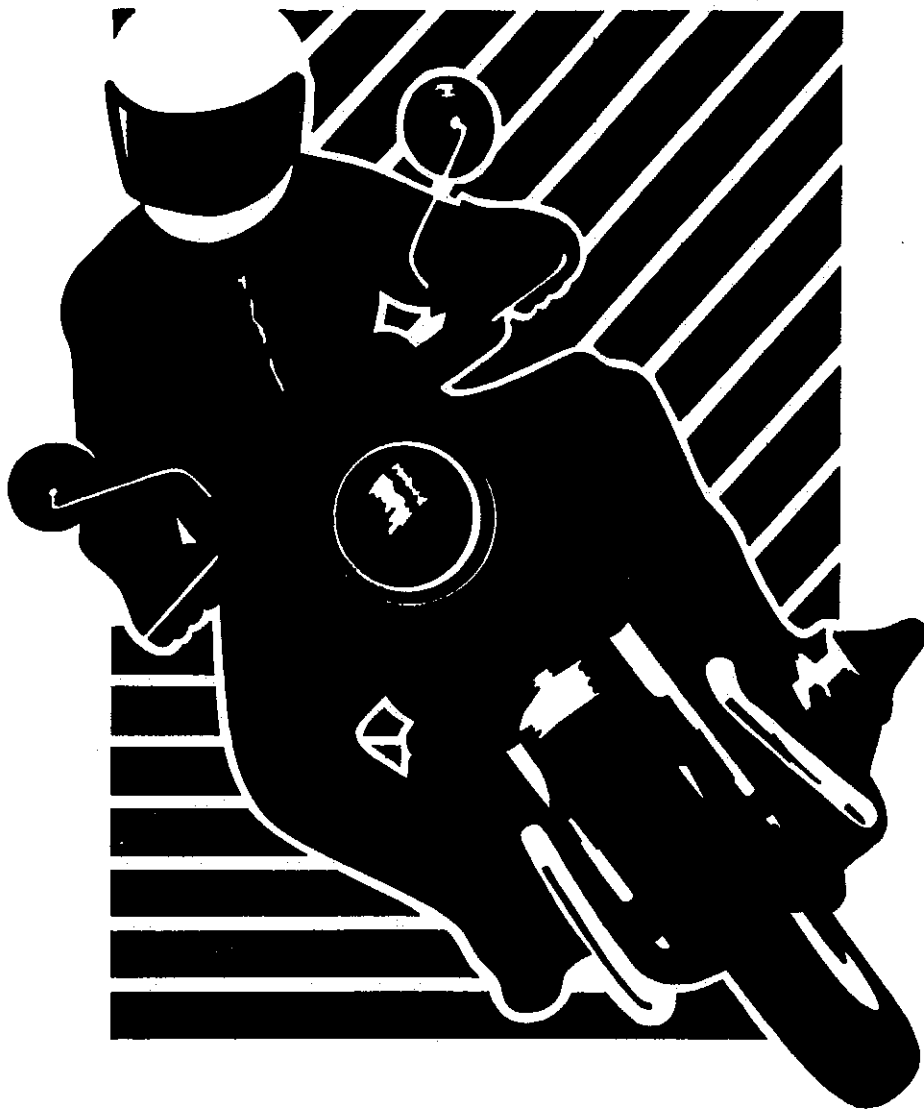


Good Vibrations



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

ITINERARY

FEBRUARY 1994

- SUNDAY 6th. MIRBOO NORTH,
9.30 KBCP
10.30 Yarra Glen
Danny Kosinski leading This popular club destination, 156km south east of Melbourne will be led by our first leader Danny, therefore a good turnout of members is a must.
- SUNDAY 13th. EILDON POKER RUN
"Prize for best poker hand"
9.30 KBCP
10.30 Yarra Glen
Jack Youdan leading Our annual "Gambling" run will take us on some of the good roads around this vast inland lake. Ride is structured so that five (5) stops are made where each rider selects a card & at the finish the best poker hand will win a prize, SiMPLe!
- THURSDAY 17th. SOCIAL SIP
Anchor & Hope Tavern
481 Church St Richmond
6.30PM Onwards This being the FIRST social sip of the Year it will be one not to be MISSED! So come along and share with members your Christmas adventures!
- SATURDAY 19th
& SUNDAY 20th. PORT CAMPBELL
Motel Accommodation
* SAT. 9:30AM LAVERTON *
Tom Saville leading This weekend trip will be one to remember with both riding & sightseeing coupled with a comfortable overnight bed. For full detail see elsewhere in this newsletter.
- SUNDAY 27th. TOORONGO FALLS
Noojee
9.30 KBCP
10.15 Hallam
Tony Schrader leading The run to this rarely visited spot will encompass Drouin, Poowong, Leongatha and Mirboo Nth. Then south to Trafalgar, Noojee and a look at the falls. Home will be via Yarra Junction, Emerald and breakup at Berwick
- MARCH 1994
- THURSDAY 3rd. GENERAL MEETING
St.Pauls Church Hall
8.10 PM SHARP At this meeting we will be calling for ideas and leaders for the APRIL to JULY itinerary. So get those thinking caps on!
- SUNDAY 6th. HORSE RIDING
Marysville
via Reefton & Black Spurs
9.30 KBCP
10.30 Yarra Glen
Andrew Kennedy leading This popular event will again be held up in the "high country" close to Marysville. If you are intending to participate on the 2 HOUR horse ride, please advise Andrew to enable a booking to be made. An interesting route to & from Marysville is planned.
- WEEKEND 12th - 14th BLUE LAGOON CAMPING See information on this camping weekend elsewhere in this newsletter.

POLLY McQUINNS WATERHOLE -- DECEMBER 5th
(or How Ben's Day Flew By!)

