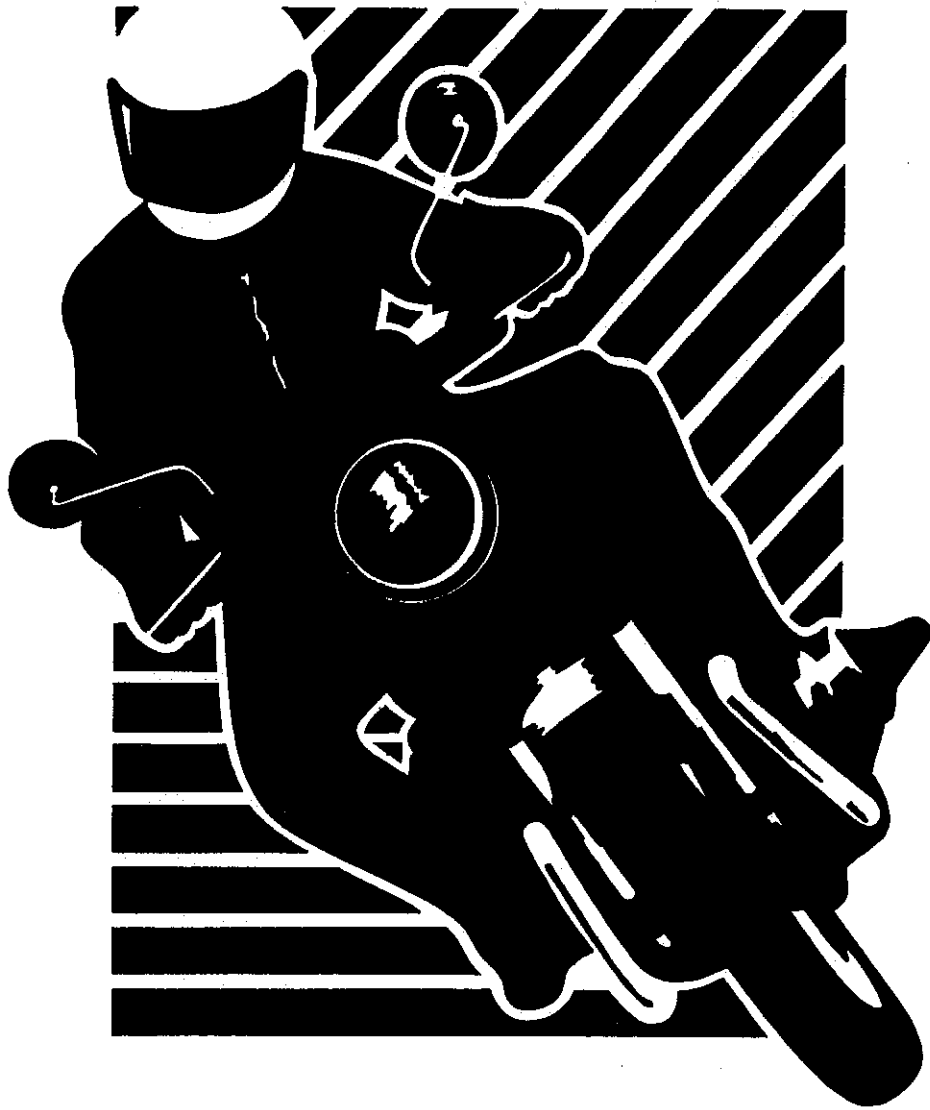


FEB 93

Good Vibrations



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

ITINERARY

FEB.93

SUNDAY 7th.	AGNES FALLS Welshpool. 9.30 KBCP 10.15 Hallam. Adam Locke leading	These waterfalls are situated close to the Sth Gippsland Hwy between Welshpool and Foster. They are certainly worth a look and with so many good roads around the area it'll be a ride not to miss.
SUNDAY 14th.	TOBOGGON PARK Whittlesea 9.30 KBCP 10.15 Hallam Michael Chan leading	To take advantage of a special discount between the hours of 10am & 1pm the club will proceed direct to Whittlesea from KBCP. The Hallam pickup, led by Ian Payne will do the same. NOTE: A giant waterslide is also included, so if hot come prepared! <u>COST</u> : \$9 per person for unlimited use of toboggons & waterslide. (Usually \$2.50/run & \$4/1/2hr). A short ride will follow .
THURSDAY 18th.	SOCIAL SIP Anchor & Hope Tavern 481 Church St. Richmond 6.30PM Onwards	This informal evening is proving very popular, so come along for a meal or just to socialize. ** Come and help DOT celebrate her birthday**
SATURDAY 20th and SUNDAY 21st.	PORT CAMPBELL Weekend Away. # Sat. 9.30AM Laverton # Tom Saville leading	This 2 day ride will see us head out the back roads to Lorne then to Lavers Hill & Port Campbell overnight. Refer to separeate article for all the details.
FRIDAY 26th.	MARYSVILLE NIGHT RIDE Steavensons Falls Mitcham Hotel 7 PM. 556 Whitehorse Rd. Melway 48 K9 8.30PM - Departure. Ian Payne leading	This night ride will begin with a counter meal (Dress neat/casual, bike gear is unacceptable) with the ride proper starting at 8.30pm outside the pub. Fairly direct route to Marysville & the floodlit waterfalls. Bring a torch & some bread for the overly friendly possums.
SUNDAY 28th.	WALHALLA Cricket Challenge 9.30 KBCP 10.15 Hallam Ben Warden leading	Due to the popularity of this event in the past, this year we will not challenge another club but play ourselves. Equipment supplied with limited overs to ensure everyone gets a bat & bowl.

Itinerary

March 93

THURSDAY 4th.	GENERAL MEETING St. Pauls Church Hall 8.15 PM. SHARP	Usual informal meeting, followed by supper and socializing
FRIDAY 5th.	TASMANIA TRIP Abel Tasman	Those going and who haven't booked refer Dec/Jan newsletter for details.
SATURDAY 6th to MONDAY 8th.	LICOLA BUSH CAMP Wellington River # Sat. 9.30 KBCP # 10.15 Hallam	We again visit this popular camping spot situated 22km north of Licola at the Wellington river bridge right at the end of the bitumen. BBQ's & fireplaces are provided everything else is BYO.
SUNDAY 7th.	LICOLA RENDEZVOUS 9.30 KBCP 10.15 Yarra Glen	For those not camping, or going to Tasmania, a ride down the excellent roads to visit those that are!

Port Campbell

Feb.20/21

This weekend away is proving to be quite popular, so much so that our leader, Tom Saville has proposed we split the group in two for the trip down to Port Campbell, with the more "enthusiastic" riders leaving in the first group and the "tourers", led by Ian Payne, leaving 20 minutes later in the second group.

ITINERARY

Saturday 20th. Leave Laverton servo at 9:30AM (or 9:50AM) and proceed to Meredith for smoko. Then across to Winchelsea, Lorne and Lavers Hill for lunch. Back inland to Gellibrand, Simpson and Port Campbell for our overnight stay.

Sunday 21st. After breakfast a short ride to view the Twelve Apostles and other sandstone formations, regroup for a direct run along the Ocean Road to Geelong and Laverton for breakup.

ACCOMMODATION

The club has completely booked out the "Port O'Call Lodge" therefore to secure a bed (4 Double / 6 singles) in one of the 4 rooms contact Ian Payne ASAP, Ph. 558-4740.

Note; Bed and light breakfast approx \$25 per person.

Or, if you wish to arrange your own accommodation:-

Loch Ard Motor Inn.....Ph 055-986 328

Port Campbell Motor Inn.....Ph 055-986 222

Southern Oceans Motor Inn...Ph 055-986 231

MOTORCYCLE TOURING CLUB OF VICTORIA INC.

