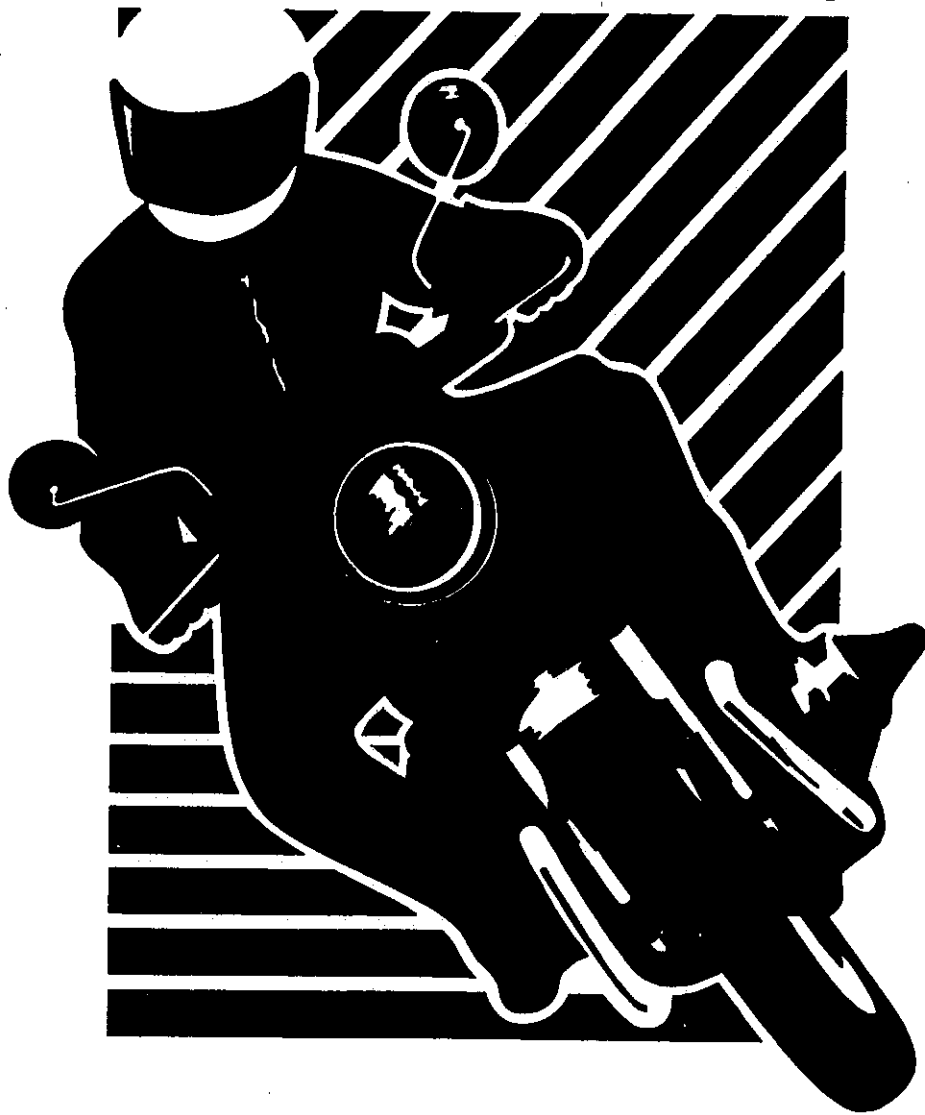


MARCH 93

Good Vibrations



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

ITINERARY

MARCH 93

FRIDAY 5th.	TASMANIA TRIP	Those going "have a great time".
SATURDAY 6th to MONDAY 8th.	LICOLA BUSH CAMP Wellington River # Sat. 9.30 KBCP # 10.15 Hallam	We will be camping at the Wellington River bridge which is 22km north of Licola and just off the bitumen road. BBQ's & Fire-places are provided, everthing else is BYO.
SUNDAY 7th.	LICOLA RENDEZVOUS 9.30 KBCP 10.30 Yarra Glen	For those NOT camping here's your chance to try out the excellent roads of the area as we head down to visit the Club campsite.
SUNDAY 14th.	NAGAMBIE 9.30 KBCP 10.30 Yarra Glen	From Yarra Glen up to Strath Creek then Seymour, Mitchelton & Nagambie. Home via Lancefield and Bulla.
THURSDAY 18th.	SOCIAL SIP Anchor & Hope Tavern 481 Church St. Richmond	This social night is still proving most popular so come along and enjoy a chat and chew with fellow members. 6.30PM onwards.
SUNDAY 21st.	BELLARINE PENINSULA Train Ride 9.30 KBCP 10.00 Laverton Ian Payne leading.	Our visit to this tourist railway at Queenscliff will be via Werribee, Anakie, Bannockburn and Pt. Lonsdale. The train ride is approx 16kms in length and aboard a stea locomotive hauled passenger train.
SUNDAY 28th.	LAVERS HILL ** 9.00 KBCP ** 9.30 Laverton John Barta leading	Unfortunately this day is the date of the Aust. 500cc G.P. and our leader will be at Eastern Creek and most other keen members will be glued to the Telly. Therefore this ride will be a Claytons Ride with a member at KBCP to alert any riders of the non event

APRIL 1993

THURSDAY 1st.	GENERAL MEETING St. Pauls Church Hall 8.15 PM Sharp.	Yes although it's April Fools Day we will still be holding our usual informative and highly acclaimed meeting.
SUNDAY 4th.	MT. TANGLEFOOT LOOKOUT & RAILWAY TUNNEL. ## 9.30AM Yarra Glen ## Andi Sirninger leading Some Dirt roads	This ride will take us to some seldom seen features in the Healesville / Yea area. The short walk to the lookout is rewarded by spectacular views, and the disused train tunnel can be ridden through.

MINUTES OF GENERAL MEETING

DATE February 4, 1993

HELD St Paul's Church Hall, Fairfield

OPENED 8.45pm

PRESENT 50 members and guests

CORRESPONDENCE Harvey World Travel - Ride USA
Omega Engine Development - Engine reconditioning
Change of address
Bank statement

TREASURER'S REPORT \$312 spent in December
\$798 balance

CAPTAIN'S REPORT
Christmas Barbeque - 5/12/92
37 members, 51 people, sunny, rain then fine. Hat raffle won by Lisa Robinson and \$100 donated to MRA Toy Run for the Salvation Army
Pink Cliffs Heathcote - 6/12/92
5 bikes, 5 people, Ian P leader, Peter P/Ben W rear riders overcast and cool, 400 kms. Incidents: Peter P left at Heathcote due to front brake problems; Ben lost tool kit and scattered tools from Heathcote to home.
Thorpdale - 13/12/92
15 bikes, 15 people, Ben W leader, Tony S rear rider, fine but overcast then showers, 500 kms. Incidents: rear rider lost due to corner marking error - later found.
Meredith - 20/12/92
8 bikes, 10 people, Luke R leader, Steve L rear rider, overcast and cool then torrential, 350 kms. Incidents: ride cut short due to bad weather.
Christmas Camp Rosedale - 26/12/92-2/1/93
19 bikes, 25 people, 2 cars, generally overcast and cool, 3000 kms max. over 6 days. Incidents: Andi - flat rear tyre; Adam L - speeding fine.
Blackwood - 3/1/93
11 bikes, 12 people, Michael C leader, Andrew K/Ben W rear riders, wet then overcast, 450 kms. Incidents: Daryl left at Templestowe for DriRider but crashed on round-a-bout; Andrew K left for same reason - rejoined at Mt Slide; Jenny B ran out of fuel.
Cockatoo - 10/1/93
16 bikes, 16 people, Mark D leader, Daryl C/Ben W rear riders, overcast then hot & sunny, 320 kms. Incidents: Stuart F had slow drop on Donna Buang Rd; Campbell S dropped on same road then again on Reefton Spur; unplanned stop for Minigolf at Narbethong where John & Eric joined for the ride through the Black Spur.
Mt Macedon Night Ride - 15/1/93
15 bikes, 19 people, 7 eaters, Ben W/Gary C leaders, Andrew K rear rider, warm and humid, 280 kms. Incidents: Ben's ignition switch stuffed; Michael C kinked fuel hose.

CAPTAIN'S REPORT *Con't*

Eildon - 17/1/93

16 bikes, 17 people, Jack Y leader, Patrick/John VD rear riders, overcast, hot & sticky, 370 kms with great amounts of debris on all roads. Incidents: Ben W and Ian P swapped bikes for the day; Diane (1st ride) had CDI failure; front end slides all day.

Creswick - 24/1/93

7 bikes, 8 people, Gary/Dot leaders, Ian P rear rider, overcast but humid, 340 kms. John VD, Gary and Dot were the only swimmers - no one jumped from the high tower. Most roads had ripples which were full of water, making the ride slippery at speed.

Tallangatta/Omeo - 30/1-1/2/93

24 bikes, 30 people total, Ben W leader, Michael C/Jack Y/Andrew B/Michael S rear riders, hot and humid each day, 1700 kms. Incidents: Tom crashed on Tolmie road - went home; Megs crashed on Oxley H'way - continued; John B crashed on Falls Creek Rd (Day 2) - continued.

GENERAL BUSINESS

Upcoming Itinerary

Change to printed details of Whittlesea Toboggan Park. Ride now going directly to the Toboggan Park to take advantage of the discount. Ian to meet anyone at Hallam pickup and take directly to Whittlesea.

City Pickups

May not be necessary. Suggestion made to forget the city pickup and go only to the secondary points. Argued against because new members may be discouraged trying to find the pickup in an unfamiliar area but can always find the city point and non-members or visitors, without itineraries, would have no idea of where to go for the outer meeting points.