Members;

Tony - CBR1000	Michael - GSXR1100	Craig - FZR1000
Andrew - CBR900RR	Alec - GSXR1100	Geoff - RZ350
Ben - ZX10	Ian & Kerrie - BMW P/D	Rob - R100RS (no pun intended)
Andi - TDR250	Tom - R80G/S	

Visitors;

Vladimer - ZZR250 Thomas - ZZR250 Jed - ZZR600 Warren - CBR1000

Sunday dawned lovely and clear with the promise of a great day. Winters finally gone for a long while. The meet-up at Whittlesea had 12 starters, Michael gave the Sermon, Ben gave the lecture to visitor Vlad about riding at a safe pace within his own limits and Geoff Jones opted for rear rider.

The basic route was Broadford for morning tea, Merton for lunch, Healesville afternoon tea and Margarets for tea (house-warming).

The well known road through Kinglake to Flowerdale and Strath Creek, then Broadford was used. All appeared well with a good pace being kept due to the fine conditions and clean roads. Coming into Broadford some excitement especially for Michael as errant Harleys attempted to turn across his path as he came out of a blind climbing curve. The rest of us just observed them!

Alec and myself marked the corner into Broadford waiting for the rear rider to catch up and we waited and waited until Thomas bought news that Vlad had not made Strath Creek before he was set upon by an aggressive corner, causing him to hit the brakes hard and throw the bike to the ground. The bike upset with this treatment, flattened its tank and scuffed its paintwork in disgust. With some encouragement both arrived at Broadford nearer to lunch than morning tea.

The police contingent, due to the Hells Angels concert, was large and visible in Broadford and Andi, Kerrie, Tom & Ian joined us here.

Ben again lectured Vlad on the virtues of safe riding and advanced riding techniques and with Vlad agreeing, suggested he leave the ride and go home quietly by the Hume. "Do an advanced riding course and learn about how to brake in corners" echoed Ben, we all had our heads nodding in agreement.

From Broadford it was across the hills to Seymour, where a friendly wave attracted Dave (on a twin Suzuki to Alec's) to the ride. With the long Seymour to Mangalore straight coming up it was time to check out the new CBR-RR, Alec volunteered for a grunt-run, "Open the throttle at 5000rpm - OK, nothings changed" the GSXR11 joins the FZR's and ZZR11s in lacking any real midrange power. He claimed he began to reel in the Firehose at.....speeds unmentionable, but I whimped out about there. Thomas also wound-out the ZZR250. Near Euroa on the Hume entrance we all had to dodge a stationary, road blocking Foulcan - complete with open drivers door, close eh Michael!

Euroa was a regroup and petrol stop then off to the bumpy (very bloody) Strathbogies and Polly McQuinns weir. The day was hot but the water too dirty so out came the cameras for happy snaps before the short ride to Merton and lunch. After lunch it was off to Molesworth along the Melba Hwy and where Geoff Jones and myself swapped mounts. I've always liked the 350cc Yam motor right back to the RD350s - definately brings back memories. They are so flexible and easy to ride, really effortless with a good topend, totally unlike the 250s. On changing back Geoff commented on the 900s brakes being so positive in comparison to the RZ well maybe fitting new brake lines etc Geoff you could improve the Yam!

cont

POLLY McQUINNS continued,

From Molesworth we rode that excellent little track to Alexandria, after changing bikes with Geoff I was at the rear and came to the flat section of road near the creek to find the ride stopped due to Ben's crash. It at first looked BAD as Ben and ZX10 had gone straight off the road and into the creek 4 metres below. Ben was conscious and seemed okay with the bike a further 10 metres on battered and drowned. I suggest that all should touch Ben - he's obviously very lucky - it may rub off a little.

The ambulance came quickly and Ben departed for Alexandria Hospital and a check-up to be sent home later that night with only bruising, makes a good recommendation for body armour doesn't it!

Thanks to all the helpful country people who assisted, even the local fuzz were pleasant, not wanting to hassle anyone.

At a more sober pace the few left on the ride continued. Tom & Andi had gone to get the rescue van with Ian & Kerrie staying with Ben's bike, things did get ugly at one stage when Rob Langer stripped to undies waded into the creek to help retrieve the ZX10 - thanks Robert.

The ride continued to Marysville, the Black Spur and Healesville for afternoon tea, Michael had been thinking of his license again so it was slow.

The stayers, Michael, Alec, Thomas and myself rode to Margaret Shelleys at Hallam for the new house warming. Peter P, Jenny, Jon, Helen, Stuart F, Terry & Elaine were also there. Rob also turned up after showering.

Thank you Margaret for a nice evening and excellent hospitality, the food was great and ended a darned good riding day - about 600km all up.

Anyone needing ZX10 parts, especially braided brake hoses, contact Ben!

Andrew Kennedy.

* * * * *

CHRISTMAS BBQ - FAIRFIELD PARK - SATURDAY 11th DECEMBER 93.

This very successful day saw 55 members and friends in attendance, even the weather stayed fine. Thanks to Kylie & Ferdie for organising the food and Ben for manning the BBQ.

In attendance

John Barta	Bear	Ian & Kerrie
Warren Becker	Alec Brown	Kylie & Ferdie
Jennifer Burns	Mandy Corrigan	Craig & Lisa
Mike Davis	Mark Dennis	Ben & Vicki
Andrew Douglas	Doug Forsaith	Andrew, Pam, Naomi & Amelia
Anita Gouthro	Andrew Kennedy	Kim Kennedy
Ross King	Danny Kosinski	Jon & Helen
Robert Langer	Steve Leyland	Martin & Georgia
Robert Matricciani	Harry Miller	Tom & Andi
Daryl Otzen	Tony Schrader	Sam & Rita
Dot Schwarze	Margaret Shelley	Marie Seybold & girls
John van Dorp	Andrew & Mary	Terry & Elaine
Michael & Nadine.		

INVERLOCH - DECEMBER 19

Weather: Cloudy then fine.

Leader: Les Davis - GPz500

Rear rider: Peter P - GT750

Group:

Martin - CBR1000	Alec - GSXR1100	Lisa & Craig - FZR1000
Tony - CBR1000	Ferdie - ZZR1100	Colin - FZR1000
Tom & Mary - Spada	Kylie - GT550	Daryl - BMW R65
Ben - Tengai	Danny - GPz750	Andrew - GR650
Marty - GPX750	Ray - ZX10	

First pick-up KBCP then down to Hallam and 2nd pick-up, after Les had his talk about the days activities we went along the usual back roads through Pakenham, Bunyip and Drouin for morning tea. Next to Warragul then the hilly and twisty roads to Korumburra then south to Inverloch for lunch.