Minutes of the General Meeting Held 13/12/92

1. Call to order; 8:42pm
2. In attendance; 58 members and guests.
3. Captains Report;
 - 3.1 Nov. 8; Maldon, Tom Demosthenous leading. 350km, 19b, 22p. Windy dry overcast day. No incidents.
 - 3.2. Nov. 15; Woods Point, Andi Serninger leading. 400km, 10b,12p. Superb weather. Accident with Tony Peek resulting in 18 stitches in his arm
 - 3.3. Nov. 19; Social Sip at the Anchor and Hope. 22p. Committe meeting included.
 - 3.4. Nov. 24; Warragul, Ian Payne leading. 350km, 15b, 18p. Cool with showers and sunny later. Jennifer on GN250 crashed with minor damage.
 - 3.5. Nov29; Carlisle River, Ben Warden leading. 550km, 16b, 16p, Dry windy weather.
4. New Itinerary; a resume presented to members.
5. Treasurers report; \$1,111 balance, \$694 expences for last month, \$228 for mag covers.
6. General Business
 - 6.1 Club BBQ for 5/12; BYO incl. hat raffle for MRA
 - 6.2. A trade page is available to advertise services for members.
 - 6.3. Details of Tasmania trip. See club mag.
 - 6.4. Anchor and Hope tavern night; discussion of the event.
 - 6.5. Economy run trophy presented to Jennifer Burns.
 - 6.6. Christmas stickers donated by Jeff Jones for members.
 - 6.7. Luke re; postcard from Gary Yates in England.
 - 6.8. Rob Langer in TAC to have leg reset after a motorcycle accident.
7. Meeting adjourned 9:20pm

XMAS BBQ

Another successful event with 37 members and 14 friends attending, fortunately the rain held off until nearly the end.

The "PARTY GAMES" were also a great success, with Ray & Denise Thomas showing how to throw and catch an egg the furthest without it breaking. Dangerous things eggs, with both Jon Riddett and Ben Warden coming in for an EGGING.

The balloon (condom) blowing-till-burst also proved highly entertaining with Josephine showing all how it's done. Speaking of done! Pam (9 months pregnant) Dunne came in for some ribbing about, it's a bit late using one NOW. New member Andrew Smith, showed us a novel way... by putting the condom over his head (did I hear some-one say dickhead?) and blowing it up by his nose. Prizes were of a suitable "ADULT" nature.

AT BBQ:-

Martin Bastock	Alec Brown	Colin Davies	Andrew, Pam & Naomi
Jennifer Burns	Mark Dennis	Ken Brown	Daryl & Josephine
Doug Forsaith	John Barta	Ross King	Robert & Mandy
Stuart Forsaith	Gary & Dot	Peter.P	John vD with Chris & Becky
Andrew Smith	Ian & Kerrie	Ben & Vicki	Jon Riddett & 2 friends
Tony Schrader	Ray & Denise	Margaret	Andrew Kennedy
Eric & Nadine	Steve & Roz	Anita	Kylie, Ferdi, Maurice & Devlon
George Lardas	Luke & Stav	Morris	Bear & Wesley

Thanks to Dot & Gary for a great job, the cooks Ben & Vicki and Sam for the bread.

#

WHO's NEWS

Congrats to Pam and Andrew on the arrival, at HOME on the COUCH, of Amelia Catherine (7lb 15½ oz) on December the 6th.

Luke, house-sitting while Margaret went home to Lismore for Christmas, found out how possessive the cat is when it URINATED all over his clothes. This is not the first time the cat has behaved this way and the moral is....Gentlemen DON'T take your clothes off in Margaret's bedroom?

Live in Altona, Footscray, Melton, Sunshine, Werribee or Williamstown? Then you're entitled to a \$50 discount off any STAY UPRIGHT course. For details contact Michael on 311-8256.

Due to the sale of his business, Tom and Andi now have a NEW PHONE NUMBER, which is 848-9988. And what is Tom going to do in SEMI RETIREMENT? "Buy another Bike" what else !!!

Ex President and now Taree NSW resident Vince Green is back into motorcycling with a brand new Yamaha FJ1200.

Andrew Kennedy planning a few 'Dirty Weekends' with the purchase of a new Honda NX650 Dominator trail bike.

John Barta's new R100GS Paris Dakar is proving to be an excellent all-rounder. Only complaint, John's off-the-beaten-track excursions are quickly wearing out the tyres and rear shocker.

Congrats to Lisa Robinson, the winner of our leather hat raffle. Thanks to all who bought the raffle tickets as just on \$100 was raised for the MRA Toy Run Appeal.

The VACC is 75 years old in February 1993 and is having a big celebration in Bendigo on Feb 20/21. For full details contact Garry McInnes Ph 054 439 595.

More Who's News

Steve Leyland's recent session in court to fight a speeding infringement proved successful after he had the fine reduced from \$165 to \$105 and the 3 demerit points dropped to one. Seems he tickled the Judges fancy with his comment that the Police Officer "had not given him the opportunity to negotiate a discount".

Ian Payne recently had a call from his 18 year old daughter to say she had completed her VCE, was leaving school and embarking on a full time career in.....MOTHERHOOD! Yep that right the Pres is to be a GRANDFATHER so all you young whipper-snappers please extend the courtesy and respect one in his position deserves.

John van Dorp's VF1000 in having a top end rebuild prior to his Queensland trip, but still sounded a bit rattley - Turns out rear cam chain tensioner had broken.

Anita's decision to forgo the Aust.Day Weekend ride and do some painting saw her crash.....off the ladder and crack a RIB.

The Aust.Day Weekend didn't start too well with Tom Saville crashing on the twisties near Tolmie. Seems the combination of rear brake/White line and poor tyres contributed to the crash, fortunately Tom faired OK despite being highsided down a rocky embankment. Later on, the Oxley roadworks caused a few scares with one section bringing Margaret Shelley unstuck. But sore shoulder and broken blinkers were not enough to stop Meggsy.

Then on Sunday, John Barta's BMW found some molten tar on the hot climb up to Falls Creek. John's a bit sore with the new bike looking a bit 'used'.

The Cockatoo ride also had some spills with the Donna Buang road claiming Stuart Forsaith's ZZR11 (only a few scratches) and Campbell's RGV (blinker & scratches) then the Reefton also took a dislike to Campbell's RGV only this time with a bit more damage to man and machine.

Simon Locke ALSO did a bit of 'gardening' over the Xmas break when his Spada 'failed to take a bend'. Fortunately Simon escaped with minor bruises & gravel rash.

FOR SALE:

Honda FT500. Best Offer, Tony Ph. 546 5232 (BH).

Kawasaki KLR650 TENGAI, 35000kms, 21 months old

Regularly serviced / Excellent condition.

\$4000 ONO. Gary Yates Ph. 899 1420 (Gary is still having knee problems, hence bike sale)

1981 Ford Falcon Stationwagon (Anita's Orangemobile)

New 6 cyl engine. Auto/Roof rack/Towbar.

\$5000 ONO. Anita 878 5657 (AH).



Campbell
ON
Reefton

THORPDALE SUNDAY 13DEC92

RIDERS:

BEN WARDEN	*ZX 10 (LEAD)	RAY THOMAS	ZX 10
TONY SCHRADER	*GPZ900 (REAR)	JOHN CLOWES	FZR1000
LES LEAHY	*XR600	ERIC MAKIN	FZR600
DARYL OTZEN	*BMW R65	JACK YUDAN	K100RS
MARK DENNIS	*GSXR 750	ALEC BROWN	GSXR1100
GEOFF PO	*VF500 (2ND RIDE)	GORAN (LEARNER)	ZZR250 (1ST RIDE)
ANDREW KENNEDY	*CBR900	JON RIDDETT	K100RS
MARTIN BASTOCK	CBR1000	ERIC MERZ	FZR1000

* DENOTES FINISHERS

THE DAY BEGAN WITH A CONFLICT OF INTERESTS. THERE WAS THE MRA TOY RUN VERSUS THE CLUB RUN. SO RIDERS WERE DOWN IN NUMBERS DESPITE THE DAY LOOKING PROMISING. MARTIN WAS AT THE START FOR A QUICK HELLO THEN OFF TO THE TOY RUN, WHILE JON RIDDETT CONTINUED TO YARRA GLEN BEFORE LEAVING. WE HAD ONE LEARNER ON THE RIDE, NAMELY GORAN, FOR HIS FIRST TIME, HIS PAST EXPERIENCE BEING TWO MONTHS RIDING.

LEAVING YARRA GLEN, WE TOOK THE ROAD TO HEALESVILLE THEN TO YARRA JUNCTION. ALREADY, TONY WAS HAVING A LONELY RIDE AS GORAN WAS DOING THE RIGHT THING BY RIDING WITHIN HIS EXPERIENCE LIMITS. BUT PROGRESS WAS SLOW. FROM LAUNCHING PLACE THE ROUTE WAS; POWELLTOWN, THROUGH NOOJEE STATE FOREST, THEN TO NOOJEE FOR MORNING TEA, WELL, EARLY LUNCH.

