

MAY 93

Good Vibrations



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

ITINERARY

MAY 1993

- SUNDAY 9th. LAVERS HILL via GOR.
 ## 8.30AM Laverton ##
 Tom Saville leading.

Our EARLY start will see us down this great road before the four wheel brigade clog it up. This will be a real riders ride so don't miss it.
- SATURDAY 15th. MAINTENANCE DAY & BBQ.
 Ben and Vicki Warden's
 12 Timor Pde West Heidelberg
 10.00am Onwards.
 BYO Meat and Drinks.

This can either be a hands-on or look-only type of day therefore come prepared with filters, oil etc if you intend doing some work on your bike. At lunch time we will fire up the BBQ, so come along & make a day of it
- SUNDAY 16th. MIRBOO NORTH.
 ## 9.00AM KBCP ##
 10.00 Yarra Glen
 Ben Warden leading

Across to Healesville, Noojee and Warragul for smoko. Then to Arawata, Leongatha, Mirboo Nth & Dumbalk. Home back to Noojee and Yarra Junction.
- THURSDAY 20th. SOCIAL SIP
 Anchor & Hope Tavern
 Church St. Richmond.
 6.30 PM Onwards.

Come for a meal or just to share the evening with other members.
- SUNDAY 23rd. MARYBOROUGH.
 9.30 KBCP.
 Andrew Kennedy leading.
 "NO DIRT"

This ride will encompass Bulla, Lancefield, Maldon & Maryborough for lunch. Then home via Clunes and Mt. Egerton to finish at Deer Park.
- SUNDAY 30th. NARBETHONG -- MINI GOLF.
 9.30 KBCP.
 10.30 Yarra Glen
 Mark Dennis leading

This year our annual grudge match will not be at Apollo Bay but up in beautiful Dandenongs. The usual GOOD roads will still be traversed.

JUNE 1993

- THURSDAY 3rd. GENERAL MEETING.
 "Guest Speaker"
 Club Hall 8.15pm Sharp.

Unfortunately our proposed speaker has not eventuated, therefore we will show a selection of slides from Ben Warden & Gary Clifton.
- SUNDAY 6th. HEATHCOTE - MT IDA FIRETOWER
 9.30 KBCP.
 10.30 Whittlesea.
 Michael Chan leading.

Up to Heathcote where we travel to the highest peak just out of town to take in the spectacular views. The short dirt road & walking track are worth the view.

MINUTES OF GENERAL MEETING

DATE	April 4, 1993
HELD	St Paul's Church Hall, Fairfield
OPENED	8.35pm
PRESENT	42 members and guests
APOLOGIES	John VD, Michael C, Kerrie G
CORRESPONDENCE	Account for PO Box, Rental for the Hall
TREASURER'S REPORT	We are financial but have not yet received a statement
CAPTAIN'S REPORT	<p><i>Licola Camp - 6-8/3/93</i> 9 bikes, 17 people, 3 cars, damp conditions. Daryl got lost and arrived at 2am. The party Saturday night led to interesting "fun" in the river and an emergency helicopter was found in the middle of the road.</p> <p><i>Licola Rendezvous - 7/3/93</i> 8 bikes, 10 people, damp then dry, about 550 km. Licola Road was dry and good fun. Robin Langer on first ride and was a great effort. Andrew Baker on Rob's R100RS showed that BMs can do monos.</p> <p><i>Nagambie - 14/3/93</i> 20 bikes, 20 people, Megs couldn't lead so Ian P volunteered, about 350 km. Craig on a loaned Triumph had been practising on the Boulevard (<i>does good monos</i>). Lisa J (TT250) joined at Nagambie.</p> <p><i>Social Sip - 18/3/93</i> 27 people</p> <p><i>Bellarine Peninsula Train Ride - 21/3/93</i> 22 bikes, 28 people, 1 car, Ian leader, fine all day, 350 km. Rob Langer on Harley (<i>looks OK in open face & sunnies</i>), mono demonstration by Craig, Alec and Steve, Kylie stepped off Steve's GPX, Ross King riding an R100RS and back to Steve's for coffee.</p>
GENERAL BUSINESS	
GP Mini Bikes	<p>20% discount for a group of 10 or more. Must first scrape knee to get a licence before being allowed on the track. Cost is \$30 for 3 10-minute sessions.</p> <p>Can be held on a Saturday at any time but if held on a Sunday will need to wait until August (<i>at the end of the current itinerary</i>). Committee to decide.</p>

KBCP Pickup	Have tried to leave on time but got held up with Moomba, Walk Against Want, Great Vic Bike Ride. May look at RTA Lygon Street for the next itinerary - we still need a central pickup in a well known location but there are always more riders at Yarra Glen than in the City.
May Meeting	Is the AGM where the committee is dissolved and office bearers will be elected for the coming year. Some members of the current committee will not be standing again and all members are invited to help on the next committee. The work is not arduous - involves one extra meeting per month.
Club Person of the Year	Will also be nominated at the May meeting. This year it is running on a point system and the top scorer will win. A decision on whether to vote or use points can be looked at by the new committee.
Committee Election	Need new blood and fresh ideas from other members of the Club. Request for information on which positions would become vacant was not answered directly.
Sunday 4th April	2 + 4 Meeting at Philip Island with Wayne Gardner in a commodore and the telecast of the Malaysian GP.
Sunday 18th April	Honda dealers at Philip Island at \$20 entry. See Honda dealers if interested.
Targa Rally	And Famous Last Words Rally. Anyone interested can get further details from Ian.
For Sale	Brown leather jacket \$150 neg. - see Dickie. Blue DriRider \$100 (<i>nothing wrong with it but the previous owner lost weight</i>) - see Ben. FZ750 for sale - only ridden on Sundays and just painted - see Tom S. Coasters, plugs, stickers, badges, patches etc. for sale as well as elastic rope at \$1 per metre to make your own luggage straps.
MRAA	Will hold their annual meeting 15th May at the Anchor & Hope. Includes 6 bands and a good night. Ring MRAA to book.
Les Leahy	Has bought a new bike - BMW R80.
DOOR PRIZE	Won by Kylie - Repo Wash 'N Shine Pack.
CLOSED	9.25 pm

Lavers Hill Sunday March 28.

Ben	ZX 10	Leader Out
Alec	GSXR1100	
Andrew	FZR1000	Leader Back
Dicky	FZR600	
Danny	GPZ750	Non Member
Martin	CBR1000	Rear Rider

The weather man said scattered showers, looks like he might be right. I'd better get out of bed and into town. Hope there's some juice in the bike.

Arrive at KBCP at 9:00 to see four bikes leaving. Punctuality plus! Arrive at Laverton to find NO bikes waiting. Ben said he was going to lead, as John B. was in Sydney for some reason.

One more rider arrives. Ben is anxious to get under way and so we depart.

Wonder where everyone else is?

Part One of the 'arduous' bit, Melbourne to the 'twisty bits' (Deans Marsh).

Half way along the Lorne road we came across the SES advising us that there was a triathlon in progress. Some mad fools on bicycles were riding up this great big hill, just to turn around at the top and go back down. Some nice scenery though.

Stop in Lorne for a cuppa. More triathlon competitors. More nice scenery.

The GO road. I hate riding on wet roads, but still having fun. The road was drying as we approached Apollo Bay, so I was having more fun. Not many bikes out today, wonder why? Through Apollo Bay and on toward Lavers Hill. Great road. Smooth, big fast corners, no traffic. We come to the road narrows sign and find Ben stopped. Says he has to be back in town by 2:30 for some reason, and as the next bit of road is 'a bit pedestrian' we may as well turn around and head back to Apollo Bay for some lunch. Sounds like tapeworm talking.

Stoke up on lunch and then Ben departs. Andrew will lead the way home. Simple route, just follow the twisty road back to Geelong, then head on home.

The GO road again. It's dry now, great! Still not many bikes out. Lots of cars though.

Question, What is the correct etiquette for passing a police four wheel drive on the Great Ocean Road?

Back to Geelong and break up to go home. Part Two of the 'arduous' bit, Geelong to Melbourne. Watch out for the speed camera on Geelong road.

Arrive home to cries of "Didja see the Grand Prix! What a race!"

Me thinks : So that's why there weren't many bikes out today. Hope they taped it.

Dicky FZ Argh.

NEW BIKES:

Jennifer Burns - Honda CB250RS. A low mileage bike (Only 6000kms) to replace her damaged GN250. Will be a real threat in our next economy run!

Rod East - Honda CBR1000F. Has traded the old CBR for the newest model with linked brakes.