During lunch we witnessed the local cop changing the 60km speed sign to 40km then driving on down the road to try and book some-one. After about 15 minutes he returned, we were still having lunch, and changed the signs back. He then proceeded to check out our bikes, no doubt looking for any excuse to book us. On leaving we took it very carefully just in case the friendly policeman was lurking somewhere in the back streets, but fortunately we didn't see him so off to Cape Patterson, Wonthaggi and Loch for fuel and afternoon snacks (Ben had led from Inverloch to Loch). With Les back in the lead we headed towards Drouin Sth then west through Bayles and Cranborne where the ride broke up but not before Ferdie ran out of petrol (On ya Ferdie). All in all quite an enjoyable day, thanks to the leaders and rear rider. As Les was having a BBQ at Bon Beach most of the group continued on there.

Additions at BBQ:

Jane, Ian & Kerrie, Andrew & Kim Kennedy, Thomas.

Lisa Johnstone.

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CLUB CHRISTMAS CAMP - OMEO CARAVAN PARK

SUNDAY 26th:-

At Hallam Tom-BMW P/D, Andi-R80GS, Dicky-R65, George-GSX750 and Ian-XJ900 (John Barta's) headed off in steady rain directly down the Princess to Traralgon for lunch. It was here that Tom & Andi stayed to visit friends while the rest of us continued to Bairnsdale for fuel, onto Bruthen and the rain had stopped. At least with dry roads we could enjoy the magic piece of road to Omeo but it was only to be enjoyable until Swifts Ck as the threatening rain clouds re-appeared over the hills. Arrived in WET Omeo and sought refuge in the Pub where the warm dry beds proved too tempting. Shortly after Warren Becker-CBR1000 came visiting and decided to forgo the campsite for the night in favour of the Pub. So the 4 of us settled in for the night with a few beers, a meal and several games of darts. During the nights conversation we learnt that Warren & ourselves had crossed paths in Sale (he coming up from Wilsons Prom) but not recognizing each other in wet weathers we continued on our seperate ways!

MONDAY 27th:-

Woke to a fine day and over breakfast decided to set up camp at the caravan park also learnt that SNOW had fallen on Mt.Hotham over night. After erecting our tents we then gathered some firewood with both Dicky & Warren proving that Honda and BMW also make good wood gathering machinery! It being quite warm now Warren was keen to try some fishing so he Dicky and George headed off to try their luck. Later that day Tom and Andi arrived having detoured to BLUE LAGOON (a weekend camp stop in March) to check out the location. As Warren had not had any luck it was of to the Pub for tea and here we found Tom Demosthenous and Mary checking into the Hotel. They had left the Spada at home and came over via Hotham in the car, stopping off to play in the Summer Snow. So after a very pleasant meal the group attacked the dart board where some of Mary's score was attributed as help from above. She being employed by the Catholic Church, well that was our excuse!



Oriental Diggings, complete with strange growths!

CLUB CHRISTMAS CAMP continued;

TUESDAY 28th:-

Woke to drizzle and Warren deciding to head for Corryong and Sydney to visit some friends. Tom & Mary came for a visit so into the Rec. Room for billiards and table tennis, after many tournaments Tom Saville was deemed the winner. We also farewelled Tom & Mary who were to continue their holiday down the coast. The afternoon also saw the arrival of Mark Dennis-GSXR750, Steve Leyland-XL600 and John van Dorp on the VF1000. Time was then spent buying provisions for the nights meal and collecting more firewood. As the drizzle had not let up it was decided to purchase a polytarp to erect over the campfire to keep it and us dry. A largish tarp was bought and with the aid of 4 bikes, 5 poles and many ocky-straps a comfortable shelter was made and where the night was spent around the campfire, enjoying a few ales and talking about anything and everything - Usual campfire bullshit!

WEDNESDAY 29th:-

Today dawned dry but overcast so it was decided a ride was in order, with Tom leading all but Mark (he'd try a little fishing) headed to Bruthen, Buchan, Orbost and the good 25km section of the Bonang Hwy. On returning from the 420km trip we found Les Leahy & Diane had arrived, having come over from Mt.Hotham after spending the previous night in sunny Whitfield. As it was still damp in Omeo some went to the Pub to eat while the others cooked up a banquet under the tarp. About the only interesting occurrence during the evening was when a strong gust of wind caught under the tarp and lifted the lightest bike airborne for a few seconds. Fortunately the XL600 is like its owner, tough and thickskinned, and suffered no damage.

THURSDAY 30th:-

Another fine day so Tom, Andi, Mark, Dicky and Steve head for Falls Creek via Anglers Rest then Bright and back over the top via Hotham. Les and Diane will spend the day out at Anglers Rest and George will head for home. Ian & John vD checked out Benambra and the Dinner Plain Pub. John on a K75 also arrived having spoken to Les & Di earlier in the day. With the weather now hot and sunny the tarp proved to be a good sun shelter.

Another night around the campfire produced the usual dribble but one interesting statistic emerged in that 3 out of the 4 active life members of the Club were in attendance!

FRIDAY 31st:-

Today is to be hot so Les & Di head south to Metung on the Gippsland Lakes. Tom, Andi & Steve go bush in search of a good fishing spot while the rest of us check out the towns attractions then with Mark leading we take a look at the Oriental Diggings. These are old gold extraction areas where the hills are honeycombed with tunnels which the early Chinese miners used to follow gold reefs. Quite interesting! This being New Years Eve, the Pub was offering a Spit Roast and a Melbourne band for entertainment, therefore every man and his dog was in attendance but we still managed to have a good time. We left the Pub in dribs and drabs with the stragglers getting back quite late and in fine spirits.