THE COMBINATION OF PLENTIFUL RAINS AND THE LOCAL COUNCIL ADDED SOME INTEREST TO THE OTHERWISE EXCELLENT ROADS. POT HOLES AND GRAVEL WERE ALSO PLENTIFUL PLUS AN ABUNDANCE OF STICKS. THE FRONT GROUP WERE HAVING FUN ON THE FASTER SECTIONS THROUGH THE STATE FOREST AVOIDING THE POT-HOLED CHICANES.

WHEN A BRANCH WAS THROWN UP AND BOUNCED OFF THE FIREBLADE'S FRONT TYRE, THAT WAS IT, ENOUGH! SO WE MOVED OUT FOR CLEAN AIR, BEN AHEAD AT NOOJEE.

ONCE AT NOOJEE, GEOFF FOUND HIS VF500 RAN MUCH BETTER ON FUEL/AIR MIXTURE RATHER THAN FUMES/AIR. HE HAD FORGOTTEN ABOUT FUELLING- UP AT THE START. MORNING TEA WAS HAD, BUGS CLEANED OFF, VISIBILITY RESTORED AND DISCUSSIONS HAD. RAY DEPARTED AT HERE AND AFTER THE HEAVY TIME GORAN HAD, IT WAS DECIDED AND AGREED THAT HE SHOULD CONTINUE TO THE HIGHWAY AT WARRAGUL THEN DEPART TO MELBOURNE. I THINK THIS SHOULD BE CLASSED AS SELF PRESERVATION AS THIS RIDE WAS NOT SUITABLE FOR BEGINNERS. THE PACE WAS NOT THAT FAST BUT DID NEED ROAD SENSE AND STAMINA.

JOHN AND ERIC ONCE AGAIN SHOWED HOW SMALL FZR TANKS ARE, NOT TO MENTION HOW UNCOMFORTABLE THE SEATS WERE AND, TOO, LEFT AT NOOJEE.

ON TO WARRAGUL, GORAN LEFT, THEN ALONG THE EXCELLENT ROADS TO KORUMBURRA AND LEONGATHA. A SHORT BIT OF BACK-TRACKING WAS NEEDED WHEN THE LEADER BECAME CONFUSED. I WAS ALSO HELD UP AT ONE STAGE BY A MOBILE ROAD BLOCK IN THE FORM OF A POLICE TOYOTA TROOP CARRIER.

AT THE LUNCH BREAK, ALEC DEPARTED AND THE WEATHER SHOWED US THAT IT WASN'T GOING TO BE FINE ALL DAY, WITH A FEW SPOTS OF RAIN COMING DOWN. SOME REFUELLING TOOK PLACE, MORE BUG REMOVAL THEN OFF AGAIN TOWARDS THORPDALE OVER MOSTLY GOOD RIDGE ROADS.

BEN'S JOKE - OR PERHAPS TO KEEP LES HAPPY, WAS A SHORT LENGTH OF DIRT ROAD NEAR ARRAWATHA. I COULDN'T FIND IT ON MY MAP BUT IT DOES EXIST. SO TOO DID THE LOCAL COCKIES HAVING A BARBEQUE THERE AS WE CRUISED THROUGH - ALL IN THE MIDDLE OF NOWHERE.

AROUND THORPDALE THE WEATHER DETERIORATED, THE ROADS BECAME WET, I GOT SLOW, AND SOMEONE STUFFED UP SO POOR TONY (REAR RIDER) WAS LOST AS WE SOON DISCOVERED AT THE RE-GROUP AT TRAFALGAR.

WHILE THE GROUP WAITED, BEN WENT BACK ONE WAY AND LES ANOTHER LOOKING FOR TONY. ONCE FOUND, ORDER WAS RESTORED AND THERE WAS SOME MUTTERINGS OF PROPER CORNER MARKING. DURING THE DELAY HERE, ERIC ON FZR1000 DEPARTED FOR HOME. THE NUMBERS KEPT COMING DOWN.

THE RIDE TURNED SOUTH WEST AT YARRAGON AND BACK INTO THE HILLS AND ON TO DROUIN WHERE JACK DEPARTED. BETWEEN DROUIN AND NOOJEE MARK DENNIS AND I SUCCESSFULLY HAD A SHORT SIDE-BY-SIDE THROTTLE ON WHICH SAW US BOTH OVER SHOOT THE NEXT TURN. THE LOCAL COUNCIL DEMONSTRATED IT'S SENSE OF HUMOUR BY HAVING THE GOOD ROAD BETWEEN THE ROAD WORKS SIGNS AND THE RUBBISH AFTERWARDS.

FROM NOOJEE WE TRAVELLED BACK THROUGH POWELLTOWN TO YARRA JUNCTION FOR BREAK-UP. ONLY SEVEN OF SIXTEEN REMAINED AS THE RAIN CAME DOWN AGAIN FOR THE SHORT TRIP HOME.

ANDREW KENNEDY CBR900RR

PS: HAVING GONE BACK INTO THE GARAGE AFTER DINNER, DOESN'T THE LIGHT SEEM TO PLAY TRICKS ON YOU? IT LOOKED AS THOUGH MY TYRE WAS FLAT. IT WAS!

Ian & Kerrie-XJ900, Peter.P-GT750, Ben-ZX10, Patrick-GPz600,
Gary-R100RS

This ride is always a quiet event after the christmas BBQ and so it was only the 6 of us heading up to the Whittlesea pickup, and even after Whittlesea it was still only the six of us. Up through Kinglake West we went in the rain, then Flowerdale and left to Strath Creek for smoko. I decided it was too hot for wet weather gear and shed a layer, the sun was shining, rejoice, must be summer.

After we had discussed a few of the philosophies of motorcycling in general, a man on a motorbike appeared on the corner, Tom! Yep Tom Saville waiting for his cronies to appear, (I thought it was going to be a fang ride Tom?). Well they were still coming when we left but we did manage to tell them about the cops in the area due to the 'Hells Angels' concert, not that they needed a warning!

From Strath Creek we headed across to Broadford, Wallan, Heathcote, all along the good roads. Upon entering Heathcote a cat ran under my front wheel so I thought we may be having dim-sims for lunch. After lunch and a little search we found the Pink Cliffs and a sight to behold are they. Running rampant around them we stumbled on a couple 'canoodling' in the cliffs, I can think of better places!

Having thoroughly explored the cliffs it was off to Mt Ida fire tower, the club has had many rides to this tower in the past so we thought we would check it out seeing it was so close. Excellent views of the area can be seen from this vantage point. One can even see the Pink Cliffs if one knows where to look.

Well it was only five us now as Peter.P had left at lunch time with warped discs (not sure how he got them!) so corner marking was almost non-existent as Patrick followed Ian, & I followed Pat, & Ben followed us all. Back down through Mia Mia and Macedon where Pat ran off the road, bad corner that one Pat but as he remained upright, no damage. On to Hanging Rock and Bulla where we broke up. It was here that Ben discovered he had lost about 15 different spanners, allen keys etc on the way back. Bad luck Ben, I hope a motorcyclist in trouble finds them.

Well it was a most enjoyable day with the roads in good condition even after all the rain. And sunshine from Flowerdale lasted all day, lovely.

Gary R100RS



CBR1000 - Craig
FZR600 - Daryl
ZZR250 - Goran
GPz600 - Pat

R100 - Gary
ZX10 - Ben
GPX750 - Steve & Roz (Rear)
XJ900 - Luke & Stav (Leader)

After the 8 bikes and 10 people had gathered at KBCP we headed off to our destination of Meredith, the weather didn't look too promising but we still continued on to our first stop at Bacchus Marsh for morning tea. It was only a brief stop as Luke was anxious to continue, but guess what? Steve & Roz had gone walk-a-bouts so Luke had to search them out.

It was raining quite steady as we pulled into Gordon at about 1pm for some lunch, the group was deminishing rapidly with Ben already gone, Gary departing during lunch and Steve & Roz leaving after lunch to organize OTHER things? After a quick bite we left, as I was the only member now available I went rear rider. From Gordon to Daylesford and Kyneton (I don't recall seeing Meredith?) where a few kilometres out of town we stopped at a Roadhouse and decided to call it quits due to the continueing rain.

I'd just like to thank Luke & Stav for leading the ride for despite the weather it was still an enjoyable day.

Craig CBR1000

We Uncover Another Journo.

Continuing the expose of moto-journalistic exaggeration, how about this recent one.