Ian Payne - Suzuki GSX750FP. After 120,000klm the XJ900 needed some work to bring her back on track so trade-up seemed the best way.

Ben Warden - Kawasaki KLR650. A second bike bought for the impending Cape York trip in June of this year.

Sam & Rita Sirianni - Suzuki DR750. Another bike that will head up north for the Cape York trip.

CLUBPERSON OF THE YEAR

Due to the late start last year this award will not be finalized until June, therefore with a few weeks still to go here is a list of our top 10 contenders.

Progressive Point Score:

<u>Name</u>	<u>Social Sips</u>	<u>Rides</u>	<u>Leader</u>	<u>Articles</u>	<u>TOTAL</u>
Ben Warden	5	34	12	7	65
Ian Payne	6	34	10	3	56
Michael Chan	3	25	3	6	43
Gary Clifton	5	24	4	5	43
Andrew Kennedy	5	23	-	5	38
Jack Youdan	-	19	2	4	29
Steve Leyland	4	22	-	1	28
Mark Dennis	3	19	1	2	27
Ray Thomas	1	22	-	2	27
Jon Riddett	4	17	-	2	25
Jennifer Burns	6	15	-	2	25

(Total = 1 x S/Sip + 1 x Ride + 1 x Leader + 2 x Article)

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WHO's NEWS

Congrats to Colin Davies and Amelia who have just announced their engagement.

The Honda Ride Day down at Phillip Island allowed Gary Clifton to "extend" the big ZZR1100 around the track. Two-up saw 240kph down the main straight and 250kph solo. Apparently the bike is deceptive at going quick with Gary having a "moment" over Lukey Heights.

Mark Dennis's tyre troubles continue - Since the Tallangatta/Omeo weekend when I came home with a flat rear tyre on the bike, then a flat tyre on the Kombi up at Licola, then again on the bike while heading for the Eastern Creek GP and another on the bike while heading home from the GP and I hit a dog. Fur was still stuck between the tyre and rim when I had a new set fitted.

Andrew Kennedy was fortunate in getting a Harley for the weekend recently, seems one comment that stuck was "Skinny Boy on a Fat Boy".

May 20th see's Tom Saville and John Barta head off on the epic ride north to Cape York aboard their BMW's. they plan to meet the others in Cairns by early June. Sam, Rita, Andi, Ben and Les will fly up with their bikes freighted overland to Cairns. Here they will all meet up and travel as a group to Cape York. Watch the newsletter for details of their journey.

Mark Dennis filled his GSXR750WN with super grade petrol recently and reports it seemed to have more power and run cleaner!

May 16 is the date for the Austrian GP at Salzburgring. Check your TV guide for the time of the telecast.

Leader - Andi TDR250
Rear - Tom R100GS
New Rider-Justin RZ250
Notable Entrant - Les R80

Others - Ian XJ900
Ben ZX10
Andrew.B FZR1000
Andrew.K NX650
Kylie & Ferdi ZZR1100.
Geoff RZ350
Colin FZR1000
Gary ZZR1100
Mark GSXR750WN

9.30am on a sunny Sunday we leave Yarra Glen for Mt.Tanglefoot, 2km out on the Melba Hwy we are held up by road-works but only for a few minutes then onto the Old Healesville road, Chum Creek road and Myers Creek road. Half way along Myers Creek rd we turn left up a dirt road for about 3 or 4km till we reach the gate to the walking track up to the lookout. Here we leave Tom, the gear and our bikes behind as we tackle the inclined track. With one-piece leathers and a jumper on, the walk got the old sweat dripping from my brow! Arriving at the Lookout we learn IT'S NOT Tanglefoot but Mt. St.Leonards (it being the more accessible). The view was good but a bit hazy with only a faint outline of the city visible. I didn't want to look as it reminded me of work!

Morning tea was in Healesville with the H.O.G's out in force, I now know why they they call them hogs, boy are they BIG. Off through the Black Spur where my enthusiasm fades as the tyres don't seem to grip as well as I expected. Andrew.K has the same problem with a big slide - feet down - over the white line - sort of thing, fortunately we both stay up. Must've been some oil on the road?

Marysville, Buxton, Taggerty, Thornton and my enthusiasm returns with the Jerusalem Creek road seeing me touch my tootsies on the ground a few times. Lunch and it's a bit of a wait as we overwhelm the staff at the local store. On adjusting my chain I find the axle is loose!!! Must've been Clipstones when they fitted the new tyres, Yes I know I should have checked?

We head over the dam wall and stop at Eildon for fuel, then to Thornton, Acheron and Molesworth where we turn on to Native Dog road which peters out to a goat track, I think "is this why Tom & Andi are on the chookchasers!" Through a gate and across the sheep paddock where my suspension bottoms out a few times on terrain that resembles a Moto Cross track, then Les zooms by as if on his chooky and not the BM.

We eventually arrive at the Railway Tunnel and ride straight into the dark interior stopping about halfway for a photo and a look. Ben paces out the length of this brick lined tunnel at 202 metres. We ride out the other end to find a nice dirt road, Andi said we could have come this way but the other was more INTERESTING? Riding along I noticed the group had stopped & to my surprise I learnt that Les had come off in a big way, apparently the bike bump-steered, spat Les off, went down and smashed the headlight, indicators and put a hole in the left rocker cover.

continued.

MT.TANGLEFOOT continued.

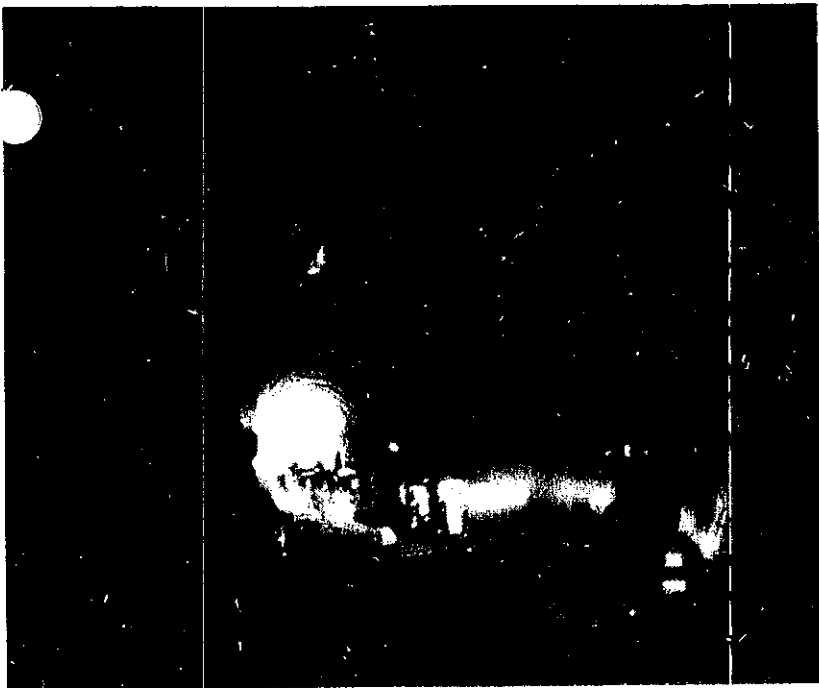
I rode on to catch Andi and bring her back to the accident scene. By this time Les was standing and being helped onto the back of Tom's bike for the trip home which was via Yea, where some left and then onto Yarra Glen for break-up with most getting home in time for the Malaysian GP.

Thanks Andi & Tom for a good ride with interesting scenery.

Mark Dennis.

* * * * *

THE TUNNEL



Inside



Outside



The Group

AROUND VICTORIA - EASTER 1993

The thought of doing most of the good roads in Vic and some in NSW after a whole 4 days of work was most appealing especially after just coming back from the GP. I felt the need for speed, but as we are a Touring Club everybody knows we don't speed!

We went down the Great Ocean Road along the normal back roads with morning tea at Lorne and lunch at Lavers Hill. The G.O. road was in the best condition I have seen it, even down to the weather. Alec and I stayed together for most of the ride, we seemed pretty evenly matched. On one bumpy corner I scraped my lower fairing on the road. I think my heart rate rose over 200BPM at that corner.

At lunch time, after all the day trippers had turned for home and Gary drained the diesel from his fuel tank! We continued on to Portland passing the Vespa Club on the way. We had seen them earlier in Lorne and they must have taken a short cut.....I hope!