The KBCP is all right as a starting point provided we stick to scheduled departure times and treat the secondary point as a pickup only. Could also have earlier starting times to help reduce delays in leaving the city environs.

The majority of membership present voted to keep KBCP as the starting point for the rides.

Dyno Day

Dave Edgecome has offered a Dyno Day on a Saturday for \$20 per run, including printout. Needs 10 people to make it viable - initial indications of interest seem good.

Saba (Dandenong)

Mini Moto GP Suggested for the middle of winter when it is really cold.

Andrew Kennedy

Read a letter from "Crash 'n Burn" rider training.

Campbell Stevens

Thanked all those who helped in at the time of his crash.

Patrick Tayeh

Offered to host a maintenance day for a Saturday on the next itinerary with an economy ride on the Sunday immediately following.

Tom Saville

Invited any interested persons to join himself and Andi for an estimated 4-week trip to Cape York leaving in July and including 4,-5,000 kms dirt.

DOOR PRIZE

Won by Ian Payne - sports calendar

CLOSED

9.35 pm

LETS HELP OUR CLUB. or
How long since you were rear rider ?

It is obviously getting more difficult to get rear rider volunteers on our runs, consequently virtually the same members carry out this important job.

The danger of it becoming a job no one will do is that the Club could abandon it and our whole (good) system would fall in a heap. We all have some experience (horror stories) of other club's rides where they get separated, etc and the day is a disaster... we don't want that, do we?

WHY DO MEMBERS AVOID VOLUNTEERING?

try this selection of reasons :-

- * My hyper bike must never be seen in last place--ain't fitten.
- * Ditto for me-- I just have to be up near the front like the GP stars.
- * Why should I suffer and do it, there are plenty of other mug-members who will/ should.
- * I didn't join this Club to help run it, that's someone else's job-- I'm here to enjoy myself.
- * Let the day's leader or Club Captain get their mates to ride rear, not me, no not me.

Right, so come on members, this is a plea to take your turn at being rear rider, it won't hurt really and you will feel good about it..... just once a year eh ? come on just once, please please.

P.S. Both sexes are invited.

Jack Youdan.

SPEED CAMERAS:

YOU - AND YOUR RIGHTS

Since speed cameras were introduced in 1989, the number of speeding vehicles has been reduced from 23 per cent to six percent.

Nevertheless, many drivers do not know their rights - and obligations.

Once a speeding motorist has been detected by a camera and the vehicle registration has been traced through VicRoads' computer, the long arm of the law is almost certain to take one of two courses:

- A Traffic Infringement Notice (TIN) will be posted to the owner if the camera has recorded the speed limit as having

been exceeded by less than 30km/h. The driver has 28 days to pay the fine. If the penalty is not paid within that period a "courtesy letter" is sent extending payment for another 28 days plus a charge of \$12.20.

- A Licence Loss Infringement Notice will be forwarded to motorists who have exceeded a speed limit by 30km/h or

more. The driver's licence is automatically suspended 28 days after the notice was issued unless a notice of objection in writing is lodged at the Traffic Camera Office.

There are options for a motorist to challenge prosecution but drivers accused of speeding face the uncertainty of the outcome and will, in most cases, have to carry the cost of legal representation and the costs of any expert witnesses called in defence.

The prosecution has the onus of proving beyond reasonable doubt that the motorist was driving beyond the prescribed speed limit.

Motorists have a range of legal options but, says one legal opinion: "It is a difficult task to obtain evidence which raises doubt about the offence having been committed."

Motorists who want to query a Traffic Infringement Notice or a Licence Loss Infringement Notice can contact the Traffic Camera Office (telephone: 03 628 9000), RACV members can consult the Member Legal Services (03 607 2128) or contact their own legal adviser. □

WHO's NEWS

The NEW April/July itinerary has been compiled and the following are outings worth considering:-

EASTER 93. This grand tour of Victoria will see us head along the Ocean Rd to Portland then north to Swan Hill via the Grampians which will be followed by a long trek to either Corryong/Tallangatta or Adaminaby, then back to Melbourne. We intend to stay in Hotel/Motels throughout the tour. Full details in the April newsletter but if you intend to go please contact Ben Warden ASAP.

Saturday 15th May; Bike Maintenance Day & BBQ at Ben & Vicki's home.

Queens Birthday Weekend, June 12/13/14. AVOCA. Stay in a pub and explore the areas Wineries and attractions.

NEW BIKES: Gary Clifton has traded the BMW for a new ZZR1100.

Andi has continued with the Yamaha marque with the purchase of a YZF750.

Mark Dennis's concerns about his Suzuki's abnormal thirst for oil not being normal were confirmed by his dealer - See Mark's article.

Congrats to new member Lisa Johnstone on gaining her bike licence.

CRASHES & CLOSE CALLS:

Port Campbell run saw a Wallaby wanting to join in on the fun by mixing it up with the FZR's of Tom Saville & Neale Mc Curly. Also a wet patch of the GO road saw the Pres's XJ "seeking" drier ground on the roadside verge.

Andrew Kennedy christened the NX650 when a wayward motorist sent him off the road.

Tony Schrader's GPz900 sporting some scratches after taking to the scrub to avoid a sightseeing motorist.

Old time member Rod Miskin's recent trip to the shop ended abruptly when a bumpy section of road sent his VF1000 into an oncoming car. Fortunately Rod & Rose escaped with only some bruises.

Daryl Otzen, "Dicky" dropped his FZR600 while at Phillip Island recently. Luckily the bike suffered only minor damage & Daryl was unhurt, in fact he was quite happy having set some exceptionally fast times around the track.

#

SUZUKI GSXR750WN - OIL PROBLEMS AT 9000 KILOMETRES

After the 6000km service I headed off on the Tallangatta/Omeo weekend. On Day 2 it was up to Falls Creek, and knowing the road, I pushed reasonably hard. Back to Mt. Beauty for fuel, and on checking the oil I found it needed 1 litre after only 500km from the service. We then went to Omeo and the next day to Bairnsdale where again the bike took ANOTHER litre of oil, this is also where I started to sweat and not because it was a 42°C hot day. I also had a flat tyre but this had nothing to do with oil consumption.

After arriving back in Melbourne I took the bike back to my Dealer WHO was more than happy to pull down the motor to find the cause of the oil consumption which turned out to be off-centre valves which were not seating properly. Under warrenty, Suzuki have agreed to replace them but are taking their time, so I'm without a bike for the time being and spew'n..

P.S. The dealer Mick Hone was doing everything they could to get me on the road for the Phillip Island race day but unfortunately the parts didn't arrive in time. Apart from the above problem, I'm quite happy with the bike in the GO and HANDELING departments.

Mark Dennis.

Tallangatta/Omeo Weekend 30–01 Feb93, Day 1.

10 February 1993.

Riders:			Mark Dennis	GSXR 750WN	
Steve Leyland	GPX 750		Michael Chan	GSXR 1100K	R2
Luke Richardson	GPZ 500S				
Margaret Shelley	GPZ 550	C1	Andi Sirninger	GS 80	
Peter Philferan	GT 750		John Barta	GS 1000PD	C2
Ben/Vicky Warden	ZX 10 (Leader/s)		Ken Wurster	K100RS	B1
			Phil Little/Annette	K100RS (Non-members)	
Tom Saville	FZ 750	C1	Jack Youdan	K100RS	R1
Daryl Otzen	FZR 600		Jon Riddett/Helen	K100RS	O2 R3
Sam/Rita Sirianni	FZR 1000	T1	Michael Stanley	K100RT	R1
Andrew/Mary	FZR 1000	R2	Gary Clifton/Dot	R100RT	T1
Belinda	XJ 600F				
Ross King	XJ 900		John Van Dorp	VF 1000FIID	
Ian Payne	XJ 900		Andrew Kennedy	NX 650	O2

Legend: C Denotes crashers R Rear riders Max. 1750 Kms.
 O Met at Omeo # Denotes which day over 3 days
 T Met at Tallangatta B Blast from the past Total 24B 30P

Route: Whittlesea (0930), Kinglake, Flowerdale, Yea, Mansfield, Tolmie, Whitfield, Moyhu, Oxley, Myrtleford, Dederang, Tallangatta (1530). Day 1,400 Kms.

Unlike previous occasions, I was well prepared for the weekend ahead having packed the night before (I'd even thought of bringing a spare chain).

In my travels I came across Margaret outside the Club Hall waiting for Luke and thought that I would travel to Ben and Vicky's, thinking that the leader would be ready, but on arrival it was evident that they weren't. To make good use of time, I raided the local hole in the wall for them. We'd definitely be late now.

Once back, Ben had somehow packed 10 cubic mts. of goodies into the gearsack and we were on the road, Plenty Rd. to be precise, and by 9.30AM had arrived at the carpark across the road from the Whittlesea service station where we met the bulk of the above riders. Look at all the Bimmers! We left at 9.45AM.

From here, we wound ourselves through the good roads until Yea then Mansfield where we ate morning tea. Unbeknown to me at the time, Steve had bought a chain in Whittlesea but when trying to fit it at Mansfield, discovered it was the wrong size (520 instead of 530). Luckily he was able to swap it over at the local bike shop. Due to the probable delay the ride continued leaving Steve and John VD to play catch-up.

I don't have good memories of Mansfield having some years ago made an unwilling contribution to the local Police Retirement Fund there. Not even a few kms. out of town, blow me down, there was Mr. Plod, in his car, hiding behind a tree. Old cops don't get old, they just get sneakier. I hear later that he was actually heading into Mansfield in the opposite direction but when he saw us coming he pulled a U'ey and lay in wait. No takers that I know of.