Commenting in the Ohlins rear suspension unit on the road bike special, the writer states it has 52 rebound and 22 compression damping settings as well as a stepless threaded preload adjustment!

Then states " Finding the right combination only comes with riding experience ".

Oh yeah sure, it takes 3 weeks of riding to work to sort it out, but then going a different route upsets it all and needs another 3 weeks to reset.

This bike-rider on an MTCV run would need a stop-to-adjust every 25 Km, now that's "riding experience " we can do without !

Jack Youdan.

CHRISTMAS CAMP

26.12.92

Vicki	-	Car	Terry & Myself	-	GPZ-900
Ben	-	ZX10	Jennifer	-	GN -250
Daryl	-	FZR 600W	Les	-	XR -600
Martin	-	CBR 1000	Colin	-	FZR1000
George	-	GSX 750	Darryl	-	FZR600B
Alex Brown	-	GXR1100	Mark	-	GSXR750
went home Berick					
Andrew	-	NX650 '93'			

27.12.92

Dot & Gary	-	BMW-RS100	Adam & Kerry	-	CBR1000
Sam & Rita	-	FZR-1000	Peter P	-	Car
Tom	-	PD	Ray	-	ZX10
Andi	-	R80 GS			

29.12.92

Jon R	-	K100	John B.	-	BMW
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Terry & Myself arrived 26.12.92 and set up camp. Then went to Sale-visiting. 9 bikes departed at 10.30 am with Ben leading and Daryle as the rear rider, they proceeded down back road of Narre Warren, where Alex departed to Berick South, from there the group proceeded to Bayles and eventually to Drouin for morning tea.

Then proceeded to Leongatha where Andrew Kennedy was pulled over by a Police Officer on a BMW for having his Registration label across his number plate. He was not fined. (Lucky)

Group proceeded to Rosedale Caravan Park arriving around 3.30pm, meet by Colin, Les. We got back to find that the group had arrived.

Day 2 27.12.92

Les, Terry and I when to Loch Sport to the market, which was shit, then on to Golden Beach, had a dip in the Sea. Meet Gary, Dot, Adam and Kerry for a quick chat then headed off in different direction. We headed off to Seaspray, where Terry & Les got a small talking to by the Ranger for going over the sand dune (not allowed-no fine) then went to Sale, then back to camp to find Tom, Andi, Sam, Rita, Gary, Dot, Adam and Kerry had arrived.

Due to rain all had early night.

Day 3 28.12.92

Overcast conditions & rain Terry & I had a quiet day at camp. Walking into town.

Sam & Rita went home.

As told by: The Group

Tom, Andi, Les, Gary and Dot when to Hayfield, Maffra, Driagalong found a future club camping spot and swimming hole at Blue Pools, (having a weekend there soon). then Gary, Dot, Ray & Adam went home. Continued Old Dargo Road to Dargo where we meet Darryl & Ben. Den of Nargun also camping place where Tom climbed a water fall for 20 cents. Walked back had cloths stolen by Non-Bikies. Back to camp Via Bairnsdale.

Then all up to the Pub for Counter Tea - back to camp to sit around camp fire.

Day 4 29.12.92

Terry and I when to Hayfield then on to Glenmaggie Weir, then to Maffra for lunch, then to Stratford, Sale for Air Bed & Marshmallows (for toasting around camp fire) then back to camp.

As told by: The Group.

Daryl, Mark left for home. Ben, Vicki, Darryl (Dicky), & Mark went to Loch Sport, Golden Beach, Seaspray, Yarram Navigation Tower. Mark left for home. Carrajung, Gormandale then back to camp. Ben and Darryl went to Licola then on to Wellington River. Tom, Andi, Les went to Grand Ridge Road to Balook had Devonshire tea. Swing bridge at Balga National Park, Churchill for Petrol then on to Marivale, Tyers then back to camp.

All to the Pub for a Counter Tea and back to camp to toast Marshmallows. Jon arrived at camp at 10pm. Quiet night around camp fire ended evening off. Andrew arrived 11pm with a change of Bike

CHRISTMAS CAMP cont.

Day 5 30.12.92

Terry & I went down to Traralgon walk around town, had a snack then onto Trafalgar to see his son Brett for his birthday, then on to Thorpdale, Narracan East, Morwell, Glengarry, Tyers, Toongabbie. Back to Camp.

As told by: Darryl (Dicky).

Darryl (Dicky), Ben, John R, Andrew raced to Dargo, turned and raced to Bairnsdale had lunch. John R came back to camp. The rest of us raced to Omeo had afternoon tea, then turned around and raced back to Bruthen and then cruised back to Rosedale (650 km) back at 5.30pm grinning like idiots.

Peter went to Moe to see a Ulysses Club member, had lunch with him. Toured on back roads to Glormadale back to Rosedale on South Gippsland Highway. (By Car).

As told by: Tom, Les & Andi.

Les, Andi, Tom when to Mckillips Bridge over the Snowy River to Bonang - south of NSW border. Dirt road through to Alpine National Park, then came back to Rosedale (626 km).

John Barder and Jennifer arrived at camp today.

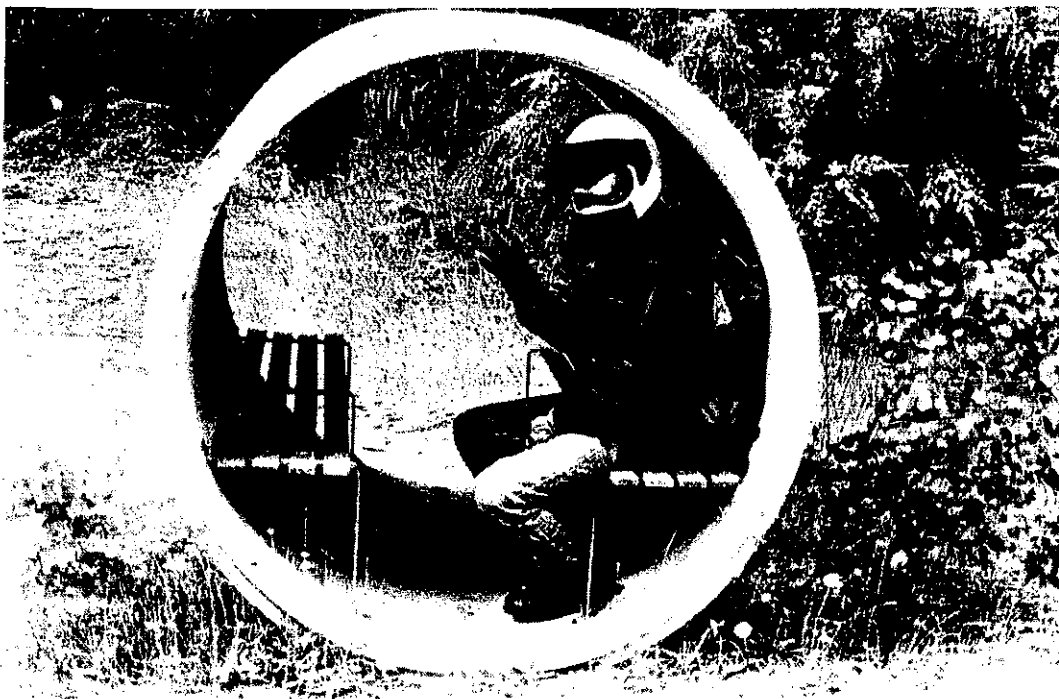
Day 6 31.12.92

It seemed that most of us had had enough of being in that paddock with the trucks at night and the cockatoos at 6 am with a great abundance of the camp site. Jon Riddett first to go then Tom and Andi, Ben and Vicki, then Les heading for home, Peter P headed for Maffra for the New Year. Terry and I packed and left about 10am leaving John Barta on his own. We left for scenic ride home through to Yarram, Tarraville, Port Albert, Port Welshpool, Agnes Falls, Torra where the warmth of the sun got to much so we sampled the cool water of the local pool for about an hour, then back on the road to Foster and Fish Creek were Terry went to school in the fourth grade after a bite to eat its back on the road to Inverloch, Cape Paterson, Wonthaggi, along the Bass Highway and arriving home about 9.30pm no incidences, seeing in the New Year with friends.

We would like to take this opportunity to thank the members that came to the camp that made it a pleasant week spite of the site we would like to wish all the members a safe and prosperous New Year. Safe Riding.

Elaine - Pillion.