The next day (Sunday) saw Colin & Amelia head for home while the rest of us travelled to Kerang via the Grampians. Once over the border in NSW we followed the Murray around Lake Mulwalla to Albury then to Tallangatta for lunch. The afternoon saw us do the normal lap around Granya to Corryong and then up to Adaminaby arriving about 6pm in the cool of the evening which is normal for this area.

Next morning memories of last year pushing George's old Suzi up & down the main street to get it started were rekindled, but this time it was Danny's GPz (eventually worked out that float level was cause of problem). After finally getting away we picked up a potential new member on a FZR1000 while cruising the Monaro Hwy, he quickly settled down to our pace and stayed for the whole trip back to Melbourne. We encountered a little bit of rain at Orbost but continued on to Bruthen (lunch), Warragul, Poweltown and Yarra Junction, arriving about 6pm and although most were a bit tired and sore we all agreed it was well worth it.

So thanks to Ben for the usual good ride and for organising the trip.

Mark Dennis.

Riders:-

Ben Warden - ZX10

Alec Brown - GSXR1100

Mark Dennis - GSXR750

Colin & Amelia - FZR1000

Danny - GPZ750

Saturday Only

Andrew Baker - FZR1000

Rob Langer - R100RS

Gary Clifton - ZZR1100

Background:

Vicki and I spent a couple of very enjoyable weeks in Tasmania touring around on the bike staying in youth hostels. We went with the Club three years ago and this time wanted to spend more time at the places we liked last time. In last months magazine I detailed the first few days activities including a couple of hikes around cradle Mountain. Here follows the next few days fast fading memories.

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

Today was declared a rest day for our walk weary legs. After a leisurely breakfast we rode to Mole Creek Wildlife Sanctuary, catching the 11 am feeding show. First were the Koalas, brought from the mainland, and I suspect more for their Japanese tourist attracting abilities than anything else. We were able to pat a couple of youngsters. One of the males is 12 years old, as old as the park itself, and is still active (14 hours asleep a day) and horny as ever. He has surpassed his natural life expectancy by some years. The keepers seem genuinely fond of the animals, treating them more as pets, most of the daylight mammals having a name and known history.

Next were the wombats. They were cute, cuddly and heavy! Cameras clicked enthusiastically as they were passed from person to person. Half of the spectator gallery numbering 25 or 30 had some sort of event recording device: VHS recorders seemed very popular. "Winnie", a full grown wombat who wanders freely around the sanctuary, was never far behind the group, usually burrowing under or walking across peoples' feet, loving to be the centre of attention. She lived in a hole in the ground under a tree.

The Tasmanian devils were next. They were fed rabbit pieces and managed to swindle a few extra helpings. They have large jaws with phenomenal crushing power, only exceeded by the crocodile family. By nature, they are scavengers, and as a result tend to make up a large percentage of the road kills: they get killed eating other carcasses on the road. The three babies in the enclosure growled and squealed after delight every morsel of food devoured. They were tame and very amusing. Devils were once thought to hunt in packs and kill livestock and hence were hunted remorselessly. They were only eating dead animals. Plenty of ignorant farmers still exist.

The sanctuary gets its animals from roadside kills, usually where the mother is killed and the offspring survive in the pouch etc. They get so many animals that they have a team of volunteer carers who look after the animals in their private homes, almost as pets. The object is to return the animals to their natural habitat.

Other enclosures visited were the walk through aviaries, the nocturnal dugout housing numerous small mammals, and the snake pit. Of particular interest was the native spotted cat called a quoll - a very beautiful animal. The sanctuary is not large but is very well run. Alas, food prices were exorbitant so we headed for Devonport, the picturesque landscape dominated by the rugged Western Tiers for the first 20 or 30 km.

A monster ham and salad sandwich was excellent value, placating the worms for a time. A "hole in the wall" easy teller replenished the fast dwindling stocks of the folding stuff, only to be immediately eroded booking a Cadbury's Chocolate Factory Tour. The local Tasmanian tourist agency took our \$16. We scored a few brochures and maps in the exchange.

The Devonport supermarket attracted our patronage, but after studying the itemised bill I determined that \$1.46 for one onion was a bit exorbitant. After Vicki went into bat for the good guys, and much tooting and froing was performed by the protagonists, "computer error" was adjudged the culprit. They had been ripping everyone off all day on the onions, obviously entering the wrong numbers in the bar code look-up tables. Us city slickers weren't so easily hoodwinked!

It was getting late so we headed for home via the "scenic" route through Ulverstone (freeway through heavily industrialised area of the north coast) and Leven's Canyon, some 50 km south. The ten minute

walk from the carpark through thick rainforest gave no hint of the impending view. All of a sudden we were at a cliff edge, very high up, with tremendous views off to our right and left up the gorge, and a steep side of a mountain directly in front of us, forming the other side of the gorge. It was breathtaking.

We played "Pictionary" well into the evening with English and Swiss girls and more Sydneysiders. The Swiss girl had a fabulous accent and played the dumb blonde to perfection.....

Thu 11th, Deloraine - Poatina - Bothwell - Mt Field Nat. Park, ~250 km

It had been a cold night with the wind howling. So it was with some trepidation that I looked outside the next morning expecting rain and overcast skies. Amazingly it was bright and sunny - again. It wasn't long before we had breakfasted and were on the road heading south, Mt Field National Park youth hostel our destination. We took minor, relatively straight roads travelling through Bracknell and Cressy to reach Poatina and the start of a 1000 metre climb up the Great Western Tiers. The map showed a squiggly bit and I just couldn't resist!

The sign post indicated 10 km of windy road. I counted eight 15 km/h first gear hairpin bends. It was so steep that I rarely engaged any higher gear than 4th (of 6). We passed 3 fully laden logging trucks travelling at a few kilometres per hour. The higher we went the colder it got.

The next significant town (about as big as Lancefield!) was 108 km away so we settled into a comfortable cruise as the highway very slowly meandered down hill. It reminded me of the Snowy Mountains Highway south of Cooma. It was a superb, wide, fast road - relatively flat and sparsely vegetated, being above the snow line. It was very quiet, almost devoid of human influences. Very peaceful.

We hit reserve as we passed through Patrick Plains, some 352 km since the last fill. The cold was becoming more intrusive as my fingers and thumbs were going numb. Vicki was freezing.

As last we rolled into Bothwell after a further 46 km on reserve. While I fuelled up the bike Vicki added thermal underwear and a jumper to the day's fashion statement. Economy of 19.5 km per litre (indicated) seemed most attractive considering the speed, altitude, two-up and loaded. A hot chocolate for Ben and black tea for Vicki provided both refreshment and much needed internal heating.

On to Mt Field National Park via Hamilton arriving at at 1 pm. Off with the wet weathers and thermals and into the walking gear. The hostel is conveniently situated a couple of hundred metres up the road from the Park entrance. After purchasing some lunch at the kiosk we set off on a walking tour of the nearby waterfalls. We visited Russell Falls (featured heavily on postcards), Horseshoe and Lady Bendon Falls. The tracks through the thick rain forest are well marked and maintained by the Tasmanian Forestry Commission. Various signs gave information explaining the local flora and fauna varieties and species, and a little history of the area. The location was "mined" for the very tall trees indigenous to the area. A gismo was set up to measure the height of a tree (knowing the distance and angle), and it proved to be in the order of 350 feet tall. (3 feet equals roughly 1 metre for you youngsters.)

Two and a half hours pleasant wandering saw us back at the hostel chatting with a group of elderly ladies doing a walking tour of Tasmania. We happily accepted their recommendations on where to go next day: walks around Mt Field starting at Lady Bendon carpark. It would be an early rise..

To be continued

Ben and Vicki (ZX10)

APRIL 18- REEFTON SPUR RUN.

This was Eric Makin's ride and it was well "rehearsed".... after all, Eric lives for these routes around Healesville, Marysville, etc.

However this article will not be too clever as the reporter was not requested, directed, ordered to do it until half way through the run.

Don't they know that Triumph twin riders cannot think straight from the first 50 Km?, it's all those vibes ya know !

Consulting a map finds we went from Yarra Glen (another late start--- come on Committee, think of ways to fix this problem) to Pantom Hill, Kinglake, Toolangi then Healsville for morning stop.

Notice the route is a scratcher's one, after all, Eric planned it. Two incidents (Club jargon for crash and burn activities)--- John's Virago did not make it through the first (tight 35Km) bend in the Christmas Hills & Tony-GPZ 900 dropped on the bumpy Toolangi-Healesville road. Worst injury was pride followed by a broken gear lever on the Kwaka (still usable-barely).

Let's see- then it was onto Warburton, up /down Donna Buang and Warburton for lunch.