The weekend's first incident occurred when Tom had just passed Andrew/Mary on the Tomlie Rd. (6 kms. from the gravel). In a tight right-hander, he braked hard but lost the rear, drifting sideways now in the gravel, and was high-sided off the side of the mountain. Whilst the bike remained on the stony, gravel verge Tom apparently travelled about 30 ft. down the drop. All a

2.

little reminiscent of Alec's Katana tossing exhibition years ago. Well done to Andrew for keeping his show on the road (though he had to change his undies, it was that close a shave).

Tom was basically okay (sore) but the bike suffered from broken LHS handlebar mount, semi-destroyed LH fairing, bent front sub-frame, ground away alternator cover (leaking oil), dented tank, squashed LH muffler, no clutch and it wouldn't start (only push start).

Tom's ideas to trade in the Fizzer that week for a new CBR600 for Andi were dashed.

Keen to get the precious FZ to safety and/or home Tom and a handful proceeded slowly to Tolmie where he patched the leak with silicone and decided to turn back but not before waiting for Andi to be told and for her return. She was some 40-50 kms. away near Whitfield.

I don't have good memories of Whitfield.....

The weather by this stage had significantly improved to the point where it was uncomfortably hot. Little did I know the entire weekend would be even hotter with an average of about 40 degrees C each day, if not, more, let alone the humidity.

Incident number two happened not too long after. With approximately 800m of the Oxley Highway covered in what appeared to be gravel, Margaret soon discovered it wasn't just gravel. It was gravel on top of sand! About twenty metres from the end of it, Margaret hit a deep section of sand and the only reason she knew she had crashed was because her view of everything around her happened to be sideways. She thought she'd almost made it.

The poor, little Kwaka (the one I cleaned and polished for hours when vehicleless) now looked much worse for wear with it's; two broken RHS indicators, bent front sub-frame, damaged fairing, scratched tank, missing 'GPZ' logo from timing cover, ground muffler, etc...

When Doug lent me his XL after Whitfield his only request for 'payment' came in the form of 'If you hear of any bent bikes, send them my way'. Here they are Doug.

In true Steve L tradition, Margaret battled on to continue the ride.

From here we travelled to Dederang via Myrtleford then finally to our over night stop-Tallangatta. The sun was scorching. We booked in and everyone ordered about fifty drinks and just took a load off. Here we met Gary, Dot, Sam and Rita.

Most then went to the local swimming pool down the street but those mad enough planned a lap around Hume Lake (only 120 kms.). Those mad enough were; Ben (lead, solo), Ian, Luke, Dicky, Andrew B (solo) and myself. The ride was great. I had the longest, non-stop tank-slapper ever (my bike still doing it), Granya Pass shredded both front and rear tyres and we even stopped for photos (how very un-Ben). The outing brought total kms. to 520 for day one.

After our return, I showered, discovered I'd lost about twenty kilo., then readied for dinner being Chicken Kiev with salad which I thoroughly enjoyed. It seems that Andrew B and Mary were a little late for dinner and by the time they ate, the salad had run out.

Boy, we never heard the end of that one! If memory serves me correctly, the last time we stayed at the 'Victoria', Gary Yates complained about how he didn't get his sausage with his bacon and egg sandwich. It just goes to show that whinging Poms don't ever change. I'm sure Steve has probably complained about something there as well.

I should point out that the new owners were most hospitable and the meals (reasonably priced) and service couldn't have been better, except perhaps for the juke box which played ZZ Top fifty times that evening.

In fact, Steve should have had nothing to complain of that weekend having received free accommodation in a converted chook shed which was dubbed the 'Love Shack', (don't ask). It was reported that Steve and John VD should be quite used to this type of living standard given that they have both lived in caravans for some time. I'll add that bed and hot breakfast came to \$17 or \$18 a head.

Night fell, the moszi's came and the weather didn't relent. It felt like it was still 100 F. Three groups developed. The Yobo's went to the beer garden, the couples did what couples do and we remained in the dining room area enjoying the ceiling fan being entertained by Andrew B with his never ending bombardment of very funny jokes and sketches. Be sure to ask him about the penguin joke.

In years to come I will be able to say that it was there, at the Victoria, that I acquired my taste for ye olde Lemon Squash. We must have drunk 1000 jugs of the stuff that night.

Once our soiree had retired I briefly joined the Yobs for a drink or two but having heard some of the rubbish coming out of their mouths (I can say this because they won't be able to remember themselves) I too departed seeking desperately needed sleep amidst the heat of the night, cruel mosquitos and one saggy mattress.

Michael Chan GSXR1100

DAY 2 - Tallangatta to Omeo

Day 2 dawned bright and sunny, promising another day of stinking heat but first breakfast and before that - get dressed. Easier said than done when one shoulder is in agony and refusing to cooperate in pulling on clothes. However, perseverance pays off and I managed to join the crowd for breakfast.

There was some concern expressed as to whether or not I'd be able to ride but I was prepared to give it a go. Luke was going home and offered to keep me company but I declined when I found he was planning on going back the same way that we'd travelled the day before. No way known was I going to face the road that had already eaten my bike! Peter P departed to join the Ulysses Club and Ross King also headed for home. John B having pulled my bike out and put it in a position for me to manage meant that the rest of us could fuel up, check tyres etc. Then we pointed the bikes towards Corryong and enjoyed a leisurely ride to clear the cobwebs/hangovers. Riding, I found, was not too difficult - left hand on the handlebar, swing leg over bike and the shoulder is forced into position. The hand was unhurt so operation of clutch was no problem and change of direction could be effected by use of back muscles and weight movement. I tucked in behind Phil, finding him to set a comfortable pace, but was relieved all the same when Corryong spelt a bit of a break.

The break also enabled a few running repairs - like re-taping the front indicator - and we were off again back to Tallangatta, this time on the slightly more strenuous, and much more picturesque, Murray Valley Highway. The Granya Pass was definitely more comfortable two weeks earlier on the return from NSW than today with a bent and battered fairing, loose handlebar and non-functioning shoulder.

Tallangatta provided petrol and lunch stop. Sitting under the trees was great relief after the heat of the leathers. With a bit of help to park the bike, the rest was greatly appreciated but we still had a way to travel so everyone mounted up and we aimed this time for Mt Beauty. Tucked in once more behind Phil the ride was a bit easier but, again, the break at Mt Beauty was welcome and discussion revolved around who would ride to the top and who would sit in the shade. Ian, Gary & Dot, Sam & Rita, Ken, Phil & Annette and Jack decided to leave immediately for Omeo where Ian and Gary & Dot then left the group to go home (Ian had a newsletter due).

After offloading pillions, bags and other excess weight the group headed for the excellent road to the top of Falls Creek. I found it a very pleasant ride but the stories at the top were very different. I arrived to find Ben, Michael, Andrew, Dickie and Mark talking about front end slides, running wide and other close encounters of the motorcycling kind. John VD arrived shortly afterwards - from the opposite direction - saying "Dirt - I couldn't help myself!" (*though he later tried to claim lack of corner markers*). Steve was the last to arrive and informed us that John B had crashed in a big way but was OK and had turned around, in company with Belinda, to rejoin the rest of the group under the trees. Arriving at the bottom was another chance to get petrol and see that John really was all right before once more loading up, turning round and taking course for Tawonga Gap on the way to Harrietville and the road over Mt Hotham. With Michael as rear rider, the run through Tawonga was uneventful except for some riders (not MTCV) who caused more than one scare with their overtaking manoeuvres.

The road up Mt Hotham is glorious - no other way to describe it. Only problem was Michael couldn't adapt himself to my leisurely pace. I finally pulled over and suggested he go ahead to ride how he wanted but to stop and wait for me every now and then - an arrangement much more comfortable for both of us. I passed him once, to have him quickly overtake me again but then I saw him ahead of me obviously waiting and, as I cleared the corner, I saw the gravel road. I thought I'd dropped the bike when the front wheel moved on the gravel but, finding myself still upright, tried to still the panic and concentrate on riding. Michael took it steadily and led me through, watching to be certain I was handling it - thanks Michael!

Getting back to bitumen was almost as great a relief as the break at the top. Mt Hotham also provided a chance to check a few problems - such as Andrew's rear brake pads which were now non-existent so he was voted rear ride (and I warned him it would be a slow trip). Back on the gravel I tried to stay relaxed and ride within my abilities. It must have worked because I managed to get down in one piece and there were even some sections I enjoyed - though the stick used as a splint for my indicator didn't last the distance. Arrival in Omeo was a chance to get off the bike, organise a bed and get a hot meal. Also to find Jon Riddett & Helen and Andrew Kennedy had arrived.

Dinner was very entertaining with offers to feed John B because he was in pain and stiffening (watch the choo choo - here it comes). Bullshit was flying thick and fast - nearly as fast as Steve eating everyone's leftovers (maybe we should paint him green and put him on wheels). After dinner was a chance to sit outside and watch the electrical storm but, with the bar closing, a number decided to walk down to the other pub for a game of pool, a few more drinks and even more bullshit! It was also an opportunity for John VD to find out that pool cues are more effective against balls on the table than against blades in a fan.

With yet another bar closing there was no option but to take the long walk back up the hill to the beds that were waiting. We needed a good rest (*seeing we were already relaxed*) to be up and ready for one of the highlights of the weekend - namely the Omeo Highway first thing in the morning. Thanks John for the neck massage - pity it was wasted on a lumpy bed!

For me, the hardest thing about doing a write-up is getting the first sentence right. Once I'm happy with it the rest tends to flow quite easily. It helps too if you can find the caps lock key. Here we go.

Awaking earlyish I packed my bongos onto the bike and proceeded to breakfast where, by this time, others had mustered the energy to stagger to the dining room. Bacon and eggs all round didn't go down too well for some eh Steve, John VD et al. The price one pays for a binge the night before.

Just before leaving we individually settled our bills for B/B (\$20), that is, all bar the mystery occupant of room 16 (and you know who you are) before leaving the homely hotel.