Terry - GPZ 900



Les, "enjoying the ride"

BLACKWOOD 3 1 1993

Wet, then dry riders: Michael, [watch me bend a Suzuki main shaft] GSXR1100K, leader. Martin, [my best mate is an orthopaedic surgeon] CBR 1000. Daryl, [Yamaha air intakes only available at Rare Spares] FZR600. Jennifer, [I always run with the petrol tap on reserve] GN250. Walter and Louise, [Wet at Warrandyte, home to.....] GPZ900. Goran, [I need a H.A.R.T. course] ZZR250. Jack, [not on a Harris Bonnie] KR100RS. Ben, [I'll just pass you on the outside of this left hand sweeper, foot scraping and left hand waving] ZX10, part time rear rider. Geoff, [I love the smell of TTS] RZ350. Patrick [I hate the . smell of TTS] GPZ600R. Andrew, [Rego scams arranged] NX650, most of the rear riding.

First ride of a new year and after being in suspenders and fish net stockings for 4 months I was really looking forward to a legal blast. How dare it rain but it sure did untill lunch at least. Most of the dozen who turned up were dressed for a summer type day but as we headed east via the Kew boulevard towards Warrandyte the rain came down. By Warrandyte, Martin, Darryl, Walter and Louise and untill Kinglake, Andrew, left the ride for dryer pastimes.

So the remaining wet ones continued towards Yarra Glen, Healesville and Toolangi with me at least thinking that a coffee and a warm place would be nice. Michael when are we stopping? Maybe he has frozen up and can't stop. The first two Kinglakes come and go and at last at the west one we stop, wring out the gloves and partake of a pie and hot drink, remember this is January 3.

Goran ZZR250, had not seemed too happy in the wet so accepted the wisdom of more experienced riders and headed for home. With coffee downed, food eaten and an omen in the form of a small group of sport bikes that come through Kinglake west from the direction of Flowerdale dressed in light gear and looking DRY, we headed north to Strath Creek, sun and for the rest of the day, dry roads, grouse.

This is more like it, flat out and being zapped by ZX10's just as before, and I thought the TOG had cured my of the dreaded speeding virus, I must be having a relapse, even the long suffering RZ seemed to enjoy it. Cobwebs being the only things, apart from smoke, that exited the exhausts, sorry Patrick.

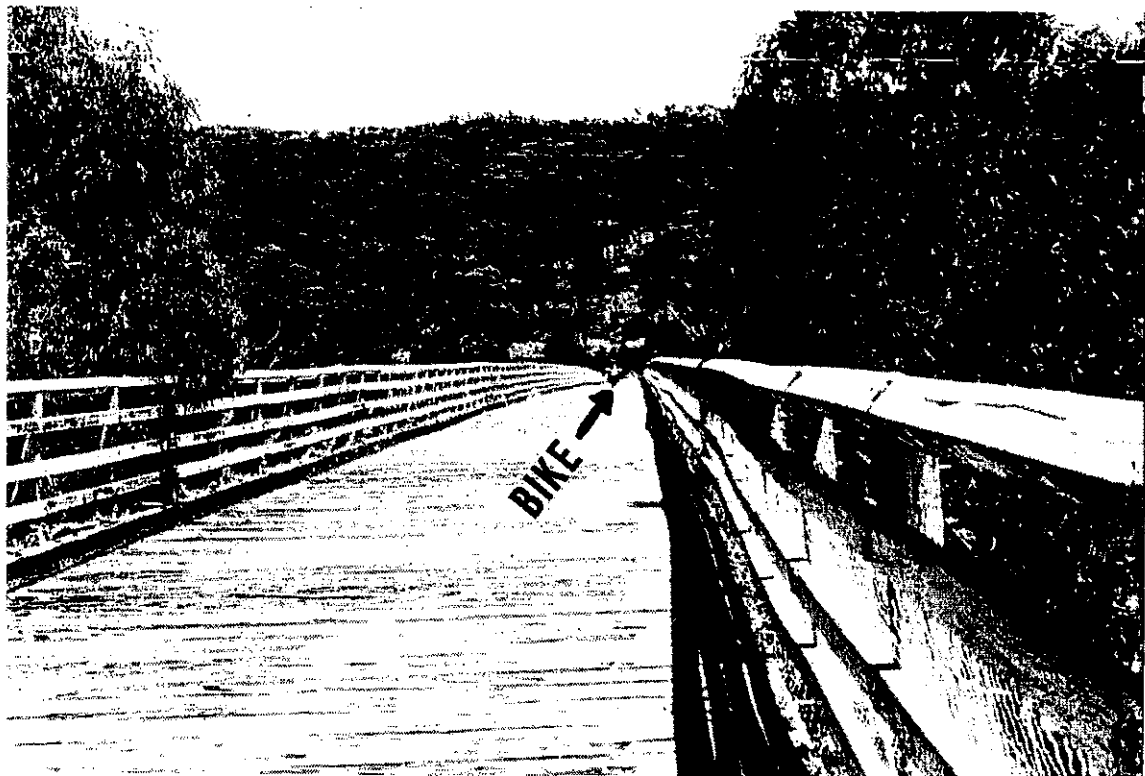
From Strath Creek we headed to Broadford past Reg Hunt Park and then onto Wallan, quietly past the local police officer and turned left towards Romsey via Darraweit Guim and Chintin. Romsey was lunch and after a long break we headed west again to Woodend. Jack KR100RS left the ride and said he was going to go back the way we had come. Is he the club rain master or what?

Woodend, as those who suffered through the snowed out economy ride would know, is where Jennifer GN250 took out 1992's shield. Why then are we waiting while Ben ZX10 takes a can of fuel back to do a rescue [more points]. 'But I always leave the tap on reserve' says Jenny, 'It must be the head winds'. I'm tempted to mention frontal areas but being old enough to be her uncle I desist. This slight delay is our only 'Incident' despite the less than clement conditions so well done troops.

Trentham, Newbury, Barrys Reef, and into Blackwood so we could say we arrived at the ride's destination, then onto Myrniong and the finish at Melton.

So its thanks to Capt Leader and rear rider Andrew [with some help from Ben] for what turned out to be a good day. I think everyone had dried out by the end anyhow.

Geoff RZ350



McKillops Bridge

COCKATOO SUNDAY 10JAN93

MARK DENNIS (LEAD)		GSXR 750WN	JON RIDDETT	KR 250
MICHAEL CHAN	K	GSXR 1100K	TOM SAVILLE	FZ 750
ALEC BROWN		GSXR 1100N	SAM SIRIANNI	FZR 1000
CAMPBELL STEPHENS**		RGV 250L	DARYL COLE (REAR)	FZR 600
			IAN PAYNE	XJ 900
STUART FORSAITH	*	ZZR 1100	ROB ?	XJ 900
BEN WARDEN	K	ZX 10	ANDI SIRINGER	TDR 250
PATRICK TAYEH	K4	GPZ 600		
RAY THOMAS		KLE 650	MANDY ?	K1 CBX 750

* DENOTES CRASH

K DENOTES MET AT KBCP

DENOTES NON-MEMBER ON #NTH RIDE

ROUTE: KBCP (0930), HALLAM (RENDEZVOUS), BERWICK, COCKATOO, WOORIYALLOCK, LAUNCHING PLACE, WESBURN, YARRA JUNCTION, Warburton, MT. DONNA BUANG, Warburton, REEFTON SPUR, CUMBERLAND JUNCTION, MARYSVILLE, NARBETHONG, HEALESVILLE (BREAK-UP).

16 BIKES 16 PEOPLE

APPROX. 320 KMS.

UNLIKE EVERY OTHER TIME, I THOUGHT I MIGHT DO THIS WRITE UP THE DAY AFTER THE RIDE SO THAT THE DETAILS REMAIN CORRECT AND NOT FORGOTTEN. THE RIDE WENT LIKE THIS;

FOUR MET AT KBCP ON THIS DAY WHICH WAS FORECAST FOR SHOWERS AND 21 DEGREES. DISCOVERING THE ARTERIAL WAS CLOSED (YET AGAIN), WE TOOK THE BURNLEY ENTRANCE EN ROUTE TO HALLAM, WITH BEN LEADING AND ME AS REAR RIDER.

GIVEN MY 9 RIDE CLUB ABSENCE (EXCEPT BLACKWOOD 03JAN) IT WAS GOOD TO SEE A FEW OF THE OLD FELLOW DESPERADOS. WE WERE NOW 16 BIKES 16 PEOPLE.