We seemed to lose a few riders here, no wonder with sore wrists and worn out knee sliders (how we exaggerate!)

After lunch, in excellent weather incidently, we did the Reefton Spur trick to Cumberland Junction with the "Eric plan" to go up/down Lake Mountain.

However Eric 'imself miscarried the plan by throwing one FZR up the road a few Km, from the top. Opinions on the cause varied from fine gravel on that bend to front-end- let-go-due-overworked-tyres to "must have gone to sleep".

With such an "incident" you would expect more damage than two indicators, steering damper and scratches (to bike and Eric). Oh yes, holes in a pair of \$ 160 gloves (\$160 ? - must be carbon fibre-titanium-unobtainable)

Carrying on, Eric led us back to Healesville via Marysville and the Black Spur (where else!) after the 275 Km run.

Thanks for a well- planned day and to Ian (FZR 600) for rear-riding all day.

Jack Youdan

Players/Bike list:-

Alec Brown-GSXR1100	John Clowes-FZR1000	Jennifer-CB400
Michael Chan-GSXR1100	Tom Saville-FZR1000	Geoff Jones-RZ350
Mark Dennis-GSXR750	Ian Hosking-FZR600	Graeme-TDM850 (1st)
Martin Bastock-CBR1000	Andi-YZF750	Martin-TZR250 (1st)
Craig Morley-CBR1000	Eric Makin-FZR600	Jon & Helen-K100
John Morley-XV1000	Jack.Y-Triumph	Ben Warden-ZX10
Ian Payne-XJ900	Ray Thomas-KLE500	Tony Schrader-GPZ900
Mandy-CBX750 (3rd)	Alec-VFR750	Andrew-CBR600 (1st)
		Ivan-CB900 (1st)

PILLION FROM HELL

Today was Les's 1st time to lead a ride and I was just a touch nervous for him as I know he was just a touch nervous himself.

Knowing the pace you lot (notice I said you lot and not guys) put out on the front line as you lead us from A to B, I wondered if Les would fold under pressure and gun it. He didn't do too bad I suppose but with a possible 1 point left on his licence, if he'd done his dash Bosnia would have been a better choice than facing his pillion.

The day was nice and we went straight to Hallan as Ian was leading the rest over from Kingsbridge. Thankyou Ian. Before I go further might I suggest that we possibly meet at another Servo at Hallam cause the toilets at that Servo are the pits. Yucko.

O.K. so off we go. Ben's got all the info about what most of you members like to read. You know-- who's got what-- how big it is etc.-- ooh sounds a bit rude. I'll leave it to Ben.

Anyway back to the story. Off we go with the only daunting thought in this pillions mind being-- How the hell am I going to survive Arthurs Seat.

Poor Les. He's stuck with me on the back and I'm not a great pillion. Love it fast and straight but hate to lean. Yes, yes I know to most of you its the best. I've heard it all before. That mystical force called THE ADRENALIN RUSH. What is it? Have I had one? Is it like the high you get after pushing for hours on end and popping out a 6 to 7lb. bundle of screaming lungs (childbirth boys) or is it like the buzz you get when you step on the scales and discover you've lost 2 kilos? Guess not. I suppose my day will come but it certainly wasn't on this day going down Arthurs Seat.

Les took the option of coming the back way and starting at the top and making his way down. "Let me off at the top", I said. "I'm not stopping at the top, you have to go down." Foolish, foolish man. I bet you Les is sorry he ever uttered such words. Poor guy. Can't you see him now. Approx. 20 bikes all on his clapper and ME. How he kept the bike up beats me. I'd slid in so close I nearly threw him over the handle bars. And it's got to be hard handling the Seat with 2 fists stuck in your guts. I think the only thing that kept him on and still riding was that I still had my feet on my pegs and not his. Then again the hoard descending from behind might have aided him to keep it up and running. Well we made it but only just.

Oh dear, oh goodness me. Realization has just hit. We're at the bottom and we have to go back up. Oh shit. O.K. Jane, I thought to myself. This is it. It's about time you faced your fears. If you lot can go up then so can I.

O.K., a few deep breathes, grit the teeth and its time. Up I go, put my butt on the seat and take those feet off the ground. Hang on tight, extra tight. This time I'm going to sit up and take it all in and you know what? I did. I saw the vintage cars going past, the trees and even the view of the bay. It was great. The best trip up Arthurs Seat I've ever had. I'm telling you now folks, I can highly recommend it. THE CHAIR LIFT IS GREAT.

Of course after facing death 1st hand I was ready for anything, anything of course except the couple of twisters we went through on the way to Flinders. Lucky to survive to eat lunch is all I can say.

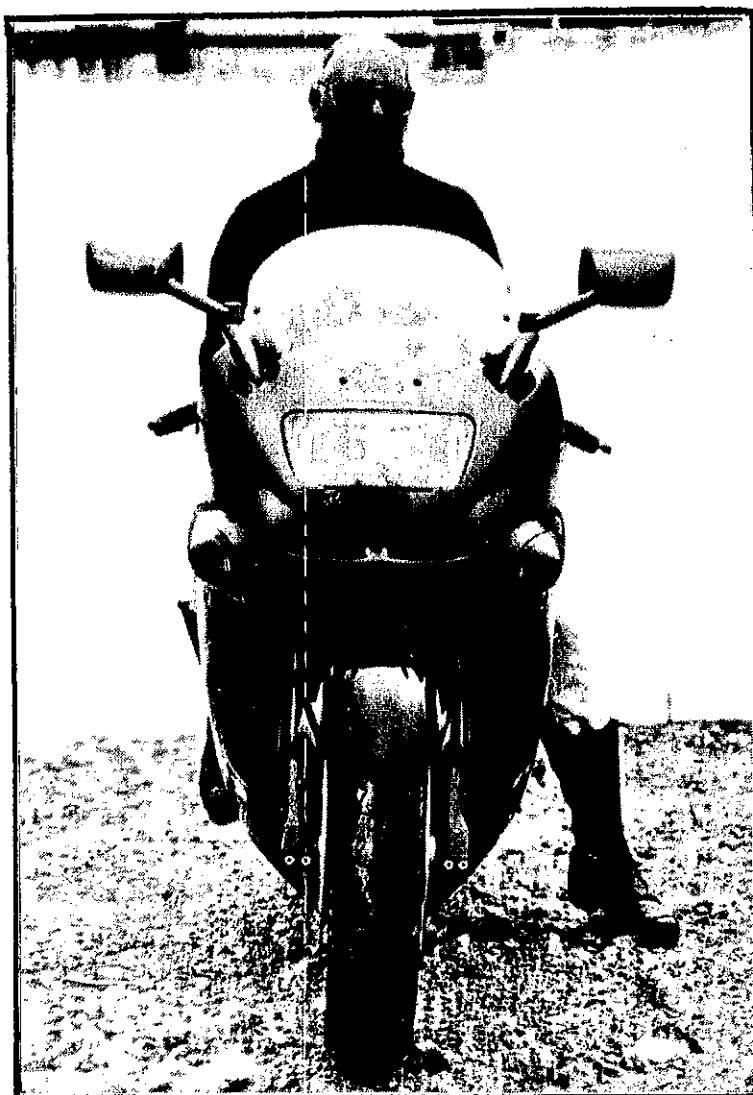
The rest was a breeze. Definately the sort of ride a non-balanced pillion could handle. In other words no more 35k hair-raising hairpin bends.

After lunch at Flinders we were off to Ashcombe Maze. A definate challenge and alot of fun. I'd like to thank that unknown couple that led us out of the 1st Maze not to mention that very young girl who whispered me directions to the centre of the Rose Maze. Bad luck Les, I still got there 1st whether I had help or not.

Certainly a highlight at the Maze was the hedge trimmer on his mechanical spring loaded stilts. If you ever go and his hanging around, ask him to skip. Quite a sight.

Actually Ian's demonstration of how to de-ball a tomcat with ones teeth wasn't too bad either. Anyway it was a pleasant day and this pillion survived this ride ready to give Les or some other unsuspecting sap a day of hell.

J.D.



LEAN and MEAN!
Gary on the BIG ZZP

ASHCOMBE MAZE - APRIL 25.

I picked up the ride at Hallam, and with the promise of good weather a lot of other riders had the same idea as myself. After a safety chat, Rod volunteered to go rear rider, as he was running in his NEW CBR1000. Les Davis, leading his first ride, headed off through Hampton Park, Langwarrin and Moorooduc to finally stop at Arthurs Seat for morning tea. Luke & Stav left at this point with bike trouble, but meanwhile some of the boys were doing a few laps of the Arthurs Seat road with the girls taking the Chairlift.