The plan was to meet at the servo down the hill and near enough to the scheduled time of 9.30AM we were homeward bound. There was a short delay when Margaret's temperamental 550 didn't want to start but the problem cured within 5 minutes when a loose battery connection was diagnosed. The weather even now was getting hot again.

From Omeo, we travelled south on a terrific road running direct from Omeo to Bruthen. I'd never been on this road before and enjoyed every mile of it. It's a bit of a cross between GO Rd. and perhaps the Reefton (though not as tight) with a drop one side and a wall the other. All of which meandered up and down around mediumly forested, native greenery. The roads were generally wide and smooth and for the most part void of four-wheeled traffic and a 20 wheeler logging truck. Remarkable was the high number of snakes across roads this weekend. It must be the heat that draws them out.

The going soon changed to become more open as we neared Bruthen, then Highway to Bairnsdale where we stopped for a thirst quencher. From memory we farewelled one or two here. After half an hour or so (three-four drinks in some instances) we proceeded. From the Princes Ben took the backroads to Sale then Rosedale where again due the heat we paused and replenished fluids. I've never seen Ben ogle so many women. Meanwhile, Steve's petrol tank was leaking heaps of fuel from the breather in the sun.

With my three or four references to the extreme heat I'll assume you've now guessed it was somewhat hot and it was this that saw the bulk of riders/pillions break-off the ride to take the Highway back to Melbourne.

The true die-hards (and I won't pat myself on the back too hard) continued toward Gormandale, Morewell then Boolarra. Present was Ben/Vicky, Dicky, Kenny, Mark and myself.

Just outside of Rosedale my fuel warning light came on meaning that I only had maximum 100 kms. until running dry. Of course, Murphy's Law would dictate that the Australia Day holiday must see the Boolarra servo closed.

Thanks to Dicky's tank overflow pipe and 900 ml. of Kenny's juice (petrol) a quick syphoning saw me reach Mirboo North servo where I filled up 20.66 lt. out of a possible 21. Close call.

Overhead, the earlier scorching heat had all but abated and in the distance dark, grey clouds rolled ever close. From Thorpdale to Neerim South the weather must have dropped 10-15 degrees and just as we entered the Noojee State Forest the heavens opened like nothing else. Most will know this road to be fast, wide and smooth but this day saw visibility down to about 25m. and to the point where I had to stop. Lightning, thunder, slippery wet roads, not to mention the gravel and clay in the tight windy sections, made the going slow. Where was my Dririder now? Mark was behind me a fair way here, I later found out he had a rear puncture in the midst of all of this.

I met up with the others at Powelltown (more petrol) and together we ambled to Yarra Junction in the rain for the official break-up. What a weekend! From blistering heat to a deluge of biblical proportions. One knows when one lives in Melbourne. All in all, a thoroughly enjoyable get-away save the spills, heat and flood. A max. of 1750 km. was clocked for the weekend.

I travelled to Launching Place then directly home via Maroondah H'way to Elsternwick to find my gutters not coping.

Thanks Ben and multiple rear riders.

Michael Chan GSXR1100

MONDAY FEBRUARY 1. 1993.

This is day three of the grand tour and it is 1105 hours at Bairnsdale when it's sprung on this reporter to report on today's happenings.

Since Omeo start, I have been dawdling along at the back of the pack with brain in neutral recovering from last night's beer-wine- mix... and now this, I have to start thinking !

Two reported happenings prior to Bairnsdale were :-

* Steve and Ken were moved-on from their corner marking duties by an off-duty hoffer, apparently a real badge flasher.

* John R did not see the brown car but pillion Helen did and negotiated him/her bike around a potential collision.

We travel (on backroads) through Sale to Rosedale, to the Red Rose Take Away actually-wow, are we living!

Here the heat gets to the group and at 1256 hours the ride splits 60/40 with Ben leading some south with the others straight up the highway to home. I am one of the latter and we miss the heavy storm rain around Pakenham (lucky huh ?)

To round out this report I offer the following awards.

Most Sensible Action Today..... Sam and Rita not turning at the highway in Sale (were leaving the ride for home) as they would have half the group following !

Most Stupid Action..... two bikes under brakes within 30 metres of a T intersection (with corner markers). Some rider in the group just has to overtake them and "nip in", another example of the Club's official disease—overtake at all costs.

Jack Youdan.

P.S. My bike (and me of course) clocked up 1223 Km. home-to-home on this excellent long weekend tour, thanks for the effort Ben and Ian.

KINGS BRIDGE CAR PARK; HAS IT HAD IT'S DAY?

An open letter to members from Thomas Demosthenous.

Recently there has been some discussion regarding the suggestion that Kings Bridge Car Park should be discarded as a start point for club rides. It is perhaps time that we had a closer look at the advantages of doing so and the disadvantages of retaining KBCP.

Ride leaders put in a great deal of effort in the planning and leading of a ride. For most rides the same leaders appear over and over. They take on the job of leading a ride because of their love of the sport and the satisfaction of showing club members interesting rides. A lot of the satisfaction is eroded however, by adding the chore of having to go to KBCP and then having to back track to lead the ride. Consider a ride leader living in the eastern suburbs and leading a ride to Gippsland. This sort of thing happens quite often and is one (but not the only) factor in a lot of people not bothering to lead a ride. Ever wonder why we have over a hundred members and the same handful of people keep volunteering to lead? If every member lead a ride, it would take about two years for their turn to come up again!

The added transit distance to KBCP just means more lost time. Rides end up shorter or more rushed or both. The enjoyment is eroded for the riders also. The city is becoming busier as Sunday trading becomes accepted by the public. This means that we will probably lose the car park as the owners open for business on Sundays anyway. But more importantly, the added traffic means that the dangers to riders is increased.

This is particularly true if there are a large number of riders and the ride is strung out over a few intersections, and riders try to catch up with the ride leader. Corner marking in town is a hazard in itself. It is only a matter of time before an accident occurs.

The advantages of using the pick up points to start a ride are significant. The first is that rides can start earlier. Ride leaders don't have to make a useless city commute. Riders don't have to detour to KBCP, they would instead know the appropriate start point for a ride and go directly there.

The start points would be clearly stated in the itinerary and any changes would appear in the club magazine. Both of which every club member receives. If necessary the number of start points could be increased. Maybe we could publish maps in the club magazine for people who are not sure where the pick up points are.

It would be more feasible to start and end a ride in the same place. Ever had to ask someone for directions home at the end of a ride? That wouldn't happen if rides ended where they started. More people will participate if there is a convenient point to start and finish the ride.

In summary, more people will be likely to lead rides if the chore of heading to the city and back tracking is eliminated. The current pick up points are significantly safer places to ride to and from than the city. In eliminating KBCP it would be feasible to increase the number of pick up points to be more in line with the ride destinations. Any takers?

AGNES FALLS

SUNDAY 7TH FEBRUARY

RZ 350 GEOFF	GSX 750 GEORGE	ZZR 1100 FERDI
GR 650 ANDREW	GSXR 750 MARK	ZX 10 BEN
FZ 750 ADAM	GSXR 1100 ALEC	ZX 10 RAY
XJ 900 IAN	CB250RS PETER	GPZ 900 TONY
XJ 900 RICHARD	CB 400 ANDREW K	GPZ 600 PAT
XJ 900 TONY & JENNIFER	CBX 1000 JACK	GT 550 KYLIE
TROPHY 1200 ANDREW & DIANE	CBR 1000 CRAIG	GPZ 500S LES & JAINE
(LOAN BIKE)	CBR 1000 ADAM & KERRIE	

ARRIVED AT KBCP 9.25AM, AFTER "OH NO, I'M LATE, 100KM DASH THROUGH TOWN"
CRAIG VOLUNTEERS TO GO REAR RIDER, ABOUT TO TEST HIS MIT! SO AFTER A CHAT AND EAGER
TO GO, IT BEING A NICE WARM MORNING, ADAM & KERRIE LEAD US THROUGH THE SOUTH ARTERIAL
WITH ADAM FZ DOING ROCKET LAUNCH STARTS AND ALSO BEN JOINS US WEARING HIS "NICE"
PANTS. WE MAKE HALLAM 2ND PICK-UP ON TIME. QUARTER LITRE CLUB ALSO THERE ALONG WITH
"BARE BONE BIKES AND THINGS YOU CALL BIKES I SPOZE?"

YAK, YAK, YAK, ADAM BLOWS HIS HORN, "MEETING TIME". "WHO IS DOING WRITE-UP?" HERE I
AM PUTTING MY EAR PLUGS IN, HAND WENT OVER MY HEAD AND I WAS GIVEN THE JOB.
WE WERE OFF, ALL BIKES GOING UP THE HILL DODGING CARS AND PUSHBIKES, OUT OF THE
SUBURBS TOWARDS CARTOON LAND & PLACE'S CALLED GARFIELD, BUNYIP? JUST BEFORE
NAR-NAR-GOON, PETER (CB250RS) OVERTAKES AND ALMOST BECOMES A BIG BONNET EMBLEM ON A
YELLOW COMMODORE, "SHIT THAT WAS CLOSE", THOUGHT I COULD SMELL SOMETHING!
SOON AFTER GROUP STOPS WHERE I HAVE HELP FROM BEN (THANKS) TO TAKE NAMES & EVALUATE
RIDERS BEHAVIOUR, I ALSO NOTICED GEOFF HAD OVER FILLED HIS BIKE WITH FUEL.
AFTER 10 MINUTES WE'RE OFF TOWARDS KORUMBURRA AND SITTING BEHIND JACK AND HIS CBX
LOCOMOTIVE-BIKE-THING, "BOY IT'S BIG". THROUGH THE SWEEPERS WITH A TROPHY UP MY ASS
(sounds painfull - Ed) WITH A PILLION ON BOARD, IT MUST HANDLE WELL!
AT THE SERVO IN TOWN, NO REAR RIDER? "WHO ELSE IS NOT HERE?" A QUICK COUNT AND BEN
GOES BACK ALONG WITH IAN AND HIS BAND AID BOX. GUESS WHO CAME OFF THEIR BIKE?, PETER
CB250RS. HE DID NOT LIKE A WHITE POST SO CLEANED IT OFF WITH HIS FUEL TANK AND
THEN WENT DOWN AN EMBANKMENT, A SPECTACULAR FALL ACCORDING TO THE REAR RIDER, BUT
ON CHECKING THE DAMAGE IT'S OK, LUCKY.