SATURDAY 1st:-

1994 dawned fine and hot with the majority deciding to head home via Hotham and Mansfield. Mark would proceed directly home (having to lead a club ride the next day) and Ian would detour to Paynesville for a look before heading home.

Thanks to all who came and made this another successful Club Camp
Ian Payne.

BROADFORD RIDE - SUNDAY JANUARY 2nd.

Mark - GSXR750 (leader)
Chris - GSXR1100
Rob - BMW R100RS
Jack - Daytona 900
Daryl - BMW R65

Craig - FZR1000
Colin - FZR1000
John - FZR1000
Eric - YZF750
Geoff - RZ350

Danny - GPz750
Marty - GPX750
Ben - KLR650
Mandy - ZZR600 (Rear)
Thomas - ZZR250

Left Yarra Glen and headed towards Healesville then to Launching Place and Warburton where we stopped for morning tea. It was a fine day which was a welcome change from what has been the wettest Christmas - New Year week I can remember. During the break we noticed Danny was taking a long time at the Servo, on investigation we discovered him trying to refix a puncture he had FIXED the day before! With Ben's help they finally stopped the leak and Danny headed home.

By this time most of the group had gone on to the Reefton Spur so it was up to the rest of us to play Catch-up. With ben leading the charge we eventually regrouped at the Marysville roundabout. John and Eric left here and the rest of us headed to Yea and lunch where many lies were told about the run up the Spur. it was also here that Ben discovered the reason for his handling problems, a FLAT front tyre. He and Chris Stroud then headed for home.

Mark then led us to Broadford via Strath Creek for afternoon tea then onto Kinglake West where the ride broke up at about 4.00pm. Thanks to Mark for leading a good ride with good roads and to Mandy for rear riding all day.

Rob Langer.

#

ROADSENSE TIP BRAKING

Braking is one of the most important physical skills in motorcycling, however it is often where mistakes are made in emergency situations. There are various methods used in training but they mostly use these fundamentals:—

1. Keep the wheels turning, in other words don't 'lock up' the brakes or wheels. As soon as you lock up there is a loss of control and an increase in stopping distance. If you lock a wheel, release the brake totally and reapply gently.
2. Try to keep the bike upright. If a bike is leaned over even a small amount the stopping distance will be increased.
3. Be confident with the front brake. The front brake does the majority of the braking. Even though motorcycles like the Kawasaki ZXR750 have exceptionally good brakes and can stop well with two finger braking, try to use all four fingers on the lever — it will improve the feel. Squeeze the front brake lever progressively, never grab it.
4. Use a little bit of rear brake. The rear brake stabilises the bike and helps keep it in line.
5. Try and stop in first gear. In an emergency, engine braking is of no advantage so just pull the clutch in and leave it in. However, make sure that you tap down to first gear before you stop, so you can move off quickly if you need to.
6. The most important point is practice. On a dry, flat bitumen road the average bike should stop in about 10m-14m from 60kmh. This does not include the time taken to react. A good place to practice your braking is on a Roadsense Course!!

ROADSENSE TIP CORNERING

Getting a corner right is about the best buzz in riding. Getting it wrong can be the worst. To get it right, there are a couple of fundamentals you need to know. They are:—

1. Where to look. In corners you will find that if you point your chin at the exit of the corner and run your eyes back and forth along the path of travel, it will help you take smooth progressive lines and will help you to observe changes in the road surface. Keeping your head up and level will assist balance.
2. Where you sit is very important. Sitting well forward shifts your body weight to the front wheel. This will aid steering and braking. Drop your inside shoulder down and forward, with your chin and shoulder pointing through the corner.
3. Complete your braking early. Try and do all your braking and gear changing with the bike in a straight line. This will allow the suspension to settle before you turn in, which will help you to get on the power earlier.
4. With blind corners don't get sucked in by turning too early. Stay out wide a little longer to improve your vision through the corner. Plan to finish on the inside of the corner on the exit. If there is an oncoming vehicle move away and wash off a bit of speed. Try not to get closer than about 2-3m to oncoming vehicles.

The key to riding corners safely is to ride at a speed that you can stop in the distance you can see and still be on your side of the road. Never corner at 100 percent, leave a margin for unforeseen problems. If you want to corner at 100 percent safety consider a Roadsense Race Track Course.

Heathcote Insect Museum. Sunday 09 January 1994.

BMW

Tom Saville LH GS100 PD
David Steel N K75S

Honda (cough)

Rob Langer CBR900
Jim Samartgis 1st C CBR900
Martin/Melanie CBR1000
Tony Schrader CBR1000
Peter Philferan MLH Honda 750

Kawasaki

Martin Thompson GPX750
Andrew Smith R GT1100

Ben Warden W Tengai
Thomas Athanasakos ZZR250
Jed Cardy ZZR600
Gary Clifton ZZR1100

Suzuki

Ian/Kerrie L GSX750
Michael Chan GSXR1100
John Kalatzakis 1st LH RGV250

Yamaha

Craig Morley FZR1000
Andy Sirminger LH TDR250

L	Leader	R	Rear rider
N	Non-member (?th ride)	C	Crashed
1st	1st ride	LH	Left at Heathcote
W	When are you getting a real bike?	MLH	Met/left at Heathcote

Route: KBCP, Laverton (rendezvous), Melton, Gisborne (morning tea), Mt. Macedon, Newham, Lancefield, Mia Mia, Heathcote (Museum/lunch), Graytown, Northwood, Seymour, Tallarook, Trawool, Kerrisdale, Strath Creek, Flowerdale, Kinglake West (break-up).

Given the lack of riding of late, the weather appearing to be on the improve (slowly) and my desperate need to get into the groove again for my epic and never to be repeated Mt. Buller roll race ride in a week's time, I summoned enough courage to approach the Missus to request a 24 hour special leave pass for the express purpose of 'riding with the mates'. After hours of consultation and careful deliberation, word came forth from The Governor herself that my request had been accepted and endorsed however with stern reminder that any violation of the imposed conditions of the leave would result in instant confinement to the household for a period of no less than 60 days with any and all privileges irrevocably curtailed - Not!