FROM HERE, MARK LEAD US THROUGH SOME INFREQUENTLY TRAVELLED BACKROADS AROUND BERWICK, COCKATOO, AND WOORIYALLOCK.

STARTING OFF WIDE AND SMOOTH, THE ROADS SOON DETERIORATED BECOMING NARROW AND ROUGH WITH SMALL POCKETS OF GRAVEL WILLY NILLY. ALEC, LATER, DESCRIBED HIS NEW TOY'S FRONT END AS BEING "STABLE BUT ALL OVER THE ROAD". MINE, ON THE OTHER HAND AFTER IT'S FRONT END STRIP DOWN WITH NEW FORK SEALS, FORK OIL, ETC..., WAS SOLID AS A ROCK (WELL, A STONE).

BLACKWOOD THE WEEK BEFORE WASN'T OBVIOUSLY ENOUGH LEADING FOR ME BECAUSE JUST OUTSIDE OF LAUNCHING PLACE I OVERRAN MARK WHO WAS ALL TOO QUICK TO RECLAIM HIS TITLE BEFORE THE NEXT CORNER. BY THIS STAGE THE RIDE HAD STRUNG OUT CONSIDERABLY. WHERE'S THAT CAPS LOCK KEY?

WE CONTINUED TOWARD DONNA BUANG WHERE IN TRUE, BLUE, BREAKER-BROTHER FASHION STUART DECIDED TO ONCE AND FOR ALL TEST IF THAT RUMOUR ABOUT ZZR'S HAVING SCRATCH RESISTANT FAIRINGS WAS TRUE. IT WASN'T. ONLY MINOR COSMETIC SRATCHING, NOTHING BROKEN OR BADLY BRUISED. IF BROTHER DOUG WASN'T BUSY, HE SURE WILL BE.

'RACER-TO-BE' (WALLY) CAMPBELL STEPHENS WAS THE DAY'S SECOND INCIDENT, SOON AFTER, WHEN HE BECAME UNSTUCK ON A 25 KPH LEFT-HANDER HALFWAY UP MT. DONNA BUANG. ON REACHING THE TOP CAR PARK HE POINTED OUT THE MISSING INDICATOR, DINTED TANK AND OTHER NOMINAL DAMAGE SUFFERED. AGAIN, NO INJURY TO RIDER. IT WAS A GOOD SPRINT TO THE TOP BUT SOME CORNERS WERE A LITTLE DAMP IN PARTS. THE TOP GATE WAS CLOSED TO TRAFFIC SO WE WENT NO FURTHER.

WHAT GOES UP MUST COME DOWN, SO WE DID, AND I THINK I NOTICED RAY AND MANDY BEHIND THE BUS STOP SHELTER. HMMMMMM. THEY HAD DECIDED NOT TO VISIT THE TOP. THAT JOKE ABOUT MOUNTING DONNA COMES TO MIND.

PETROL THEN LUNCH WAS AT NEARBY WARBURTON WHERE MANY THRILLED OVER THE RIDE'S EVENTS THUS FAR.

EX 'EVER-SMILING' CAMPBELL REDUBBED 'CRASHER' CAMPBELL SHOWED US ALL HIS 'T' SHIRT WHICH READ SOMETHING LIKE "ON THE EIGHTH DAY GOD CREATED THE HARLEY DAVIDSON, BUT ON THE NINETH DAY HE TRADED IT IN ON SOMETHING FASTER, LIGHTER AND JAPANESE". MUST GET ONE.

BY LUNCHTIME THE WEATHER WENT FROM BETTER TO GROUSE.

TWO PIES AND A DRINK LATER WE WERE REEFTON SPUR BOUND. I HAD A SOLO RUN THROUGH WITH THE 'HOONS' SOMEWHERE BEHIND. MY THRILL OF THE DAY WAS TO CATCH THE LEADER WHO WAS GOING FASTER THAN I'D SEEN HIM IN A LONG, LONG TIME. WE WAITED PATIENTLY AT CUMBERLAND JUNCTION FOR THE REST TO COME. AFTER SOME 10-15 MINUTES DELAY, ROB ARRIVED TO ADVISE OF THE DAY'S THIRD MISFORTUNE. 'CRASHER' CAMPBELL HAD STRUCK AGAIN HAVING OVER-COOKED IT ON A FAST LEFT/RIGHT ONLY A FEW KMS FROM THE TURNOFF.

OBVIOUSLY, HE WAS TRYING TO PASS THE INITIATION TEST TO BE ACCEPTED INTO THE REALMS OF THE BREAKER-BROTHER FELLOWSHIP. I THINK IT'S THREE CRASHES ON ONE CLUB RIDE, ISN'T IT?

APPARENTLY, CAMPBELL AND SAM HAD JUST PASSED ALEC, ALL IN PURSUIT OF TOM AND BEN BUT OVER-WHELMED BY THE EXCITEMENT OF IT ALL, THE LITTLE SUZY DIDN'T QUITE NEGOTIATE THE NEXT BEND RESULTING IN IT RUNNING INTO A COLVERT ON THE OTHER SIDE OF THE ROAD GETTING HIS BACKSIDE TRACKSIDE SO THEY SAY. UNFORTUNATELY THIS SPILL WAS MORE SERIOUS THAN EARLIER AND MEANT A LENGTHY DELAY FOR CAMBELL TO RECOVER. BATTERED AND BRUISED, HE WAS ESCORTED BY THREE OR FOUR OTHERS TO WARBY WHERE THE BIKE WAS TO BE STORED FOR LATER COLLECTION. WOULD THIS BE THE BEGINNING OF THE END FOR CAMPBELL'S RACING CAREER? STAY TUNED, TIME AND/OR MONEY WILL TELL.

3.

THE RIDE CONTINUED TO MARYSVILLE WHERE WE RE-GROUPED AND ENJOYED AFTERNOON TEA RELIVING THE AFTERNOON'S HIGHLIGHTS WHICH WERE REMINISCENT OF A WIDE WORLD OF SPORTS MOTORCYCLE SPILLS AND THRILLS VIDEO SNIPPETT.

THE PLANNED RIDE WAS TO INCORPORATE SEYMOUR AND YEA BUT DUE TO THE DELAYS IT WAS DECIDED TO TRAVEL DIRECTLY TO NARBETHONG TO ENJOY A QUICK GAME OF NERVE-SETTLING MINI-GOLF BEFORE TRAVELLING HOMEWARD.


THE RESULTS WERE:

HOLE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	TOTAL
PATRICK	5	3	3	3	3	3	5	5	7	2	3	5	3	3	4	5	3	2	67
SAM	2	2	4	4	4	5	4	2	8	6	3	4	5	3	4	3	2	3	68
TOM	6	3	4	7	5	6	5	2	3	2	2	4	4	3	5	4	3	3	71
ANDI	7	3	4	4	5	3	6	5	4	5	4	7	4	4	6	8	3	3	85
MARK	2	3	6	5	4	6	4	4	4	6	5	4	5	6	6	8	3	5	86
BEN	4	4	7	6	6	5	3	6	4	10	4	3	3	7	1	10	2	2	87

MICHAEL (OFFICIAL SCORER) NB.SCORE CARD STATES 2 PAR ON EVERY HOLE

AT THE END OF THE DAY NUMBERS WERE DOWN TO JUST OVER HALF A DOZEN WITH SOME NOT STOPPING FOR GOLF AND HEADING STRAIGHT FOR THE SPUR. FROM NARBETHONG TOM RANG JOHN (FZR 1000) AND ERIC (FZR 600) AT HEALESVILLE AND THEY WERE SOON WITH US OUT-CORNERING, OUT-BRAKING AND OUT-DOING ANY AND EVERYTHING THAT HAD TWO WHEELS ON THE SPUR. RACE FACES OR WHAT. THE RIDE BROKE-UP AT HEALESVILLE WHERE IN DRIBS AND DRABS WERE MADE OUR DIFFERENT WAYS HOME.

MOST, IF NOT ALL, WILL AGREE THAT THIS WAS THE BEST 'SPORTS' DAY SO FAR FOR '93 AND I EAGERLY ANTICIPATE ANY MORE THE LIKES OF TODAY'S. OUR THANKS TO MARK FOR AN EXCEPTIONAL RIDE AS WELL TO DARYL FOR VOLUNTEERING AS REAR RIDER FOR THE MOST PART OF THE DAY.