GUESS WHO WAS AT KORUMBURRA? STUART FORSAITH, MORE STRAIGHT ROADS THEN JUST BEFORE
FOSTER, A COP FOLLOWS ME, LUCKILY I WAS LOW ON FUEL AND JUST BARELY MOVING.
HAVE LUNCH AND I ASK JACK WHAT IT'S LIKE ON HIS CLINK, "ALL GO AND NO BRAKES"
JACK, LES & JAINE STAY WE HEAD FOR AGNES WITH TONY REAR RIDER. A COUPLE OF SHARP
TWISTIES THEN WHILE CORNER MARKING, I DROP THE BIKE. SHORT LEGS, ROAD CAMBER AND
NOT LOOKING. NO DAMAGE SO OFF AGAIN BUT GEOFF IS FACING US WITH HIS LIGHT FLASHING,
"WHATS UP, NOT AGAIN". "PETER! THE ROCKS ARE SLIPPERY"

AT THE FALLS, BOY WHAT A SIGHT. BEN, WITH ONLY HIS HEAD TO BE SEEN AND THE GIRLS
ARE HAVING A WET T-SHIRT COMPETITION, WHILST MARK, GEORGE, PETER (I HAVE NO
EXPERIENCE & I NEED A H.A.R.T COURSE) AND I ARE HAVING A REST AND MINDING THE BIKES.
ON OUR WAY AND DOWN THE HILL THE OCEAN VIEWS ARE SPECTACULAR. IT IS SUGGESTED TO
PETER THAT HE GO STRAIGHT HOME, HYPER FZ ALSO LEFT. ALONG A NICE ROAD AND THAT
GSXR1100 MOVES OUT!!

AT A CORNER WAITING FOR OTHER RIDERS, MARK & I ENJOY EATING APPLES AND RASPBERRIES
FROM THE NEARBY FARM. GETTING LATE AND THE LAST FUEL STOP WITH THE THREAT OF RAIN
AND PEOPLE TAKING THEIR TIME, THROUGH SOME SIDE ROADS WHERE CRAIG PLAYING GARDNER
POP'S HIS FRONT WHEEL. DROUIN AND THE FINAL BREAK POINT.

PATRICK GPZ600

Everything you wanted to
know about throwing
a chain and were too afraid
to ask.

06 January 93

Following the chain mishap I had recently during the Club's Whitfield Bush Camp (31 – 03Nov), in traditional Ben Warden, waffle fashion, I thought I might share the experience by detailing a few facts not already stated in my write-up of the weekend, reference December issue of Club magazine, Whitfield Bush Camp, day two.

To date the bike has had three sets of chains and sprockets. The originals (OEM) being RK 532 heavy duty O'ring 114 links, F14T/R48T.

After ~ 20,000 kms, these were replaced by a new DID set which were a 530 50ZL H.D. O' ring chain and, I think, Fuji sprockets F14T/R52T. These saw a ridiculous 14,000 kms despite regular oiling and tensioning. In particular, the rear sprocket was badly toothed with small fragments of metal being torn from the tooth sides. The chain had developed a nasty tight spot.

The change meant not only a smaller chain physically (rollers and pitch), but also a notably louder, meshing noise from the sprocket cover because the OEM front sprocket is fitted with thick, rubber cushions on both sides.

Set number three I spotted through the 'Trading Post' for \$120 second hand and on inspection and comparison with my original items, bought the set for \$90. They had come from a GSXR 1100L (1990) which is purely identical to my 1100K. The owner claimed the set had only travelled ~ 350 kms (I was dubious) but the chain's rollers were tight to rotate and the sprockets showed minimal wear. His reason for selling was because he wanted to change the gearing. I can relate to this (only 5 gears).

I fitted these soon after, having removed a link and joining it with a new RK 532 link for \$5 which was never removed since fitting. I love to ramble on.

On the first day of the camp I do recall stopping roadside a few kms. from the campsite having heard a louder than normal meshing sound from the chain. Inspection revealed nothing out of the ordinary and with the split link pin and clip still intact. The chain was at correct tension after adjustment the day before. The noise remained but either faded out or I became used to it.

At the time of the incident the chain had seen ~ 16,500 kms (according to my service history) and not the 18–19,000 kms. like I first thought.

It was on day two, after completion of the planned 400 km odd ride, that the chain snapped (luckily only a few kms. from the campsite, so Tom was able to tow me 'home', thanks!). Travelling at 140 kph., in fourth, out of a corner (that can't be right), without warning there was an almighty bang and the motor stalled. I still remember the eerie whistling as I clutched in, pumping air, and came to a halt. To prevent any possible outrageous claims, Andrew K was behind and not in front.

On initial examination, the chain had broken and collected within the front sprocket cover splitting it in half and breaking the clutch pushrod into three. Andrew arrived describing the explosion of black plastic earlier which was my chain/tyre guard having showered him, I then realised the severity of the matter.

Upon return to the site, with beer in hand, I began to strip the fairing and affected parts, with the help of the other twenty mechanics, to reveal the full extent of the damage, sob, sob.

In hindsight, I was lucky not to have been spat off by the chain wrapping around the rear wheel. A good thing, too, because it would have been interesting not only for the CBR but also my insurance premium.

2.

Because the chain was still intact, I surmise that the split link clip had come loose resulting in the side plate working off and the strong pull on the chain ripped it apart. From the damage, I can tell that when the chain broke, it initially flew rearward but in a whip-like action continued forward thus collecting in the sprocket cover. The parts damaged were; smashed registration label cover (affixed to centre of number plate), bent number plate and bracket, scratched RHS rear indicator stem (blown globe), dented RHS rear subframe, clutch push-rod broken, push-rod seal destroyed and la piece de la resistance – a bent counter/drive shaft which the front sprocket bolts on to. The shaft is a piece of turned, hardened steel, with many grooves, splines, and oil holes, and has the diameter of about 3 cms. or a 20 cent bit. Not something easily bent, but it did.

The broken chain is now useless as the stress on the split pin had elongated the end holes so another split pin cannot pass through them. The sprockets are okay. Thanks to a nearby camper my rego. sticker was found and returned.

On the last day, after much weeping, wailing and gnashing of teeth, the bike was loaded into Tom's van and stored in his garage until later being taken to Ben's, where a full engine strip took place.

In the meantime, I ordered the required parts which, all bar the counter shaft, came within seven days. The shaft was to take another four and half weeks and arrived the week before Christmas from Japan. The disassembly of bike and motor took three of us about 3–4 hrs. but assembly took me (mainly solo) a few days solid to do.

The hardest task was the extraction and fitment of the motor. It is an extremely tight fit into the frame and near impossible. The fact that I only have an owners manual (not a workshop manual), which tells you nothing of the engine, didn't help. A workshop manual costs \$120.

With the motor out, break-down, in both senses of the word, is quite easy and is achieved by simply dropping the oil, turning the motor on it's head and removing the 10 x 5mm. allen bolts. With the sump plate off, you now have access to the internal oil pump/filter (gear driven directly from the crank and located dead centre of motor), it's in/outlets to the oil cooler and deep innards.

Next stage is to split the crank cases. I don't recommend trying to pry them apart with the clutch still in because behind it there are several more bolts along with a half-moon locking plate which stops the main clutch bearing from moving, as I found out.

I had to buy a 50mm. 3/4' drive socket and converter to 1/2' to remove the main clutch nut. Ben tells me that VW's use 50mm. nuts??

With the cases finally apart, there was again removal of large bolts and oil seals and clear access to all gears and selector mechanism, and you can basically see all pistons, their conrods and flywheels. It's all quite simple.

A gentle jolt of the counter shaft saw it and associated bearings come free so that gears could be swapped from old to new. I replaced the bearings, seals, O' ring, blah, blah...

A little fiddly was the matching up of the lugs from the gear shaft into the corresponding grooves and recesses of the counter shaft. As well was the testing of all gears which took a while, wanting to be sure they worked as they should, 1 down, 5 up.

After refitting the crank cases, it was only a matter of assembly of the motor, then securing the motor to the frame, re-wiring of electricals and fitting of forks to get it all to a rolling chassis. Without a hoist, pulleys or tie-downs the only way to fit the engine was to lay the half frame on

3.

it's side on top of five old tyres, then manually lift and jiggle the engine (also sideways) into place. This in itself took what seemed like several hours to complete and one definitely needs assistance. Maybe I could write my very own workshop manual because this technique worked, finally. Once in, I used two jacks to raise the chassis sufficiently to fit the forks, which I had also dismantled, added new 5wt. oil to and re-sealed. The rest was very simple but time consuming as I fitted handlebars, headlight mountings and remaining re-wiring.

I have re-used my original OEM chain and front sprocket temporarily as well as the Motul oil which had only seen ~1,500 kms. (only to flush out the gunge).

On the last day that I worked on her, it took from 10.00AM to 02.00AM (14 hrs.) to get it to a rideable state. On the race-stand the motor started first try after laying open for several weeks but I nearly had a baby when testing the gears to find that 1st was 5th and vice-versa. I think, as a joke, Ben turned the gear change lever attachment backwards on me, ha, ha. I rode home that morning in the rain and slid the rear with excitable glee.