Upon arrival at the Car Park I was greeted by some of the usual faces and idly chatted to two new riders until Ian and Kerrie's arrival. Martin was kind enough to lend a spare pair of gloves to the learner whose pair was recently stolen. Soon after, we assembled for the spell before the short trek over the Bridge to Laverton to collect more riders. Martin and Melanie volunteered for rear rider duty. Earlier, the Triple M weather forecast advised a fine day with showers developing later. How long is later?

We reached the pick-up just ahead of schedule but even by this early stage the learner RGV had run past the Laverton servo but was quickly fetched by both Martins and Tony. Once massed, Ian detailed the route and on-ride procedures, Andrew Smith bravely volunteered as change-over rear rider, then commenced the difficult task of finding a volunteer writer-upper. It seemed people would prefer to walk barefoot over broken glass or stick themselves with with HIV infected needles than perform this most difficult task. After the deafening silence of a minutes passing, I had elected to do the job just a second before Tom's hand (*for the first time in the history of the Club*) was seen to be raised. 'Whew', sighed Tom. 'Next time Tommy, next time'. Off we went.

Seemingly lost, we miandered through the never-seen before back streets of Laverton and a little while later I spied with my little eye something beginning with 'S' - a speed camera. At first I thought the car was fitted with a special type of grill but was later told by the all-knowing Mr. Clifton *with pony tail* that it was the radar unit (he knows about these things). I wondered, too, about the occupant having his feet up on the dash. In any event it faced the wrong direction. Light rain fell as we bypassed Rockbank and Melton but stopped as we approached Gisborne for morning tea. It was to be a non-dri-rider sort of day.

At Gisborne, people ate from the take-away and bakery, Tony druelled over the shop keepers, Marty harrassed young girls as they dared to walk past, Ben handed out old photos of long ago rides (including one of Sam Sirianni with a nice, yellow stack hat on when horse-riding) and the new riders appeared bedazzled by the cornering ability of some of our finest.

Morning tea over, we were Mt. Macedon bound. The further we ascended the colder and wetter it became. Much of the road became rather slippery and glassy and meant for smooth and gentle riding. After Macedon, the weather again improved as we headed through Newham and Lancefield to that 35 km., never-ending, spine-jarring, suspension-killing, fork seal leak-assuring road to Mia Mia where many were seen to be having some sort of fun or other. Shavings of my belly pan and side stand can be found over the last few kms. of bumpy corners before the 'T' junction. Apologies to Craig for the stone throwing exhibition. From Mia Mia we headed over sweepy and picturesque Lake Eppalock road to finally emerge on the McGivov, 5 kms. from Heathcote. The weather now had become surprisingly warm and sunny.

At Heathcote, we fuelled, met Peter P at the Museum then proceeded directly into the Heathcote Insectarium. After a \$4.00 entry fee was paid by all (negotiated from \$5.00 by Ian) we marvelled at carefully laid out displays and dioramas of examples of insects from around the world whilst enjoying a most informative, one hour verbal tour by the owner of the collection (which numbers 25,000 plus-not all on display). Memorable was; the live funnel-web spider, 20cm. long, African scorpion, South American Rhinoceros Beetle and 10cm. giant cockroaches. All of this made some a little hungry so we left for some lunch.

Lunch was a quiet affair except for the loud antics of Marty (who else?) who from a distance seemed to be picking on people just for the reason that they were simply breathing (jokingly, of course). We ate on the street, told lies, as we always do, and enjoyed the chicken and lettuce rolls from the take-away which seemed a common choice. Nearing time to continue with the ride, Ian offered two possible routes to return by. The route that incorporated a few kms. of dirt didn't get a mention. At Heathcote we fairwelled Tom and Andi (disappointed by a non-dirt ride?), Peter P and learner John who aboard his cramped, latest model RGV and only 10 months of riding found the going slow, hard, sore and tiring. Onward we strived.

The long straights between Heathcote to Seymour were said and done in a flash (Ian having earlier permitted an overtake-the-leader play session). It was around here, whilst corner marking, that Craig reported that Jim crashed his Blade on a tight left-hand bend after a long semi-tarred wooden bridge. There was no injury to rider and only cosmetic damage to machine. We briefly re-grouped then tackled the ever-fun Tallarook, Trawool and Kerrisdale twisties/sweepers followed by the Strath Creek-you've never had so much fun-road. I shocked Craig a beauty by asking 'Did you see that speed camera back there?'

At flowerdale, the hoons lagged, waiting for latter bikes to come and to ensure a final, uninterrupted blat to Kinglake West. From all reports it seems that Ben was caning the chookie as if he still beleived he was on the ZX. Meanwhile, Rob with distinctive yellow lights and I battled the twisty 60-70-70-70's but not before a car almost repeated the Michael Chan/Andrew Baker incident of 28 August '93. Horns blasted, brakes squeeled, tyres just managed, abuses were sworn, hearts were a pounding. I'd never seen the rear end of a Fire Blade so close before. A few kms. down the road we reached Kinglake West for break-up.

If you think the lies told at Heathcote were good, the ones here were better. Like hungry vultures we gathered around the now not-so-new-looking Blade and all gave our professional assessment of the damage. Jim had just bought the bike and in the morning its odometer read 600 kms. He was obviously disappointed with himself but was more concerned with having to go home to tell the wife. This, aside the day was most exhilarating and enjoyable. We travelled approximately 360 kms. Thank you Ian, Martin and Andrew.



Michael Chan
GSXR 1100M.

JANUARY 21st - MACEDON NIGHT RIDE.

(or Chooks Night Out - Not to be Confused With Hens)

In Attendance:	<u>Meal</u>	<u>Ride</u>
	Ben	Ben - Tengai
	Vicki	Andrew K - NX650
	Dot	Michael - GPz900 (visitor)

You can really tell which club members grup after points, can't you? Where were you all. I arrived at the Pub keen and suitably attired for a Melb. summer night ride - Heavy 2 piece Dri-rider suit, winter gloves, balaclava and neck warmer, forgetting to wear 2 pairs of thick socks.