MICHAEL CHAN GSXR 1100

CRESWICK - SWIMMING SUNDAY 24th JAN 93

LEADER: Gary Clifton/Dot Schwarze R100RS
Michael Chan GSXR1100
John van Dorp VF1000f2
Dianne Welsford GPz250 (2nd ride)

REAR: Ian Payne XJ900
Patrich Tayeh GPz600
Tony Schrader GPz900

I arrived at KBCP to find Michael & John waiting and it wasn't long before the others arrived just before 9:30. Ian volunteered to be rear rider and I "WAS" volunteered to do the writeup. Comments about the weather and who was going swimming were made as the weather wasn't really the best for a summers day, warm overcast with showers expected.

Departed KBCP just after 9:30 and headed through town and up the Tulla freeway. Just out of Bulla the flash of a cars headlights alerted us to slow right down to the 60kmh limit, sure enough, it could've been an expensive snap shot. Time to get off the freeway and head towards Lancefield at a fairly relaxed pace then towards Woodend and time for some bends and light drizzle, not enough to don the wet weathers though. Going for a swim was looking more doubtful!

Woodend at 10:50am and morning tea time, then to Daylesford and more swervery, scenery and showers. But still not enough to worry about. Down the Midland Hwy at a respectable pace to Creswick AND swimming. We arrived about Noon and no sooner had we parked the bikes under the shelters when the rain came tumbling down, this was no deterrent to John who was first in, plenty of inquires as to what the water temp was? "Warmish, not cold" summed it up pretty well. The rain was gone almost as soon as it arrived. Dot & Gary then donned the 'cossies' while the rest of us were content to sit and stay dry.

Thoughts of lunch beckoned as to the local eatery. 1:30pm and time to leave Creswick, time also for some more rain, wet weather gear and fuel. Back to Daylesford with the rain clearing to wet roads, conditions still good enough to maintain a reasonable pace. Onto Trentham, Greendale, Myrniong and at 3pm. Melton.

Thanks to Gary & Dot for organizing the ride, Ian for rear rider and the weather for deterring more people from the ride.

South Oz Tony
GPz900

* * * * *

WANTED WANTED

Ideas and leaders for the APRIL / JULY ITINERARY, special assistance given to the newer members who would like to lead a ride but feel the task is a bit daunting.
See a Committee member please.

Night Ride, Mt Macedon

Friday 15th Jan. '93

25 People , 15 Bikes

NX650	Andrew Kennedy (rear)	GPz500S	Luke Richardson & Stav
XJ900	Rob & Mandy Matricciani	R100RS	Gary Clifton
FZR600	Daryl Otzen (Dicky)	ZX10	Ben Warden (leader)
GSXR1100	Michael Chan	GPz900	Tony Schrader
K100RS	Jon Riddett	GPx750	Steve Leyland & Ros
GSXR1100	Alec Brown	KLE500	Ray Thomas
XJ900	Richard (1st ride)	XJ750	Roger & Trevor (1st ride)
GR650	Andrew Douglas (2nd ride)		

Pub Only: Christine
Jennifer Burns
David & Leanne Lennox
Ross King
Vicki Warden

The Thursday night before the Night Ride I rang service stations in Yea, Seymour, Lancefield and Woodend. At 7 pm, they were all either shut or not answering the phone. I decided to pre-ride the route, primarily to determine which, if any, stations would be open when the Club would be passing through. It was also a hot, dry night, perfect for riding!

At Seymour I persuaded the proprietor to remain open till 10 pm the following night. A minute past and he would be closed, he assured me. It seems the normal Friday close is 9.00 pm, if they stay open at all.

The pre-ride was quite eventful: I nearly hit a kangaroo bounding down the Tooborac-Lancefield Road (see map). On the Mt Macedon Road I was pleasantly surprised to see a koala bear sitting in the middle of the road. It is the first I have seen in the wild. (Someone reported that they were all wiped out in the Ash Wednesday bushfires, some 10 years ago.) I also had to stop every 40 km or so to clean my visor, black with bugs.

I had considered the route of this ride quite carefully. The most most pleasant night riding is done on wide, smooth roads. (It is bad enough coping with bumps and gravel in daylight.) The fewer corner markers required the better. Hence, as few direction changes as possible. The twistiest section would be done in daylight (Whittlesea-Flowerdale-Yea) and would hopefully run everyone into form. I would act as a "snow plow", reducing the potential animal hazard. Everyone would be provided with a map of the general route, and directions on how to get to Ross King's home, for supper.

The Yea-Seymour section (see map), though twisty is extremely well marked with white lines delineating the edge of the bitumen, cats' eyes, and white posts. The only thing you see is the road snaking ahead.

The Seymour-Tooborac section would be just a link road, quite narrow for the last few km. It is lightly travelled and would be a slow stage. The Tooborac-Lancefield Road is a series of wide, flowing sweepers over undulating hills punctuated with short straights - perfect. Mt Macedon and The Cross would provide a scenic interlude before the boring thrash down the Calder and Tullamarine Highways to Ross's, arriving around midnight. The best laid plans of mice and men ...

The meals at the Plough were generally well regarded. The surroundings were pleasant and the air conditioning much appreciated. The temperature had peaked at 40.6 degrees some hours earlier, but certainly hadn't dropped much by our scheduled departure time of 8.30 pm. I would have liked to have left earlier to guarantee getting petrol but with people arriving late and the subsequent delays in getting and eating their meals, we did well to be away by 8.45 pm. Andrew Kennedy was the rear rider for the night.

require at a least the side covers, seat, tank and ignition switch removal just for starters, all time consuming. So I organised Gary to lead the bulk of the ride along the route as planned. My helpers and I would catch up somewhere!

In my haste to remove the tank I pulled off the fuel filter and hose to the fuel pump, all of which sits neatly under the carbies, with access blocked by the frame rails. (Expletive deleted.) I have never managed such a feat in thirty or forty tank removals.

Jon Riddett and Michael Chan pulled the ignition switch apart finding fried crud acting as an insulator. Ray Thomas and I stuffed around with the fuel system: off with the air filter, air box, and fuel pump, all to gain access. Luckily Ray had thought to bring a torch. The light from the lamp-post was of little help. Tony acted as helper for the two teams.

After 40 minutes or so, with the end in sight and the workload rapidly diminishing, Tony set off in pursuit of the gang, then Ray, Jon and finally Michael. Thanks everybody.

I caught Michael on the Seymour Road where it became apparent that his bike was also unwell, not running above 5,000 rpm. We caught Jon in Seymour, about to take the Hume Highway back to Melbourne. He was starting work early the next morning.

Ray hove into sight on the Tooborac Road and at Lancefield Ray escorted Michael directly to Ross Kings'. I pressed on to Mt Macedon. Returning from The Cross I met the three new guys heading up to The Cross. They didn't recognise me and I chased them back up to the cross after finding somewhere to do a "U" turn. These three had left the main bunch in search of petrol in Woodend. (The BP in Seymour had closed of course!)