As soon as I took off, I thought I had somehow stuffed the forks up because I seemed to be more forward and lower than before. The riding of Doug's XL 250 for a week and a bit (handlebars near shoulders) obviously exaggerated the feeling but I have since acclimatised to the 'racey' position.

It has now been a few weeks (1,400 kms.) since I have had the bike back on the road and have noticed that there is; a slight weeping of oil from the sump plate which I will re-tighten, second gear is a little stiffer to change down into (I assume due to new bearings) and the bank balance is down \$500+ which I could have spent better.

The front suspension, though, is the best it's ever felt and I have also changed the steering dampener oil from 5wt to 2.5wt which allows easier and quicker steering as I discovered on my Blackwood ride (not one tankslap) but those roads weren't horrendous.

Despite not having thrown a chain before from sheer horsepower (the GPZ's fell off at 100 kph. due to neglect) none of my previous bikes have had the power of the 11 which on these bigger sporting bikes tend to rapidly destroy chains, sprockets, oil, tyres in particular, etc...

I have never made any chain endless before however in light of the above, when I next change will certainly do so despite any minor hassles such as having to grind them off again etc...

I will need to buy a chain breaker.

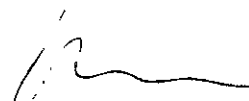
On a positive note, the experience has taught me plenty about the bike mechanically and makes me appreciate it again rather than just relying on it.

My suggestion to any concerned would be to regularly maintain your chain by frequent lubrication, correct tensioning and ensuring that the split link pin clip is intact and tight especially after long or harder riding. It is not recommended to remove the pin or clip once fitted but if you must, then replace it with a new one of the correct size of the chain. You may wish to make it endless, too.

The following is a list of parts and tools bought as a result of the breakage:

Counter shaft	157.42	50mm. socket	27
Outer c/shaft bearing	34.05	1/2' converter	4
C/shaft seal	11.94	Silicone (black)	5
Push-rod	10.38	Loctite	11.5
Push-rod seal	7.37	Allen key 10mm.	2.05
O' ring	0.5	Oil Quadro TX 5lt.	40
Tyre/chain guard	60	Fork oil 2lt. 2wt.	16
Rear mudguard	30	Split link clip	3.5
No. plate bracket	5	F/peg rubbers x 2	30
Forkseals x 2	30		
Header gaskets x 4	20	Gross cost	615.71
Sprocket cover	110	Less discount	61.66
		Nett cost	554.05

Lastly, I wish to thank Tom/Andi for the cartage and storage of the beast, Ben/Vicky for storage and assistance in dis/assembly not to mention the scrumptious dinners, Margaret for entrusting her beast to me until she went North and finally Doug for the use of the XL which was an experience all of it's own. I owe you all a beer.



Michael (Oh, what a feeling!) Chan GSXR 1100K

CAMERA "FUDGE" LIMITS SLASHED

SPEED camera tolerances - the degree of speed over the posted limit before the camera goes click - are set to change.

Previously, camera tolerances were set according to a percentage of the posted limit, but now, tolerances will be a simple 10km/h over the limit.

Police will continue to subtract 3km/h from the speed of each vehicle detected by the cameras as this 3km/h "write-down"

is a legal requirement written into the speed camera legislation.

In 60km/h zones, the change will not affect the threshold for getting booked, which will remain at 70km/h and the lowest speed for which a ticket will be issued will be 67km/h (70km/h less the 3km/h write-down).

Where the game changes is at higher speeds, particularly in 100km/h zones, where the lowest speed before getting booked moves from 111km/h to 107km/h - just seven per cent over the limit.

The system applies only to speed cameras and the police radar units are still used extensively and can be used to prosecute for any amount over the posted limit.

You have been warned.

IN RESPONSE.

I have read two articles in our club magazine which have prompted me to write a reply. The first of which was an article the December 1992 magazine titled **"HAVING FUN WITHOUT THE GRAVEL RASH"** written by Andrew Kennedy.

Some of this is good advice i.e. **"DO NOT TRAVEL AT YOUR LIMIT, DO NOT TRAVEL AT ANOTHERS PACE BLINDLY, IF YOU DO NOT KNOW THE ROAD, SLOW DOWN"**.

This seems to be good advice to give anyone or for anyone to be given, but if you give out advice then you should try to do the same.

"IF YOU GO INTO A CORNER TOO FAST KEEP IT UPRIGHT AND BRAKE HARD TO THE LAST THEN LEAN INTO THE CORNER".

This statement would seem to be a bit contradictory remembering you should not travel at your limit, so you should never enter any corner too fast. As for getting out of the trouble the method described may not necessarily be the way to go. This statement sounds like you have entered much too fast and are having to pull out, a real desperate move to try to get out of the situation and around the corner. Hard braking may upset the handling of your bike and you may find the bike wants to stand up in the corner instead of going around it. Different people would have had different ideas on how to get out of this situation. So this part of the article would seem to be particularly bad advice.

"IF YOU HAVE BETTER BRAKES TRY TO STAY WELL AHEAD OR LET ANYONE TAILGATING GO BY".

This sounds like good advice, so if someone comes up behind you and is on your tail give them a bit of room to get by. You should not try to stay in front of them by going down the straights fast and into the corners well above your limit. You may have the person behind you think you can travel at that speed safely, and could cause a serious accident if you put the brakes on really hard unexpectedly in mid corner. **SO MOVE OVER AND LET THEM PASS** if you cannot stay in front or if you cannot handle the pace.

It should also be noted that leather is your best protection against gravel rash, wearing only a leather jacket is not enough, you should be fully protected, remember **GRAVEL RASH IS NOT FUN**.

The second article I refer to was in the February 93 magazine **"THORPDALE SUNDAY 13 DEC 92"**. In this article, also written by Andrew Kennedy, I would like to correct it where it said **"JOHN AND ERIC ONCE AGAIN SHOWED HOW SMALL FZR TANKS ARE, NOT TO MENTION HOW UNCOMFORTABLE THE SEATS WERE AND, TOO, LEFT AT NOOJEE."**

FZR tanks are small, well I have had 430 klms out of a tank and the seat is by no means uncomfortable. In the past I have left club rides because of the injuries I sustained in car/bike accidents. However, not on this occasion as I left the ride after an incident on the section of road that goes between Powelltown and Noojee caused by one CBR900RR that did not show a lot of road sense or sanity.

I would also like to correct the article that said "this ride was not suitable for beginners". Almost any ride that the club puts on is suitable for beginners and should be encouraged.

Eric Makin.
FZR600.

16 People, 13 Bikes

FZR1000	Tom Saville	ZX10	Ben and Vicki
FZR1000	Neale Mc Curley (1st)	ZZR600	Tony (1st ride)
FZR1000	Sam and Rita	ZZR600	Steve (1st)
FZR600	Daryl Otzen	GPz900	Terry and Elaine
XJ900	Ian Payne	GSXR1100	Alec Brown
YZF750	Andrea Sirninger	K100	Charlie (1st)
R65	Shane (1st)		

Pouring rain, in the middle of summer. Blah! And we're late; so late we're going to miss the main group. Bum. Now I will have to figure out where they have gone, and try to catch them - in the rain.

Hooray! There's Ian, with the emergency kit, the thing we went back home to try and find! Ho-hum. "Meredith" first stop. Go! (I presumed Ian was waiting for stragglers, but if I had read the magazine properly I would have realised he was leading the second group.)

At the Werribee exit on Geelong Road I figured I had better stop and check the map, and lube the chain. It had stopped raining at last, though it was still quite cold. Ah yes, a series of right and left turns heading due west from Werribee. On with the race face and go!

Travelling parallel to the You-Yangs near Little River, I thought: too far south. Goofed. Checked the map. The first turn should have been a right, not a left. Oops. Four km of dirt. Across to Anakie Junction, Durdidwarrah and Meredith. Phew. Made it.

It seemed like a lot more than 9 bikes. Yamaha city! No Hondas or Suzukis. And what's this funny looking 600? A YZF750. Andrea's! Brand spankers, running in. Very tasty. And who are all these people I have never clapped eyes on before? Ah yes, Tom's mates from the Wonthaggi Hoon club. It was 11 am. Time to rat the bottomless gearsack bag for food.

Five minutes later Ian and Terry with Elaine as pillion rolled in. (Terry acted as rear rider for the weekend, thanks Terry.) The remaining bikes were fuelled up by a very affable attendant, somewhat overwhelmed by the volume of patrons descending like ravenous hordes from the north on his bowsters and eats. He wasn't coping with giving correct change all that well. (I thought I was back in Italy.)

I tightened up a couple of "non-essential" triple clamp bolts, a legacy of checking the steering head bearings the week before. Ho-hum. The weather had almost fined up though would remain overcast for most of the day. A twenty knot south westerly (head) wind would accompany us until late in the evening.

Now to learn the new riders, some of whom had set out as early as 6.30 am from Traralgon in glorious, steady rain. The most obvious was Neil on the B model FZR: humped aerodynamic leathers, travelling very light - not even a back pack, Irish: with an attitude. And fast. Shane: doing battle with R65 BM, riding hard (through the redline and out the other side!), short on ground clearance and horses, 250 proddy racing background, limited by bike. Charlie, K100, short on experience, taking it easy. Tony, ZZR600, giving it the berries, pretty wary of the wet stuff. Steve, ZZR600, first road bike after extensive off-road experience, taking it easy.