At 8.30pm, together with viitor Michael, we dragged Ben away from his food, drink and women. We were IT. Craig Morley was in bed with a virus - don't tell Lisa? Ben & I, after looking over Michael's bike, told him;
(A) How welcome he was.
(B) What wonderful fellows we were.
(C) How he'd enjoy the ride and to come anytime.

He responded by announcing we must surely be founding members of the club being the only 2 that didn't wimp out.

Off we went, Ben leading, myself corner marking and Michael bringing up the rear for the route to Flowerdale, Yea, Seymour, Lancefield, Woodend, Macedon then home. Even our late night Essendon supper was cancelled. By Whittlesea we had discovered that Michael was extremely shy and law abiding. He wouldn't pass cars or even approach the speed limit let alone exceed it. What's wrong with Ben, I'm thinking, why hasn't he pissed Michael off already. Great minds think alike and Ben halted proceedings by the Flowerdale Pub. "Go home Michael" Ben and I chorussed. Michael timidly said;
(A) The bike bounced all over the road.
(B) He didn't know the roads.
(C) He was near sighted & no glasses.

After assisting him to U-turn his bike he departed, to perhaps to return as a daymare on a future club ride!

Ben & I discussed the pros & cons of just grabbing the club points and departing for home or continuing on. On anything other than the mighty SINGLES we were riding we may have taken the soft option, but real men ride real bikes so we continued on. Conditions were clear mostly, cool - very, and unlike 1993 almost no bugs, a blessing of the cold conditions. We cruised along at about the legal limit (in Sth Aust that is) with no dramas excepting for a friendly kangaroo hopping out in front of Ben. At Woodend I fueled and hot chocolate was very welcomely drank.

From there it was a quick run back down the Calder to Melbourne and home about midnight. Distance about 280km. Mt.Macedon - what about Mt.Macedon I hear you ask. It was too cold and damp to go up there - you wimps.

Points - Ben & I one each!

Andrew Kennedy.

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Phillip Island Ride Day. Monday April 25th.

I wonder how many members would agree that the worst part of Sunday rides is that long silence that follows the lead riders preamble and request for someone to do the dreaded 'write up'.

After a suitably long wait with no takers and Gary's blood pressure beginning to rise the guilt got to me and so here goes another attempt at humour, irony, accuracy, libel, and more excuses for not being the day's most outstanding rider.

So to the list of swimmer/riders--- Gary C ZZR1100, leader. Ian B CBX750F, Tony and Tracey CBR1000, Mark GSXR750, Steven GTR1000, George GSX750, Collin FZR1000, Ben Tengai, Craig FZR1000, Roger and Diane FJ1100, Adam CBR1000, Thomas ZZR250, Martin and Melanie CBR1000, Phillip XJ750, Diane GPX250, Andrew CBR900RR, John RGV250, Pat GSXR750, Ian GSX750, Peter GT750, Geoff RZ350.

The day's ride while not incident free saw no need of vans or trailers, had Ben locking up everything including I would imagine his main sphincter to avoid an FZR turning right from the left lane off King St. Not 3 minutes into the ride. Hello Craig.

Peter P, rear rider laid the classic GT down on a wooden bridge over the Deep creek on the Wildwood Rd just out of Bulla. No injuries but it must feel rather lonely lifting the bike back onto two wheels, kicking it straight, restarting etc all with the knowledge that the ride is disappearing into the distance. Speaking to Peter later at Heathcote where he left for home, he described how the front wheel had dropped into a rut and the bike gone down onto it's left side. Some shopping at the wreckers for Peter.

So how did we get to Creswick's swimming hole? Well we followed Gary of course and he took the following route. From KBCP via Tulla freeway to just south of Bulla where he turned right and followed Wildwood Rd to the Lancefield, Tooborac and morning tea at Heathcote. On from here going west through Redesdale, Sutton Grange, Castlemaine, Maldon and lunch at Maryborough.

After being entertained through lunch by the locals going up and down the main street in their cars and bikes we fueled up and followed Gary south through Talbot, Dunach and Clunes to Creswick's swimming hole which is an old open cut mine, fed with water from underground and has diving platforms and concrete edging with seating and change sheds.

Some swam, some didn't, but all must have seen the amazing sight of Gary being dragged onto the raft in the middle of the lake. Talk about whales is definitely libel. Others did some high board work and eventually dried off and headed to the ride break-up at Melton.

Warm weather, good roads, cool water and nice people, well maybe not all nice but always worth a laugh or two. Thanks Gary and Peter who was rear rider to Heathcote and to Ian P who took up the yellow arm band for the rest of the day.

AVOIDING BANS ON THE GOR.

The motivation to write this "best advice" comes from reading (on the same day coincidentally) :-

(a) Motorcycle accident stats-planned action for the GOR.

(b) MTCV October ride report.

The stats are out of all proportion with other areas in Victoria and one proposal is to ban bikes on the GOR on weekends. (happens now on some European roads).

We know the reason for the GOR high accident rate, don't we?— put simply, most riders are ^{at} 8-10/10ths relative to their capabilities.

Well I see from (b) that our club is trying hard to perpetuate (a).

Our October 28 ride, as like the increasing "Contest Rides" sanctioned by MTCV, bore all the elements contributing to GOR stats— riding close to limits, passing and staying ahead, waiting "forever" for rear riders at stops. Why can't those down the back ride at 11/10ths to keep up?

Passing on the left was apparently an issue on the ride, but coupled with our disdain for double lines, it is all part of the club pass-at-all-cost culture.

Yeah, I know I will be told there were no "incidents", let alone injuries, on the day, but with the amount of so-called incidents over the year (mainly on contest type rides) we are just lucky re no serious injuries— and luck eventually runs out!

It is amazing that such a conservative (politically-correct even) club on most matters entertains such cavalier attitudes regarding contest rides.

Perhaps we justify them by including some "leisurely" (let's -look-at-a -waterfall) runs in the itinerary, but this does not remove the risks.

Come on committee-leaders-senior riders, exercise some restraint and peer-responsibility on GOR, Reefton, etc rides in 1994.... alternatively arrange these privately outside the club.