After our break we headed along the good roads to Flinders for a take away lunch. It was also here that a few other riders left. Then it was down to Shoreham and the MAZE where Les had negotiated a discount price of \$4.00, we walked round and round and round looking for a way out, only to find another MAZE but this time made from rose bushes! We eventually made it to the centre and back out to the carpark where the group finally reassembled. We then set off to Frankston where the ride broke up.

The weather was great with no dramas which made the ride relaxing and enjoyable. Thanks to the corner-markers, Rod the rear rider and Les our first time leader.

Riders:-

John Barta-R100GS	Martin Bastock-CBR1000	Mandy-CBX750
Ian & Kerrie-XJ900	Rod East-CBR1000	Martin-TZR250
Ben & Vicki-ZX10	Craig Morley-CBR1000	John-Ducati 907
Luke & Stav-GPz500S	John VD-VF1000	Walter-GPz900
Les & Jane-Gpz500S	Alec Brown-GSXR1100	Carl Merz-Car
Doug Forsaith-ZX10	Michael Chan-GSXR1100	Ray Thomas-ZX10
Stuart Forsaith-ZZR1100	Rob Langer-Harley.	
Patrick & Alison-GPz600	Eric & Nadine-FZR1000	
Paul & Carol-FZR1000.		

SOCIAL SECRETARY REPORT

My last 12 months as Social Secretary have been quite enjoyable and although I personally would have liked to see more social activities we still had enough variety to keep everyone happy.

So to all members, thanks for your support (I'm glad you enjoyed the suppers) and I hope one of you will stand for election to this interesting position, as due to other activities I will not be nominating for re-election.

Therefore best wishes to the new committee for the next 12 months.

Dot Schwarze

Social Secretary 1992/93

PRESIDENT'S REPORT 1992/93.

Another 12 months have passed and still our Club continues to prosper with this year seeing our membership increase 12% to 104 members. This increase has not only seen a lift in ride attendances but also in our social activities, which has culminated in the introduction of our very successful "Social Sips".

It is also pleasing to note that no serious accidents have occurred on Club rides this past year (although the occasional mishap happened) but this is no cause for celebration or complacency it is still a members responsibility to act in a manner that will not attract adverse response from other road users but adhere to the Club's high standard of roadcraft and integrity.

This year has also seen the introduction of a points system for determining our Club Person of the Year and although some fine tuning may be necessary it does at least allow the active members of the club some recognition in vying for this award.

We have also seen much discussion concerning the pros and cons of replacing KBCP as our central starting point and although many suggestions have been forthcoming, the current committee have decided there will be no change for the time being.

One valid aspect about all this discussion shows at least that members are still concerned enough in Club issues to put forward, both written and verbally, their views on what direction the Club should take. This is their democratic right and is what helps the Club maintain its diversity and balance in offering all members an activity they can participate in. So from me, a sincere thank you for your continued support, enthusiasm and dedication over the last 12 months.

Thanks must also be directed to the out going committee, many of whom have declined nominations for a further term in office
So thanks to:

VICE PRESIDENT Ben Warden, who's many years of club experience have helped keep the club on an even keel.

TREASURER Gary Clifton for keeping the club on a secure financial footing and your valuable contributions in the decision making.

SECRETARY Margaret Shelley for the efficient processing of the secretarial duties.

ASSISTANT SECRETARY Tom Demosthenous for the concise legible minute taking and for putting the newer members viewpoint forward.

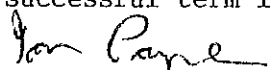
SOCIAL SECRETARY Dot Schwarze for your skillful catering of club suppers and fresh ideas for social outings.

CAPTAIN Michael Chan who's overseeing of club rides has ensured they continue to uphold the high standard our club is renowned for.

VICE CAPTAIN John Barta for your ongoing support and contributions in the running of the club.

My sincere thanks to you all and I look forward to your continuing involvement with the club.

To the incoming committee, I extend my best wishes for a successful term in office.


IAN PAYNE
PRESIDENT MTCV 1992/93

TREASURER'S REPORT

Although our membership was high this year, so were our expenses. A new flag cost nearly \$200 and magazine covers were \$228, also our supper expenses have been higher than in previous years, but despite all of this we are still in good financial condition.

I will not be standing for re-election this year so as to allow fresh people with fresh ideas onto the Committee.

I have enjoyed my time on the Committee (well, most of the time anyway) and hope that the next Treasurer enjoys the position as well.

In closing I would like to thank the other Committee members for their respect and help over this last 12 months.

Enjoy your riding.

Gary Clifton.

ASSETS.

Metal badges	48 x \$6.00	\$288.00
Adhesive badges	56 x \$1.50	84.00
Cloth badges	67 x \$3.50	234.50
Ear plugs	329 x \$0.30	98.70
Coasters	2 sets x \$5.00	10.00
RACV maps	3 x .75	2.25
		<hr/>
		\$717.45

VALUE OF MERCHANDISE.

Duplicator & accessories	\$309.00
Electric typewriter	300.00
Electric stapler	198.45
Urn	60.00
	<hr/>
	\$867.45

MOTORCYCLE TOURING CLUB OF VICTORIA (INC.)
STATEMENT OF INCOME AND PAYMENTS
1.5.92 TO 30.4.93.

<u>1991/92</u>	<u>PAYMENTS</u>	<u>1992/93</u>
\$		\$
480.00	Printing itineraries	480.00
185.17	Printing magazines	370.25
459.76	Supper supplies	646.00
62.16	Door prizes	143.20
344.20	Postage	445.00
37.00	P.O. Box Rental	37.00
269.80	Hall rental	300.00
16.85	Trophies	146.80
47.84	BBQ Supplies	284.00
7.89	Bank fees	29.00
443.00	Accommodation fees	240.00
-	Donations (MRA)	40.00
7.50	RACV maps	3.75
40.00	Raffle	19.20
-	Christmas Camp firewood/ fireworks	53.00
-	Poker run prize	30.00
29.00	Incorporation fee	29.00
-	Magazine covers	228.00
125.40	Miscellaneous (Club Flag)	190.50
<u>\$2555.57</u>		<u>\$3714.70</u>

<u>1991/92</u>	<u>INCOME</u>	<u>1992/93</u>
\$		\$
1530.00	Subscriptions	1870.00
844.69	Supper costs	604.00
182.30	Stickers/Badges/Earplugs	105.10
172.40	Auction proceeds	40.10
27.83	Cheque Account interest	49.70
60.00	Donations	20.00
20.00	Christmas BBQ	25.00
-	Upper Yarra BBQ	150.00
498.00	Miscellaneous	12.50
<u>\$3335.22</u>		<u>\$2876.40</u>

CASH BOOK BALANCE.

Balance brought forward 1991/92	\$1383.09
Receipts (Add)	2876.40
Expenditure (Subtract)	3714.70
Surplus	<u>\$544.79</u>
State Bank Cheque Account Credit	<u>\$723.36</u>

Yearly Captain's report 1992/93.

04 May 1993

List of rides this year in a nutshell:

Bass counter meal	Upper Yarra Dam/Reefton	Blackwood
Snob's Creek waterfall	Yea (navigation trial)	Cockatoo
Eppalock waterskiing	Ballarat (avation museum)	Mt. Macedon (night ride)
St. Andrews/Yum cha	Poowong counter meal	Welshpool Agnes Falls
Apollo Bay (minigolf)	Vaughn Springs	Whittlesea (toboggan park)
Swan Hill weekend	Paradise	Post Campbell weekend
Moorabbin go-carts	Dumbalk	Marysville (night ride)
Moondarah Dam	Avalon (air show)	Walhalla (cricket)
Alexandra (poker run)	Whitfield weekend	Tasmania
Arthurs Seat/bowling	Maldon	Licola weekend
Wonthaggi coal mine	Woodspoint	Licola rendezvous
Maldon	Warragul	Nagambie
Lake Mountain (snow)	Carlisle River	Bellarine Peninsula (train)
Nagambie	Christmas (BBQ)	Lavers Hill
Warratah Bay	Heathcote (Pink cliffs)	Mt. Tanglefoot (tunnel)
Flowerdale	Thorpdale	Around Victoria weekend
Mt. Macedon (econ.)	Meredith	Reefton Spur
Alexandra (Tram museum)	Rosedale Christmas camp	Ashcombe Maze
Auction night		Redesdale

From the start, the MCTV has been fraught with it's share of high and low points. We have, as in bygone years, seen yet another proposed Club name change, implemented a partial ride grading system, developed a new Club Person of the Year Award method and viewed the proposal of making KBCP redundant, to name a few. All very topical and contraversial issues as all will agree. Through new ideas from members and the improving communication between the committee and ordinary members, issues such as these have been reviewed, given careful consideration and been put to the membership for discussion before being acted upon. In essence the Club (it's members) are shaping the future by deciding on what it is that they want. We have always been a riding club for riders and run by riders.

