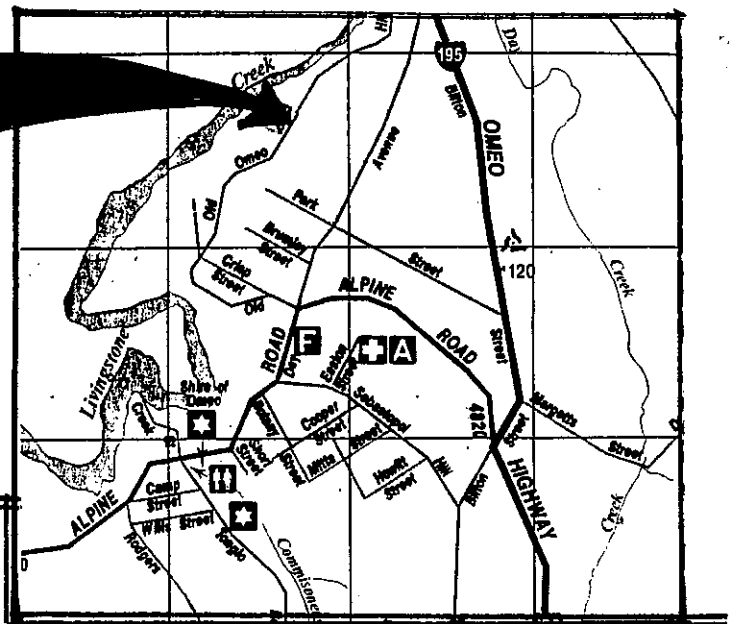
Omeo also has available Hotels, Motels and Guest Houses for accommodation, for details contact the Omeo Tourist Centre, Ph: 051-591411.

## ACTIVITIES:

Swimming, Bushwalking, Fishing or just relaxing. The area also boasts some excellent roads and is easy distance to Lakes Entrance, Buchan Caves, Bairnsdale, Orbost, Dinner Plain and Mt.Beauty.

Meet at Hallam on Boxing Day at 10am or just make your own way there (see map).

# HERE



## Mt Gambier - Stawell Weekend Jan. 94

Although no longer a gazetted long weekend holiday, Ben is still running a 3 day format by taking annual leave on the Monday therefore members are invited to attend for 1,2 or 3 days of this ride.

## ITINERARY:

Saturday 29th - Meet at the Laverton servo for the 9.00AM start to the trip down the Great Ocean Road to Mt.Gambier.  
Overnight at JENS HOTEL, 40 Commercial St East, at \$30 per person.

Sunday 30th - We head north to Hamilton, the Grampians for sight-seeing then to Stawell and overnight at the CENTRAL PARK MOTEL, 3 Seaby st, at \$30 per person.

Monday 31st - Today will be spent travelling back to Melbourne.

## MT.GAMBIER / STAWELL WEEKEND.

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

Please book for me,

.....Single.....Double room for Saturday 29th - Mt.Gambier

.....Single.....Double room for Sunday 30th - Stawell.

I ENCLOSE \$20.00 to secure my booking, \$.....

Please return to Ben Warden (12 Timor Parade, West Heidelberg, 3081) ASAP.