NO- I don't want to cancel my membership.

YES- Some will treat this as a SOF attitude.

NO- We don't want Government bans on the GOR.

YES - I have remained major injury-free by cooling it to 7/10ths.

Jack Youdan.

The plan was to ride down the Great Ocean Road to Mt Gambier just over the border in South Australia on the first day, staying at Jens Hotel overnight. Next day we would make our way to Stawell via the Grampians staying overnight at the Central Park Motel, then back to Melbourne on the Monday.

It was overcast and drizzly as I left home to be at Laverton by 9.00 am, Saturday morning. Steve (GPx) and John (VF1000) were breakfasting at service station restaurant when I arrived. Rob (VFR750) arrived soon afterwards. There were runners and police everywhere, some marathon event being conducted down Geelong Road. We left on time, the sun now shining brightly, the clouds evaporating.

Anglesea via Lara was our first stop where Colin Davies (FZR1000) and pillion Craig from Geelong joined us as agreed. Next stop "last house before the Otway Ranges, after Apollo Bay" for morning tea and bikkies at Tim's fabulous multi-level house overlooking two bays. (Tim is a friend of Robs and invited us to drop in.) Everyone was in high spirits after the ride down the GOR: all the holiday makers had left and consequently there were very few cars on the road, the weather was perfect, and all the road works were finished - no gravel patches.

Only Steve caught me at the end of the fabulous Otway Ranges' sweepers, the Tengai's throttle to the stop. There were some bad gravel patches due to some recent road works but they were soon forgotten as we enjoyed the swervery. We had a ball.

Lavers Hill saw Steve, John, Colin and Craig depart. Rob and I pressed on, checking out The Twelve Apostles and Loch Ard Gorge on our way to Port Campbell, and the Bay of Islands soon after. I took a few photos.

Warnambool was the last refuelling stop before Nelson. We took the undulating, sweeping coast road through the pine plantations, a great alternative to the Princes Highway. Rob and I swapped bikes at his suggestion for the last 40 km into Mt Gambier arriving at 5.45 pm where Mandy (ZZR600) greeted us. She had ridden the 450 km from Adelaide that day, and was enjoying her first trip out west, and the power of the ZZR, judging by some of her escapades.

We booked into the luxurious hotel and Rob scored the 5 room suite, though his color TV was on the blink. After changing back into civies, we checked out the hanging gardens in the extinct volcanic crater a couple of hundred metres from the pub before heading for the cheap local Chinese Restaurant. Later we strolled around town; Rob ended up at the carnival in the shooting gallery while Mandy and I played a couple of games of Pool back at the pub.

At 11.50 pm the Publican rang to invite us to move our bikes to a more secure area - inside the Pub! We obliged. But Mandy was off in the land of nod, so the three of us manhandled her bike (steering locked) through a gateway and threw a tarpaulin over it, without telling her. I fully expected to be woken at some despicable hour by a raving

Next morning a \$2 continental breakfast was consumed before we walked to Engelbert Cave. It was a particularly long walk for Rob, made worse by being closed! I "entered" and read a few signs. Apparently, there is an extensive cave system, some of which are used for "pot-holing" (scuba-diving). There were warnings everywhere.

Eventually we jumped on our bikes and headed for Mt Gambier for look at the Blue, Browne and Green lakes. The Blue Lake was at its finest, quite spectacular. Even Mandy got her camera out.

None of us had been to McNamara Raceway (commonly known as Mac Park) or new where it was. It wasn't shown on any maps, the locals were pretty vague, and the sign posting was intermittent. We eventually found it, rode through a gate and I immediately started to ride around the circuit the wrong way! There were some post-classic side car enthusiasts getting ready for a few testing laps and Rob got the low down on track direction. We did a few laps. I ended up loaning them a plug spanner for an H model GSXR1100 they had slotted into another side car. They were sorting out the mixture and doing plug chops. It had plenty of power! Reluctantly we left. It must have been 11.30 am.

We headed for Princess Margaret Caves but the next tour started in an hour, so the ranger put on an informative audio visual display for us. Then we headed south towards Nelson along the state border on 6

km of "white rock" road. It was so bright and glarey I stopped and put sunglasses on. It turned a bit sandy and I thought I was back in Cape York. We all survived. It was better than travelling the highway.

We refuelled and lunched at Nelson in the bright sunshine before heading north through Digby, Merino, Coleraine, and Cavendish arriving at Halls Gap, the tourist centre of the Grampian Mountain Range. We avoided all the highways travelling through forgotten towns nestled in valleys. In Coleraine Rob asked a local teenage girl riding a skateboard if there was a skateboard ramp in town. "No, this is Coleraine" she replied. Sad but true.

Everyone was running on reserve as we entered Halls Gap (I hadn't filled up at Nelson) as we had worked against a fairly strong headwind for most of the day. The VFR used three litres more than the ZZR over the same distance. We also compared odometers, the Tengai reading 221 km, the ZZR 225 km, and the VFR 234 km.

From Halls Gap we headed up to Zumsteins via 24 km of clean, twisty, smooth bitumen. Rob was working on his cornering techniques, and pronounced the road better than either the Reefton or Black Spurs. It was grouse. Mandy was never far behind. We patted the kangaroos and then headed back to Reids Lookout for photos. It was six pm, still quite warm, and time to head for Stawell, about 50 km away.

After consulting with the locals, we found Central Park Motel, (not a patch on Jens), showered and headed for the Albion for a counter meal and a few tactical games of pool against the locals. We tied.

Back to the motel to see Mandy's photos of Winton, told a few stories, planned the next day's route, and finally retired to a well earned sleep at about midnight. What a day!

I didn't hear the trains rattling by, the motel rooms shaking. We planned to get up early and head for Halls Gap for breakfast. At ten past 8, Mandy and Rob were up and ready, waiting for me. It was sunny and looked like another great day.