As often as it is said, it is undenyably true that for any organisation it is it's members who really make it. This is especially applicable with the MCTV where, as can be seen from the above, an insurmountable effort and time by leaders has seen once again a varied and broad spectrum of rides throughout the year. I wish to thank not only our leaders (regular and first timers), but also those who participated on rides and performed the other less glorious functions that make rides work and are equally as important as leading.

I commend particular individuals for their valued, long term efforts not only in preparing rides but also in their 'behind the scene' involvement in the 'paperwork' and social events. My thanks go to the likes of; Ian Payne, Tom Saville, Ben Warden, Dot Schwarze, et al... There are others but too many to list.

1992/93 has been another safe year of riding. Whilst individuals have had bad luck at times, I have observed a high level of riding skill amongst the membership contributable to the

continued length, diversity and weather conditions that occur on our rides. It is clearly seen that even after a short period of riding time with the MCTV we instill that high roadcraft skill to new riders and learners alike.

Our ride co-ordination, I refer to the leading-rear riding, corner marking excluding learners and/or 250 cc machines, are systems that for years continue to work easily and efficiently ensuring ride flow, on-ride communication; all of which, at the end of the day result in an enjoyable ride which is basically what we and others keep coming back for.

The benefits of such a club are enormous and are in no way limited to being bike related only. They include; constant improvement of roadcraft skills, Navigation, friendship with fellow enthusiasts, peace of mind on rides (1st aid/puncture repair kit/syphon,etc.), reassurance of not becoming lost, competition, leadership... They are countless and all important to all of us for our different reasons. All of this and more you get for \$20- a year.

The primary responsibility of the Club Captain, broadly speaking, is to ensure and oversee the smooth running of rides (construe this as you will) but given the responsible and mature outlook of the membership this year, my task has been incredibly simple and easy. I hope for this to remain in 1993/94 for everyone of that committee.

I would like to urge those who have not lead a ride to do so in the coming year and to also suggest some ride destinations. It is simple. To be fair to the regulars/others, please volunteer and share the responsibilities of rear rider and ride reporter fairly.

In closing, I would like to thank you all for your support and for the opportunity for me to serve on the committee and for this most valued and enjoyable experience.



Michael Chan
Club Captain

FREESTYLE FRENZY

The French contribution to European harmony — an entertaining way to go racing.

It's Frederic's big moment. The crowd cheer and smoke gets into his eyes. Into everybody's eyes, because there is a lot of it. 180mm rubber being ruthlessly burnt.

Frederic smiles all over his college-boy face. His open face helmet shines brighter than ever. With his left hand he waves to the crowd and with his right he leads his Rainbow Warrior FZR1000 by the handlebar — revving at 6,000 but turning in slow circles, feet on the footrests, the tyre losing one millimetre per demo run.

But Frederic Desbouchages is only one representative of France's Young and Wild, competing here for the succession to Richard Almet — who was killing tail-lights twelve years ago (and still is). This is the art of freestyle motorcycling.

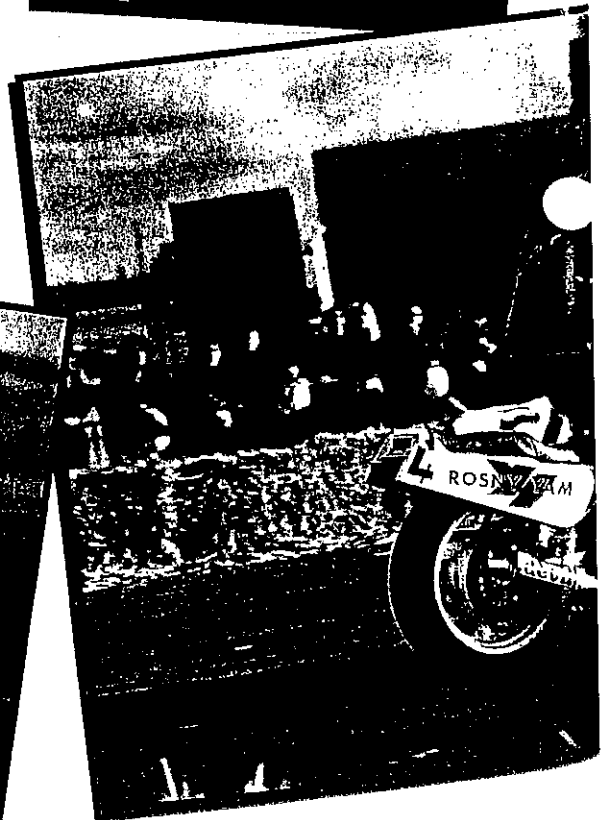
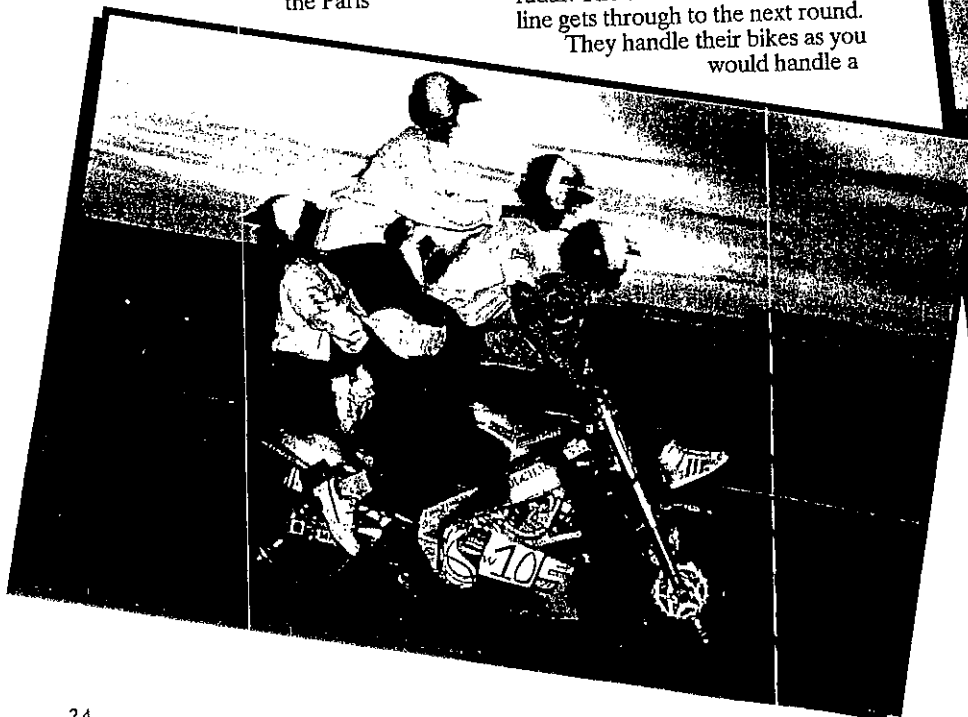
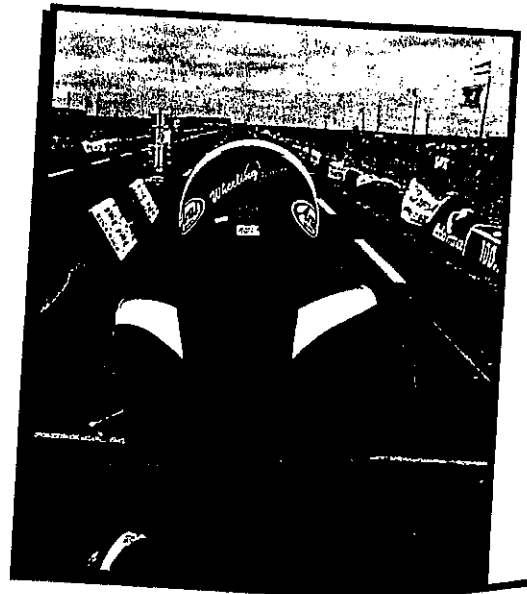
Developed in the deepest corners of rural France, emerging occasionally on the Paris

Périphérique, it reaches a climax each year at the village of Orgères-en-Beauce near the usually peaceful Reims champagne yards. It began as a drag race, with a bit of entertainment between races. The local club, Ecurie Orléans, organise it on 1km of dead straight road, just after the summer harvest when there are plenty of straw bales about. In other countries the authorities would throw you out of their windows if you made such a proposal. In France it is different and the club were politely asked what kind of tarmac surface would best suit their purpose.