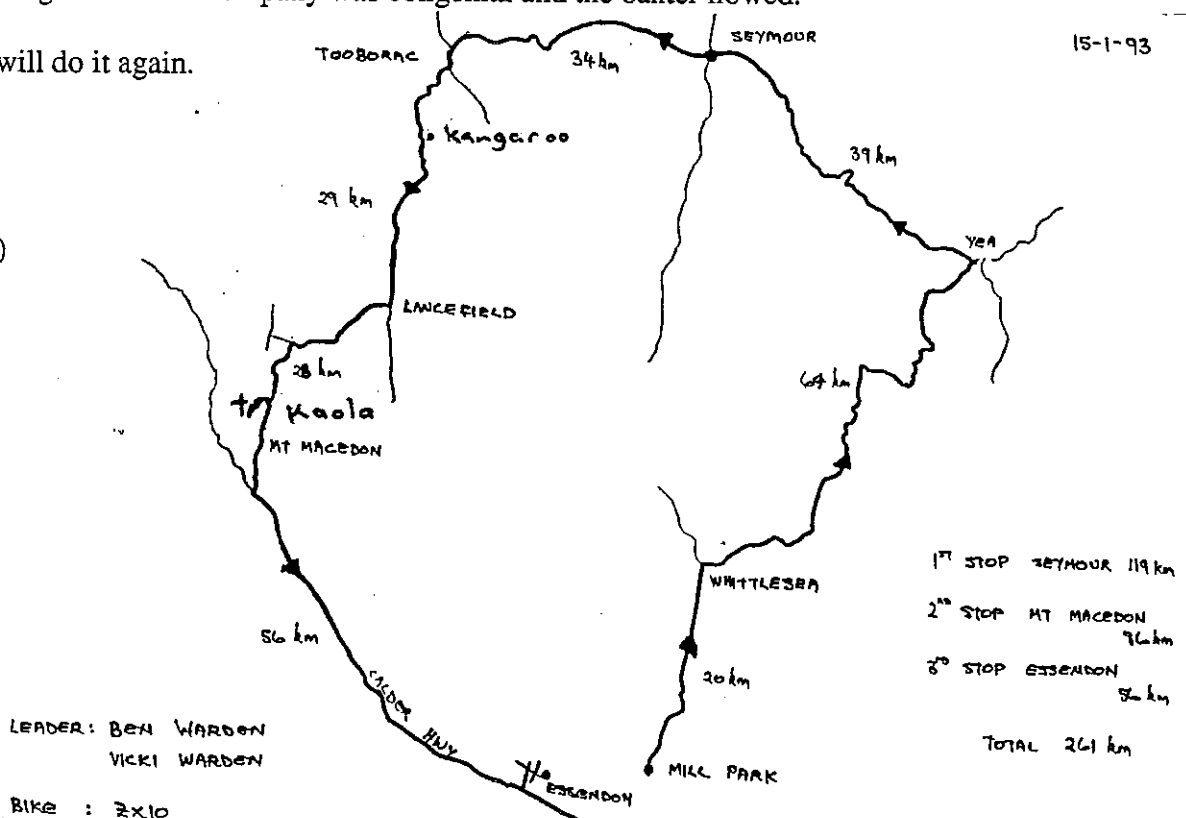
I lead back down the Calder to Ross's magnificent supper where we arrived some 20 minutes behind the main group. It was 12.50 am. Michael and Ray had arrived first at about 12.15 am. Jenny travelled directly to Ross's from The Plough arriving at 10 pm, Vicki arriving soon after midnight. Tony was there but I don't know his particular arrival circumstances.

Gary had wisely chosen not to visit The Cross due to the lateness of the hour. Without the benefit of a pre-ride, leading was no doubt an onerous task. Thanks Gary.

The net result was that everyone made it successfully back for supper, albeit in dribs and drabs. The food was varied and plentiful, (thanks Ross), the cumquats in brandy definitely an acquired taste! No-one fell off or got lost. The company was congenial and the banter flowed.

Maybe we will do it again.

Ben (ZX10)



17 People, 16 Bikes

K100RS	Jack Youdan (leader)	GPX750	Steve and Ros
VF1000FII	John van Dorp	GPz600	Patrick Tayeh
CBR1000	Craig Morley	ZX10	Ben Warden
R100RS	Gary Clifton	FZR1000	John Clowes
CB900RR	Andrew Kennedy	FZR600	Eric Makin
GSXR750	Mark Dennis	KLE500	Ray Thomas
XJ900	Ian Payne	GT750	Peter Philferan
GN250	Jennifer Burns	GPz250	Diane - 1st ride

I arrived at KBCP three minutes before take off to find John, Steve, Patrick and Jack chewing the cud, the sky overcast and grey. The question of who had the Emergency Kit was resolved: I did. I had just been down to Michael Chan's new residence in Elsternwick to pick it up off the front door step. Somehow he had managed to swipe it after the night ride only to find himself in Blackwood Saturday night with no intention of going on the ride Sunday morning. Ho-hum.

After speech number one for the day, Jack lead us off to Yarra Glen via the Boulevard, Eastern Freeway, and the heavily trafficked and policed Maroondah Highway. When non-member Patrick queried why we took the highway route rather than the Christmas Hills route he was met with the quizzical response of "something different".

(Interestingly Patrick was rear rider. He has been on so many rides we (read "I") had forgotten he wasn't a member.)

We were greeted at Yarra Glen by a fair contingent of the regular hooligans and bubbly Diane on her first ride. John Clowes' bike had already (unluckily) toppled over breaking a blinker lens but otherwise suffered barely a scratch. Various bits of gossip were gleaned: Eric had a new go-fast exhaust system: a Stafford item which improved the mid-range and sounded throatier, adding a few decibels everywhere. We got to talking about Michael's (and my) bike problems on the Night Ride and how the GSXR wouldn't run over 5,000 rpm and maybe it was plugs - it turned out to be a kinked fuel line starving no's 1 and 2 cylinders of fuel at high revs. And then John mentioned that his plugs were the original "recession buster" ones - that is, they were 51,000 km old! He had checked the two outside ones at 30,000 km, the two middle ones being too hard to get to!

Jack gave us speech number two for the day. He figured that he only gets to harangue us on the one or two rides he leads a year and he had better make the most of it! (Does anyone remember a general meeting a few months back ... ?)

I swapped bikes with Ian and we were away. First stop was Molesworth, after taking the Melba Highway to Yea. We spotted more police, at one of which Steve did a U-turn and went back and warned the others. Thank you Steve.

After Ian, Ray and I had sampled the "spacious" local toilet facilities it became apparent that something was up. Where were they? Diane had bike trouble with fuel blockage being suspected but curiously it righted itself. The tacho was "jumping all over the place" was her comment suggesting an electrical problem - the suspicion later strengthened when Patrick said the coil was too hot to touch. (A couple of weeks later she was on a ride again, this time with a new black-box igniter.) Jenny escorted Diane back home to Mooroolbark.

On to Eildon via the Molesworth and the Fraser National Park roads, stopping at the lookout. Here the ignition problems on the ZX reappeared, a la Friday night: complete ignition failure. Ian was happy enough to continue, having figured out it could be made reliable at a particular key switch position.

(That evening I pulled it all apart finding a metal bur preventing good contact from being made. Nothing a file couldn't fix!)

Meanwhile, I was starting to find a few limits on the XJ, having quickly acclimatised to the bike. The centre stand touches, then the foot pegs. It obviously handled and went ok. What impressed me the most was how well it carburetted after well over one hundred thousand kilometres. Certainly better than the ZX's after 130,000 km. I expected it to be a bit "fluffy" around idle. It wasn't.

Eildon was hot and sticky. The forecast intermittent showers were non-existent. We headed for the shade, the bakery, and the upper milk-bar in that order. Peter P. departed for Melbourne. Jack outlined the next stage of the journey: down the Jamieson road until it hits dirt (Big River bridge) where we will regroup, then back to Healesville via Taggerty, Marysville and the Black Spur. Sounded good to me: 70 or 80 km of twisty roads, a transport section, then the Black Spur!

We made it successfully to Big River where we washed our faces and cleaned our visors. It was a bit cooler in the forest - very pleasant riding conditions except there was a lot of leaf litter and a complete tree across the road, as a result of the previous day's fierce storm no doubt. Various riders had the front wheel kicked out by the sticks on the road, with Gary going as close as throwing out his foot to catch the bike. Jack thought his number was up when a maroon Pajero came round a right hander (for us) at full tilt. It took evasive action. I had a good opportunity to test out the XJ's brakes, and likewise Steve the GPx's.

The return trip was much better, the litter already blowing away, the surface holding no fears. It was a buzz!

Marysville came and went. I love that fast, steep downhill section with a series of 55 km/h corners, running into Narbethong. The Black Spur had a few bunches of cars but was generally fairly clean. Everyone was pretty motivated by this stage: it's probably just as well we caught up to Jack midway. Eric reported later he was scared shitless by the loud scraping noise as I rounded him up. Oops!

We reached Healesville and parked under the Don Road corner tree, near the bus stop, at 4 pm. Soon after a white car pulled up, and out stepped a burley looking character, none other than the legendary Rod Miskin (former MTCV member and VF1000FII punter for the newer members) and Rosie. The rest of the hooligans arrived in quick time, each with their own tale of glory. Judging by the amount of time people stood around reliving the shared experience, I'd say everyone had a good time. Thanks Jack.

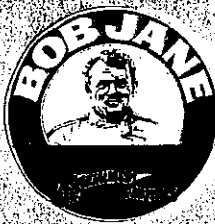
Home via Christmas Hills to hammer in a few tomato stakes, then fix the 149,000 km old ignition switch. A round trip of 380 km, hitting reserve at 360 km. A most economical and fun day.

Ben (riding Ian's XJ900)

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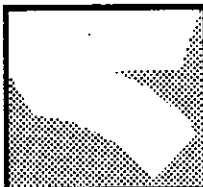
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