A freshly made pastie from the local Halls Gap bakery went down well. Rob demolished three apples. Tragically, we had to ride up the Zumsteins road again to reach MacKenzie Falls. Mandy and I walked down the few hundred metres of steep steps to base of the falls for another photo opportunity while Rob gave the local kiosk elderly couple some aggravation. We also checked out the local Horsham water supply dam before backtracking to Boroka lookout and a spectacular lightning display. Alas, it had started to drizzle.

The overcast conditions brought the wildlife out with a vengeance. Rob and I each had wallabies bound across our paths, and not long after I came around a corner to find one sitting in the middle of the road. It was exciting for a while as we both went the same way, me under brakes, him under acceleration!

We headed for Arrarat for lunch where the weather turned decidedly moist. Rob donned the overboots, after much struggling. Concensus opinion was: head down the highway.

Fifteen minutes down the highway disaster struck. Rob aqua-planed on a furrowed section of highway, fish-tailing for 300 metres before highsiding. He walked away and his bike suffered minor cosmetic damage (fairing, handlebar, blinker etc). Police and ambulance attended the scene. It happened at 12.30 pm. We soon had the bike loaded into the local service station ute. I cut my finger on the footpeg spring which gave the ambos someone to practice on. They soon had the spaghetti poked back in.

Mandy and I headed to Melbourne (Lilydale) and picked up her Commodore and trailer, returned to fetch Rob from Arrarat District Hospital after a checkout, picked up the bike from Michael(?) Oliver, former Yamaha superbike racer, now Nascar driver and service station manager, got fed at the Beaufort truck stop (thanks Rob), and Mandy and Rob finished unloading at Rob's house around 1 am.

All up, we did about 1400 km on the bikes and 400 km in the car. Many thanks to Mandy who worked tirelessly, barely stopping at any of the turnarounds.

Ben Warden (Tengai)

p.s. Mandy, I am sorry my cat wounded Yoda - Sid's very territorial



Bullknitters

Word Change

Change RENT into BOND in three moves, changing one letter at a time and forming a new word at each stage.

RENT

BOND

JUST

challenger® THE INTERNATIONAL CROSSNUMBER GAME

DIRECTIONS:

- Fill each square with a number, one through nine. *By L.S. MAUER*
- Horizontal squares should add to totals on right.
 - Vertical squares should add to totals on bottom.
 - Diagonal squares through center should add to total in upper and lower right.

THERE MAY BE MORE THAN ONE SOLUTION.

Today's Challenge

Time **3** Minutes

26 Seconds

Your Working

Time Minutes

Seconds

				11
	2			13
			4	20
		4		9
5				32
16	20	23	15	23

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FOR

A

Word Change

Change NOTE into SONG in four moves, changing one letter at a time and forming a new word at each stage.

NOTE

SONG

LAUGH



Dinosaur nerds

Information for Members Considering Riding at Phillip Island

Dear member,

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

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

The track hire, St John's Ambulance and miscellaneous expenses will cost the Club about \$2500 To recover these costs and hopefully make a small profit we need 40 riders at \$65 per head. We are limited to 40 riders maximum as a condition of hire.

The track owners must be paid in advance and hence participants must also pay in advance. The committee needs to know how many members are attending. If there are insufficient members then we will advertise discretely in a couple of bike shops for "outsiders" to make up the numbers to cover costs. We expect these places to sell very quickly due to the low price and suitability of the track for motorcycle riding. Hence, to guarantee a place, you must **pay and complete the forms as soon as possible**. Members have first preference up until the deadline of February the 28th.

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

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

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

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

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

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

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

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

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

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

Ben Warden, Committee member

Phillip Island Sports Day

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

When: Monday, 25th April (Anzac Day)

Time: Gates Open 8 am, Track 9 am

Cost: \$65 per rider

Contacts: Ben Warden 457-4479 (H)

Ian Payne 558-4740 (H)

Conditions of entry:

- indemnity form completed and signed
- monies pre-paid by February 28th.
- no refunds
- no alcohol to be brought in or consumed on premises
- bike must be road registered
- loud exhaust systems at own risk

Other Information:

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

Port Campbell Feb. 19/20

This annual weekend away is again proving quite popular , so the staggered start will once again be used. That is we split the group into two for the trip down to Port Campbell, with the more "enthusiastic" riders leaving in the first group and the "tourers", led by Ian Payne, leaving 20 minutes later in the second group.

ITINERARY

Saturday 19th. Tom Saville our leader will leave Laverton Servo promptly at 9.30AM and proceed to Meredith for morning tea. Then across to Winchelsea, Lorne and Lavers Hill for lunch. Back inland to Gellibrand, Simpson and Port Campbell for our overnight stay.

The Tourers will take the same route but leave at 9.50AM.

Sunday 20th. Today we travel as one group and will leave the Port Campbell Cafe sharply at 9.30AM for a short ride to view the Twelve Apostles and other sandstone formations then a direct run along the Great Ocean Road to Geelong and Laverton for breakup.

ACCOMMODATION

The club has completely booked out the "Port O'Call Lodge" and with most of its beds already taken, a quick call to Tom saville may secure you a bed or perhaps if you wish to arrange your own accommodation try these:-

Loch Ard Motor Inn.....Ph (055) 986 328

Port Campbell Motor Inn.....Ph (055) 986 222

Southern Ocean Motor Inn.....Ph (055) 986 231

Port Campbell Hotel.....Ph (055) 986 320

* * * * *

Blue Lagoon Camping Weekend

DATE..... March 12th, 13th and 14th. (Labour Day Long Weekend)

LEADER.....Tom Saville.

DEPARTURE...Hallam at 10AM on Saturday the 12th of March.

LOCATION....The campsite is at a place called QUARRY RESERVE which has toilets, showers, large shelter shed with fire place (ideal to sleep in if no tent) and a good swimming hole in the river. Only \$3 per night. It is only 4.7km north of Briagalong (which is 20km north of Maffra) which has a Hotel and a Milk Bar that sells groceries and take-away food. Refer to Melways 252-B10 or Vic Roads Country Directory 83-C7.

Location is ideal for trips to Dargo, Omeo, Buchan Caves, Orbost, The Gippsland Lakes and Lakes Entrance.