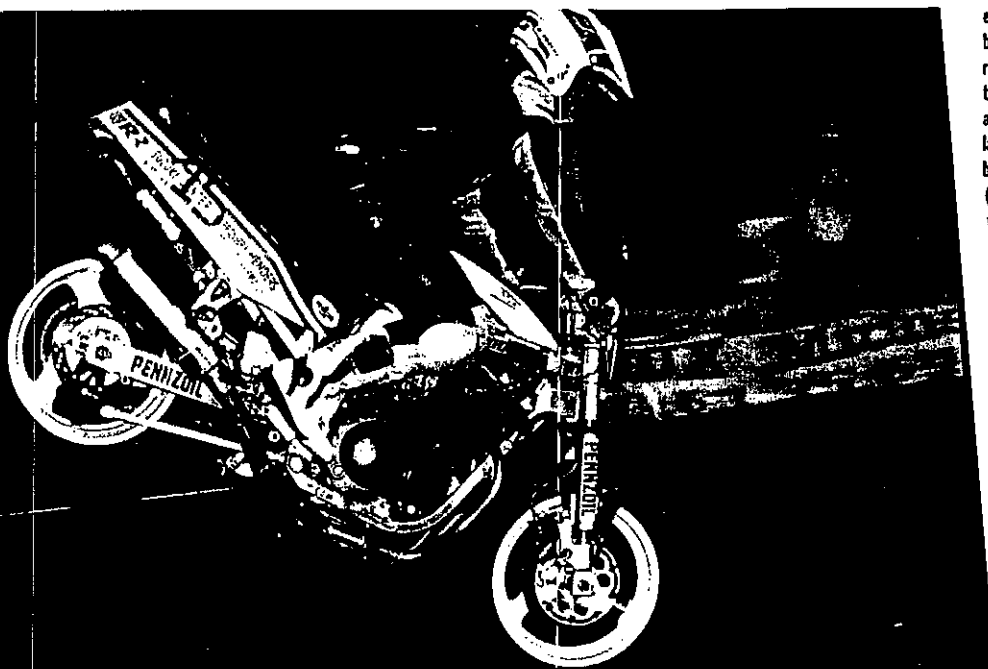
Now 16 Freestylers get together to show off in what was once the side dish to a drag race but has now become the main attraction. Or the main attractions, to be precise, since we have the wheelie competition and the Freestyle.

The wheelie competition actually has rules, but not too many. It is run like a drag race, started by Christmas tree lights with two competitors. After 15 metres the front wheel has to be off the ground, where it must remain for the next 185 metres to the finish line, manned by the local police with their radar. The first one to cross the finish line gets through to the next round.

They handle their bikes as you would handle a



PERFORMANCE BIKES



enough to flatten the suspension but (middle) one man is. The five rainbow coloured ones are about to have a multiple wheelie although, owing to a little-known law of physics, stoppies can only be done with four people (otherwise you always end up with two ladies sitting beside one another.)

Immediate left: these stoppies are the serious kind, as opposed to the chip-shop variety. They are performed at high speed — the record is 109mph — although 50-odd is considered acceptable if you are waving to the crowd. These things are known because (below) the police turn up with their radar and join in (unlike Cadwell Park where they just lurk a few miles down the road but all that'll soon change when they find out we're in Europe.



mountain bike. If you practiced a lot. A decent roll on, still in first gear, a solid twist of the wrist and an angry grunt from the four-into-one and the front wheel climbs high. Only now does the real acceleration begin, the riders peering under their straight, trials type handlebars. At the finish line they have enough speed to make the tyre give a short puff of burnt Michelin, like Concorde landing.

Between the races it is everyone's ambition to entertain the crowd, lodged between chips van and wine bar on the edge of the harvested field. This time there are no rules. This is Freestyle. Alain Haenen's ambition is to return with his back wheel as high as the front was a few moments before. The trick works every time and while he does the stopping from 50mph to zero on one wheel, he mostly finds time to send a short, friendly wave to the public. And his

nice face, more like a pocket-money-receiving schoolboy than a reverse-wheelie king, smiles brighter than ever.

Alain Bour, the man with an excited motocross past and the inventor of top-speed stoppies, holder of a world record (handstand on the handlebars at 140mph), * does the same but steers a cool slalom on his front wheel only, before he lets the FZR1000's back wheel crash to the ground hard enough to flatten the suspension. If there is space enough in the pre-start zone, Alain doesn't push his bike around, he lays it over carefully, gives little whoops on the throttle and makes the Yam turn 180° in the desired direction.

Riding back to front is Jean Christophe Subra's speciality. Hard on the throttle, he kneels with his right leg on the seat of his CBR1000, takes his hand off the wide handlebars, swings his left leg across to the right footrest, finds a comfortable position

FREESTYLE FRENZY



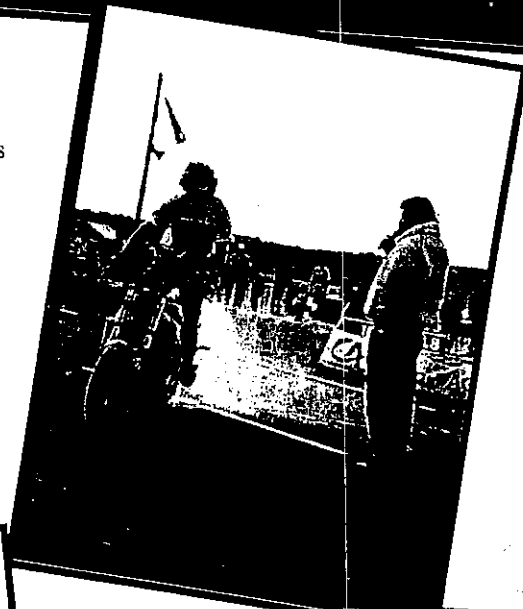
and takes the handlebars again, accelerating fast. * 143mph was his best so far and when the old CBR is replaced by a Fireblade, he intends to beat the world record in this special category.

Jacky Vranken could kill another world record. His special trick: rolling slowly, he sits on the tank of his GSX-R, lays his legs over the handle bar, takes the throttle and with a sharp hand movement, makes the front wheel lift.

You can do wheelies with your streetbike, sure. But you can't shift gear with your legs over the handlebars. That's why the real acrobats have fitted air shifters. But that's all they need — they don't even alter the gearing.

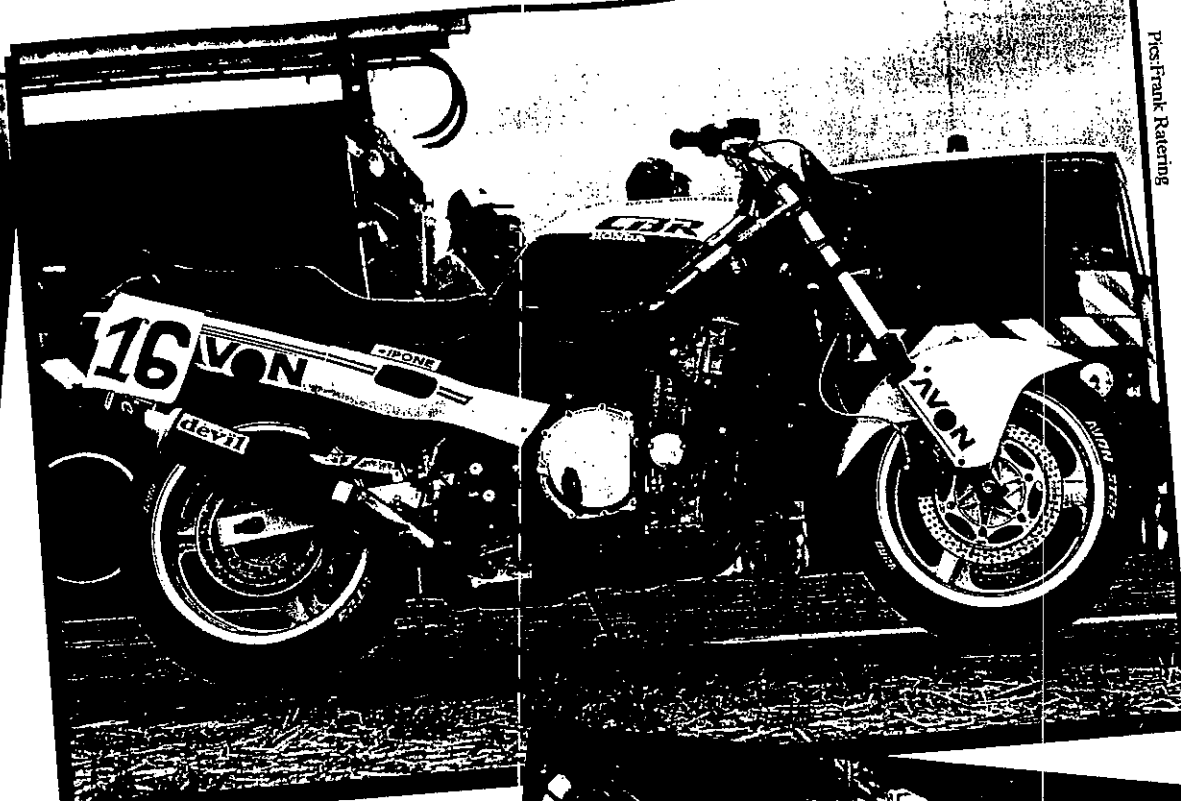
And you can have fun with the most modest bikes. Ask Daniel Nicoletta. He is no longer the youngest around and consequently wears one-piece black leathers (*baggy, we hope* — JR) street shoes and a Shoei. No gloves, no socks (*who would want to wear socks anyway? It must be like having sex wearing a condom. I imagine.* — JR). And his bike is an old GSX-R1100 from 1987. Or three GSX-Rs, judging from the colours that have been joined together and at least one of them has slept under water for some time. No more than £1000 is his estimate for the grand total, including the wide handlebars and he is enjoying it no less than everybody else.