Heading south along the relatively straight back roads towards the coast we passed through Shelford and Winchelsea before picking up the familiar Deans Marsh to Lorne road: fast sweepers becoming twistier as the terrain became more mountainous. The "governor" (alias Vicki) was working overtime on this section. We managed to hit a couple of unseen spine crunching bumps, one of which wrenched Vick's right thumb as she clung to the gearsack rack. My ribs were taking a battering. Even so we

were closing on Sam and Rita, who were riding fast and smooth. Suddenly Tom and Neil hove into sight, riding very sedately, saving themselves for the GO Road, no doubt.

We regrouped in Lorne before the blast to Apollo Bay and lunch. Tom tried to "drag" me along, and I wanted to go, but the governer ... We travelled along at our own pace, backing off the throttle before every corner (weird feeling), rarely braking, just concentrating on riding smoothly. I expected the hordes to come flying by, but they never did.

Tom and I waited in Apollo Bay, a little apprehensively. Something had happened. Yes, Ian had done a little "gardening" while following Sam. The front wheel had washed out and he chose to go straight, but due to the thick gravel, he ended up in the undergrowth. One broken blinker.

Neil had been slow in leaving and was surprised just how fast he had to go just to catch the bunch. No-one was dawdling!

It was 1pm and lunchtime. We were making good time. Ian discovered he had lost a bolt out of his gearsack rack. A bit of wire and some duct tape soon solved the problem.

Onwards across the Otway Ranges to Lavers Hill. Neil and Tom disappeared. Fifty three kilometres of fast sweeping bends. Everyone really enjoyed themselves. The road was damp in patches early on, enough to allow Vicki and I to open up a gap, especially in the steep downhill sections. Yum. The bike was going well; the Ohlins suspension now fully sorted and a "fresh" set of tyres the day before inspiring confidence. (Forty first tyre in 4 years for those interested.) The next day, travelling in the reverse direction over the same, but wetter roads, Sam and Rita really pushed Tom and Neil, threatening to overtake.

A brief refuelling stop at Lavers Hill (\$5 only) and then it was north towards Colac. Another great road. We followed Andi on the YZF for a while. Already she was getting the hang of it, travelling quite briskly. Andi was running it in, just in time for Tom to have a play on Phillip Island racetrack next Saturday.

We regrouped at the Carlisle River turn. Three months ago I had never been on this road; now it is three times! Dicky slotted in behind us, content for someone else to do the decision making. The couple of kilometres of dirt weren't too bad though the road into Simpson was diabolically bumpy, the only option being to slow right down. The road quality picked up again for the last 33 km into Port Campbell. And the air quality was better! (Kraft Cheese factory was a little "on the nose".)

It was 10 past four and we had all made it successfully, with well timed and planned stops. Thanks Tom (and Andi no doubt).

We all lined up in the main street outside the pub for a group photo, co-incidentally directly opposite the "Port O' Call" at which the majority of people were staying. Then it was a shower, \$25 per head for bed and breakfast paid to Ian, followed by a jetty and foreshore walk where Tom made us all envious with his tales of night crayfish plundering nearby.

Alec arrived at about 5.30 pm and I showed him where to park behind the motel. He immediately wanted to know who owned the YZF!

We regrouped in the pub for tall tales. Shane and Neil kept us entertained with stories of lucky escapes and near misses. Mr Wooten, of AMCN fame, is not held in high regard. We collapsed into bed at about 10 pm. Breakfast had been delivered - the fridge was full of goodies. The more desperate characters tried to watch "Miss America" but eventually started pleading for someone to turn it off. Sleep was more appealing. So ended day one.

PORT CAMPBELL RIDE NOTES 20/21 FEBRUARY

Hi there, my name is Shane Taylor I ride a CBR900RR, oops, I meant a BMW R65 and I was asked to contribute an article for the Port Campbell ride. Being down the back of the pack most of the time it was just head down, throttle to the stop and telling yourself you will be all over them like a rash at the next corner. By now those who have met me probably guessed I'm a dreamer. Well a silver coloured oncoming Commodore was all over me like a rash somewhere between Lorne & Anglesea on a bend, I think a pack of deranged, speed crazed loonies must have upset him so he paid out on me, and that was no dream!

All the same it was a fun weekend talking to and riding with people with the same passion for riding and enjoying themselves like ourselves from the Valley. Us Valley fellows were impressed with the organisation of the run, captain, corner markers and a tail rider to ensure no one strays off. well it must be okay as you managed to sign Neale up, he's the one with the black FZR1000 and a death wish, and Charlie the aristocrat with the silver BMW K100 is giving it due consideration too. Me, I think I'll save my money and invest it in a Hiroshima Screamer first, just kidding.

Getting down to serious matters, the ride to Port Campbell on day one was exhilarating and a good warm up for the following day. A mixture of long straights with open sweepers, with side stand scraping it ensured a smooth flowing pace averaging out around 140k's to what ever your rocket will do for most of the way. Somewhere along the way Tom Saville's after burner BBQ'ed a wallaby as it jumped past him with Neale McCurley trying to turn it into sausage mince with his front wheel following through, it WAS pretty close I hear. Neale was also telling me that while in hot pursuit of a certain FZR1000 after leaving just about last from Apollo Bay when he came around a tight, wet right hander and saw a XJ900 in the act of testing out his tyres and brakes in an off road excursion. So he pulled over and gave him a hand. (I wonder if he would have stopped if it was a Honda?). Another high point of the ride for all of us was getting to smell the KRAFT factory at Simpson. I think Bart must of collected a couple of dead week old wombats and tossed them into the Parmesan they were making as we breezes by, & I thought the APM mill was bad down our way! At the end of the day we all made it into Port Campbell safe and sound and for three of us a little drier than we started out, the weather certainly was improving as the day progressed.

The evening meal at the pub provided the chance to chat about the day, and for us to meet most of the people who came on the run. Maybe soon we will be able to return the favour and bring you to the Valley for a ride, although I have a suspicion that most of you know not only the roads but even the pot holes around here just as well as we do.

Shane Taylor.

* * * * *

SOCIAL SIP - THURSDAY 18th FEB.

Stuart Forsaith	Ian & Kerrie	Daryl & Josephine
John Barta	Jennifer Burns	Steve & Andrew - GPX750
Andrew Smith	Peter P.	Adam & Kerry - CBR1000
Diane Welsford	Rose & Joy	Pam, Andrew, Naomi & Amelia
Alec - GSXR1100	Andrew Kennedy	Terry & Elaine
Rod East - CBR1000	Ben - ZX10	Craig & Lisa

Unfortunately DOT "the birthday girl" couldn't make it along due to ill health.

"Get Well soon Dot"

YZF FIRST IMPRESSIONS

That was it I'd made up my mind, I was going to buy a CBR600. After riding Jackie's Honda some months ago, I was impressed, I had to have one. The time had come, I'd saved the required pennies and the new CBR600 was to be released in January.

The first delivery had arrived, but where are all the bikes? No dealer had one, well so it seemed, they had one, but they didn't have one, but could get one...Um, maybe. Give us a deposit of a few hundred \$'s and you'll be sure to get the first available bike in....Um, March some time, with a possible price increase, maybe. Thanks guys but I wanted to buy a bike NOW. After a week of, have a bike, hav'nt a bike from incompetent sales people and strange Honda sales policies, I was p...ed-off. If you get this sort of service trying to by a bike, what sort of after-sales service can you expect? At the very least EXPENSIVE.

Now I was disappointed and the answer was to look at other options. After miles of specs, I finally narrowed the choice down to a Yamaha YZF750. Now never owning such a sophisticated machine I was somewhat nervous and a little apprehensive the night I picked it up. Had I done the right thing? My god it's PINK! But LOVE at first ride. I expected it to be good but instead it was exceptional, I was ecstatic. It is beyond doubt the best motorcycle I have ever ridden, bar none. In just over a week and 1400k's it has changed my whole view on motorcycling. With a rake of 24° and a trail of 97mm on a wheel-base of 1420mm, it's nimble, fast and corners unbelievably easy while feeling extremely stable. The front end has given a couple of little twitches over very rough surfaces but it's yet to be seen whether it needs a steering damper, however at a guess, I'd say no. The 125HP is awesome & with my weight it has a better power-to-weight ratio than Tom on his FZR. I've also become accustomed to its colour and affectionately named the YZF "Pinkie".

I might add, its first Dealer service was carried out very thoroughly and in a professional manner. (Maybe it had something to do with the mechanic wanting to ride it at Phillip Island?). And what did the mechanic (ex Superbike racer) think after he rode it at the Island, "The best bike he'd ridden out of the crate".

Totally satisfied, Andi YZF

P.S. It's a real ~~Mans~~ Womens bike!



No it's not a Tasmanian but our very own Blues Brothers, Adam & Gary.