Even if it is a cheap sport it still costs money and very few of them can make a living out of it. Laurent Aubugeau can — he is the man with most records of all. By wheeling through the radar beam at 153.2mph and clocking 109.1mph on the front wheel he has nobody to fear. Sitting backwards at 148.0mph and a sitting-over-the-handlebar wheelie at 121.2mph are just some of his other

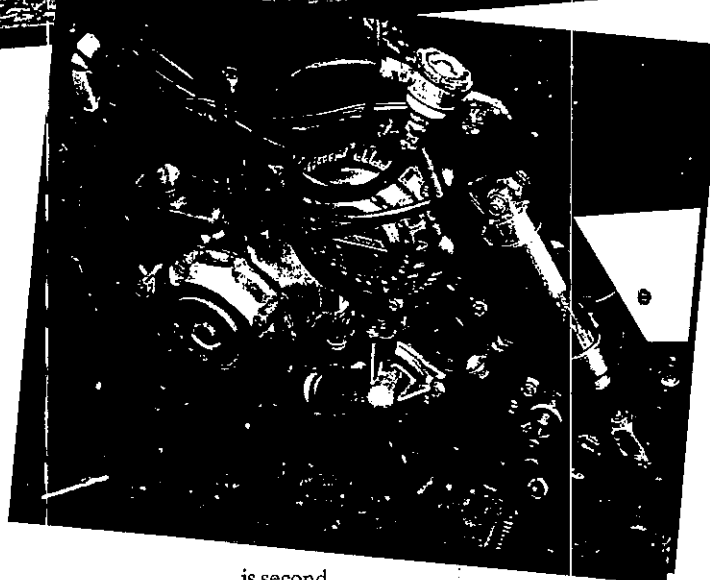
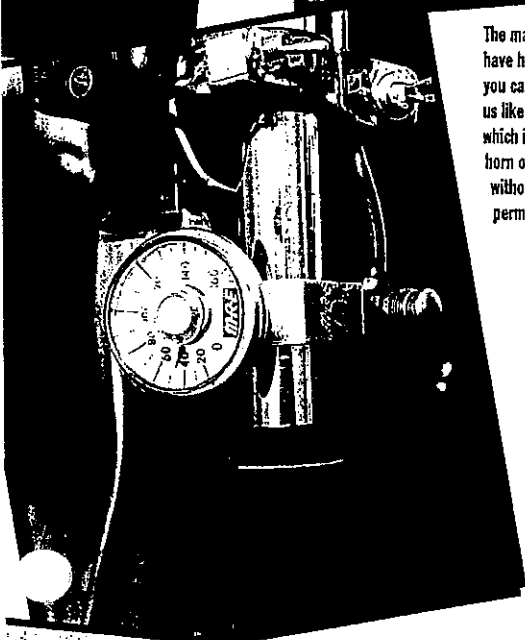


Artificial aids like low gearing are not considered to be playing the game. But when you are wheeling sitting on the handlebars, it is difficult to change gear, so air shifters are tolerated. The crowd enjoy it nearly as much as the pommes frites and the vin ordinaire which are supplied completely free at all French race meetings. The racing is held over a standing-start 200 metres, 185 of which must be on the back wheel although it isn't compulsory to kneel on the tank.





The main modification is to have handlebars under which you can see but these look to us like the kind of bikes on which it is unwise to press the horn or indicator buttons without first asking permission.



achievements.
But Laurent is no mad dog, gambling with his life for a few francs. His profession was a driving instructor and likewise his job is now pure craftsmanship to him — it is learnt and calculated to the last detail. Since the age of eight he has lived on two wheels, from the mountain bike through cyclomoteur racing (*front-wheel drive mopeds — JR*) to 500 GP bikes. Even madman and coach driver, Desbouchages gives his brain a fingertip, thus answering the question of what the secret is. The secret is that there is no secret. This may be the reason the professionals are knocked out without mercy by the amateurs in the wheelie-drag contest. Although having altered his gearing, Aubugeau is the first to be sent home. Bour is beaten by a Belgian newcomer, Anthoons (which is hard to digest for a Frenchman, especially if he's from the South). Mallet is not hindered by kilos of fairing to out-accelerate Jacky Vranken. Young professional Hoenen

is second against full-time mechanic Laurent Popot and of the pros, only Almet, the old man himself, makes it through to the final. Here, he too is beaten by Anthoons. Fortunately Almet is not from the South.
Under normal circumstances, the retired Almet shouldn't even be here. But he has been coming for the last ten years and if you get to know the people, are as crazy about bikes as they are, you might sit and drink a bit longer than you should and have real crazy ideas about what you could do to really enjoy yourself. This is how it all began and this is why the man with the chewing gum face, whom they call "God" here, feels that he has to look after "his" race every year.
But it rains, even in France and even when God is there and the final Freestyle is limited to an invitation only event. Mad coach driver Desbouchages can (and does) wheelie with five people on his bike. He can only manage stoppies with four on board, though, so there is room for improvement. And when he lands, you can see the bike bend.
So who won? Well, everybody, really.
Wolf Töns

AVOCA

WINERY

WEEKEND

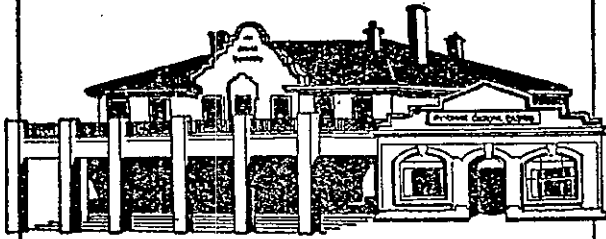
JUNE 12,13,14

VICTORIA HOTEL

AND

PYRENEES CELLAR BISTRO

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**HOT MEALS • COLD BEER
7 DAYS A WEEK**

This Winery weekend will be held in the Pyrenees Region of Central Victoria at Avoca which is approx 180km north west of Melbourne.

We plan to stay in the Victoria Hotel which offers traditional hotel accommodation, Bistro with open fires and a cooked breakfast included in the tariff.

Due to limited accommodation for this holiday weekend don't delay in returning your booking slip together with a holding deposit prior to May 28th.

Things to do at Avoca:-

Visit the areas 8 wineries.

Day trips to Maryborough 26km,

St.Arnaud 62km, Ararat 64km,

The Grampians 110km.

AVOCA WEEKEND

12/13/14 JUNE

Please book for me:-

Name.....Phone.....

....Single Bed @ \$20 or....Double Bed @ \$35 for Saturday 12th. \$....

....Single Bed @ \$20 or....Double Bed @ \$35 for Sunday 13th. \$....

TOTAL \$....

LESS A DEPOSIT OF \$10 PER PERSON.....\$....

BALANCE \$....

Return to Ian Payne, 6 Peter St. Springvale 3171, prior to May 28th.