	Members	Address	Home	Work	Motorcycle(s)
	Baker, Andrew	33 Spruzen Ave East Kew 3102	853-6062		Yamaha FZR1000
+	Barnes, Mick	5 John St Williamstown 3016	397-1640		Kawasaki KLR650
	Barta, John	28 Pine Rd Bayswater 3153	729-1712		Yamaha XJ900
	Bastock, Martin	1/4 Swinton Ave Kew 3107	853-7628		Honda CBR1000
	Bates, Stuart	4 McComb Blvd Frankston, 3199	787-1321		Honda CBR1000
	Bloxham, Frank	41 Albert St, Mt Waverley, 3149	807-5212	420-8277	BMW R80 G/S
	Bowra, Robin	67 Type St Richmond 3131	428-5017		Suzuki GSX1100
	Bradshaw, Ross	10 Wollhara Plc Heathmont 3135	720-5317	603-4664	Kawasaki GTR1000
	Breare, Garry	35 Hannover Rd, Healesville 3777	059-622-949		Yamaha XJ900
	Brew, Max	RSD 9090 Willowgrove, 3825	051-271-222		Kawasaki GPz900
		Residential: Cnr Wilkes and Old Sale Rds			
*	Brown, Alec	155 Power Rd Doveton 3177	791-1297		Suzuki GSXR1100N
1	Brown, Ken	294 McKinnon Rd, McKinnon, 3204	578-3403		Honda 175CD
†	Brown, Noel	20 Gap Rd Riddells Creek 3431	054-286-765		Suzuki GSX750F
*	Buddingh, Ferdinand	17 Stewart Rd Sth Clayton 3169	544-9070		Kawasaki ZZR1100
	Burns, Jennifer	36 Alice St Mt Waverley 3149	807-4766		Suzuki GN250
1	Carron, Fred	38 Valentine St, Ivanhoe, 3079	49-2776		
*	Chan, Michael	7 Prentice St Elsternwick 3185	523-5986	697-0390	Suzuki GSXR1100K
+	Clifton, Gary	1 Hubert Ave Glenroy, 3046	306-7071		Kawasaki ZZR1100
	Clowes, John	17 Auburn Rd, Healesville 3777	059-622-309		Yamaha FZR1000
	Cole, Daryl	28 Daisy St Heathmont 3135	879-2295		Yamaha FZR600
	Crussel, Ron	2 Banksia St Sth. Oakleigh 3167	579-0917		Honda CB900F2
	Davies, Colin	94 Bowen Rd East Doncaster 3109	842-5098		Yamaha FZR1000
	Davis, Les	28 York St Bonbeach, 3196	772-0689	783-5231	Kawasaki GPz500S
	Davis, Mike	12 Rolland Crt., Montmorency, 3094	439-2378		Kawasaki ZZR250
	Delahoy, David	7 Pinevale Crt Epping 3076	408-6773	344-5427	Suzuki GSXR750J
*	Demosthenous, Tom	19 Reynard St Coburg 3058	564-0737		Honda VT250
+	Dennis, Mark	17 Alvena Cres. Heathmont 3135	870-8869		Suzuki GSR750WN
	Dunn, Andrew	16 Foch St Ormond 3204	578-9705		BMW K100RS
a	Dunn, Pam	16 Foch St Ormond 3204	578-9705		
	Dwyer, Peter	P.O. Box 57, Altona, 3018	398-2322	398-2322	Yamaha XJ900
	East, Rod	63 Old Belgrave Rd Upper F'tree Gully 3156	758-7738		Honda CBR1000
	Felsbourg, Paul	7 Leura Grv Hawthorn East 3123			Honda CBR1000
	Forsyth, Doug	3 Toulon Crt Carrum 3197	772-4355		Kawasaki ZX10
	Forsyth, Stuart	14 Elvie St Doncaster East 3109			Kawasaki ZZR1100
	Gooding, Kerrie	6 Peter St Springvale 3171	558-4740		
2	Gouthro, Anita	4 Ralph St, Blackburn, 3130	878-5657		Honda VF500
	Gustus, Tony	4 Bardwell Ave, Frankston, 3199	770-2092	706-5099	Yamaha XJ900
†	Harvey, Graeme	10A Romilly St Lwr Templestowe 3107	848-7388	763-8655	Honda Spada
*	Hillier, Kylie	17 Stewart Rd Sth Clayton 3169	544-9070		Kawasaki GT550
	Hosking, Ian	6 The Brentwoods, Chirnside Park 3116	735-4951		Yamaha FZR600
	Ivory, Michael	47 George Chudleigh Drv Hallam 3803	702-3418		Yamaha FZR600
a	Jackson, Barbara	c/o Wilkes Rd Willow Grove 3825			
a	Johnstone, Lisa	47 Japonica St Bundoora 3083	467-7334		Yamaha TT250
	Jones, Geoff	34 Argyll Circuit West Melton 3337	743-3164		Yamaha RZ350
	Kennedy, Andrew	79 Hull Rd Croydon 3136	725-9267		Honda CBR900R
	Kesting, Paul	18 Highfield Ave Warrenwood 3134	879-0029		Ducati 750 Sport
	King, Ross	23 Nicholson St, Essendon, 3040	370-9479	688-3400	Yamaha XJ900
	Langer, Robert	390 Burwood Hwy Burwood 3125	888-8977		Honda CBR900R
	Lardas, George	51 Fortuna Ave North Balwyn 3104	859-1904		Suzuki GSX750
1	Leahy, Les		889-6505		
	Lee, Chris	66 Ormond Rd, Clayton, 3168	543-2807		Yamaha FZ750
	Lennox, David	5 Lachlan St Bundoora 3083	467-2349		Kawasaki GPz900R
	Leyland, Steve		369-5330		Kawasaki GPx750

	Llatse, Jacquie	310 O'Neils Lane Anakie 3221	052-841-383		Honda CBR600
	Llatse, John	310 O'Neils Lane Anakie 3221	052-841-383		Kawasaki ZXR750
	Locke, Adam	29 Grange Rd Sandringham 3191	598-0510		Honda CBR1000FM
	Locke, Simon	29 Grange Rd Sandringham 3191	598-0510		Honda Spada
	MacInnes, Iain	3/10 Payne St Surrey Hills 3127	836-9281		Honda VFR750
	Makin, Eric	17 Auburn Rd Healesville 3777	059-622-309	287-1627	Yamaha FZR600
n	Matricciani, Robert	50 Majorie St Bulleen 3105	850-8519		Yamaha XJ900
n	Meek, Tony	"Sartmere" Thewlis Rd Pakenham 3810	059-412-034		Kawasaki KLR650
	Merz, Carl	7/27 Broadway St Chelsea 3196	772-0574		
	Merz, Eric	7/27 Broadway St Chelsea 3196	772-0574		Yamaha FZR1000
	Miller, Harold	33 Day Cres., Nth Bayswater, 3153	761-426	328-4703	Yamaha FZR600
	Mountney, Terry	6 Lambassa Grv. Keon Park 3073	460-1519		Kawasaki GPz900R
n	Morley, Craig	47 Japonica St Bundoora 3083	467-7334		Honda CBR1000
	Muller, Walter	9 Langs Rd Ivanhoe 3079	450-3444		Kawasaki GPz900R
*	Nicholson, David	5 Otis Place Eltham 3095			Yamaha XJ900
n	Nuchowicz, Morris	12 Merrigum Crt Doncaster 3108	840-2400		Kawasaki GPz250
	Osborn, Gary	11 Aberdeen Rd, Blackburn Sth., 3130	877-3231		Kawasaki GTR1000
n	Otzen, Daryl	27 Albion Cres Greensborough 3088	435-0294		Yamaha FZR600
	Parker, Angus	P.O. Box 195 Bentleigh 3204			Honda CB900F2
	Parker, Lisa	P.O. Box 195 Bentleigh 3204			
	Payne, Ian	6 Peter St Springvale 3171	558-4740	550-6428	Yamaha XJ900
1	Philferan, Peter	19 Aird St, Camberwell, 3124	813-3518		Kawasaki GT750
	Pincott, Garry	54 Muir St Mt Waverley 3149	802-9863		BMW K100RT
	Platt, Andrew	2 Snowy Crt Corio 3214	052-755-708		Kawasaki ZZR600
	Pope, Wayne	82 Harley St North Knoxfield 3180	763-8692		
a	Portelli, Sue	2/37 Victoria St Box Hill 3128	665-4331		
	Richardson, Luke	14 Fitzroy St Footscray 3011	689-9538		Kawasaki GPz500s
	Riddett, Jon		808-0173		BMW K100RS
	Robinson, Lisa	11 Athenium Crt Carrum Downs 3201	785-2480		Kawasaki GPz900
1	Saville, Tom		848-9988		BMW R80 G/S
n	Schrader, Tony	7/25 Newport Rd Clayton Sth 3169	543-8608		Kawasaki GPz900
	Schwarze, Dot	1 Hubert Ave Glenroy 3046	306-7071		
1	Shearer, Len	798 F'ntreegully Rd, Wheelers HL, 3170	561-2857		
	Shelley, Margaret	7/750 Inkerman Rd Nth Caulfield 3161	509-4645		Kawasaki GPz550
	Sirianni, Sam	7 Surrey Close, Hallam, 3803	703-2405		Yamaha FZR1000
	Sirianni, Rita	7 Surrey Close, Hallam, 3803	703-2405		
	Siminger, Andrea		848-9988		BMW R80 G/S
n	Smith, Andrew	5/4 Chomley St Prahran 3181	510-8189		Yamaha RZ250
	Stanley, Michael	1/20 Malvern Grv Nth Caulfield 3161	509-9253		BMW K100RT
+	Stephens, Campbell	8 Ferguson St Mitcham 3132	872-4428		Suzuki RGV250
n	Tayeh, Patrick	81 McBride St Fawkner 3060	359-6958		Kawasaki GPz600
	Thomas, Ray	PO Box 242, Rosanna, 3084	458-4984		Kawasaki ZX10
	van Dorp, John	6 Leakes Rd Laverton 3028			Honda VF1000FII
	Warden, Ben	12 Timor Parade, West Heidelberg, 3081	457-4479	344-5733	Kawasaki ZX10
	Warden, Vicki	12 Timor Parade, West Heidelberg, 3081	457-4479	867-1666	
a	Wurster, Ann	15 Redwood Drv, Hoppers Crossing, 3030	749-5575		
	Wurster, Hans	21 Medford St, Altona, 3018	398-5575		BMW K100RS
	Wurster, Ken	15 Redwood Drv, Hoppers Crossing, 3030	749-5575		BMW K100RS
*	Yates, Gary	1 Milne Rd Box Hill Nth 3129	899-1420		Kawasaki KL650
	Youdan, Jack	22 Fort St, Mt Waverley, 3149	802-3564	311-6555	
	Bear	263 Springvale Rd Nunawading 3131	877-6914		Kawasaki GPz900R

* changed address or phone number + new bike

1 life member n new member a associate member