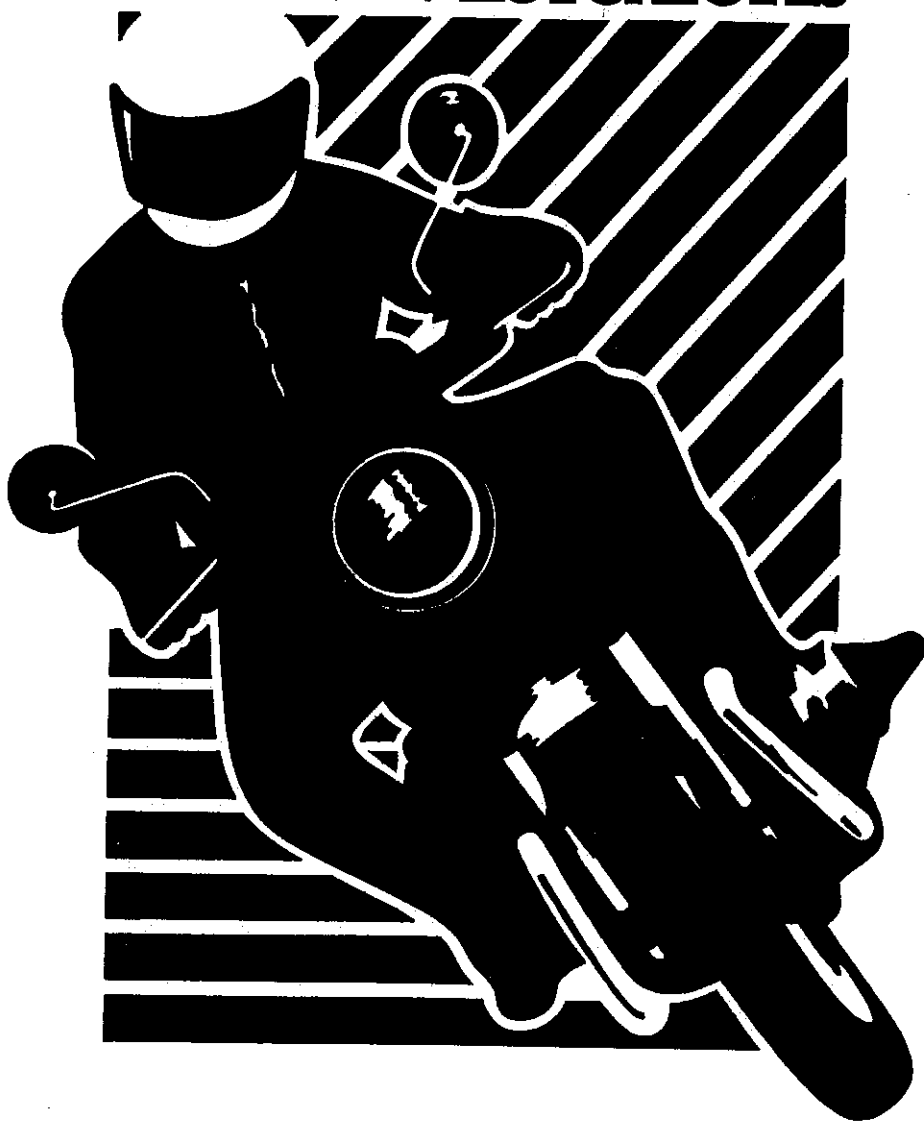


JULY 94

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA INC

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

JULY

1994

SUNDAY 3rd

Toorongo Falls Noojee.
Tony Schrader leading.
9:30 KBCP 10:15 Hallam.

The run down 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 Berwick.

THURSDAY 7th

General Meeting
8:15pm. SHARP

Fairfield Alphington Anglers Hall, Cnr Rathmines St. and Wingrove St., Fairfield.
(Melways 30K10)

SUNDAY 10th

Border Run, Moama.
9:30am Whittlesea.
Andrew Kennedy leading.

This should prove to be a great ride. Don't forget ride starts from Whittlesea, not Kings Bridge car park.

SUNDAY 17th

% Go Carts
9:30 KBCP
leader Pat Taye

(see club magazine for details) or ask a committee member.

THURSDAY 21st

Social Sip
ANCHOR & HOPE TAVERN
481 Church St Richmond
6:30pm onwards

So come along and catch up on all the news. GOOD FOOD AND GOOD COMPANY.

SUNDAY 24th

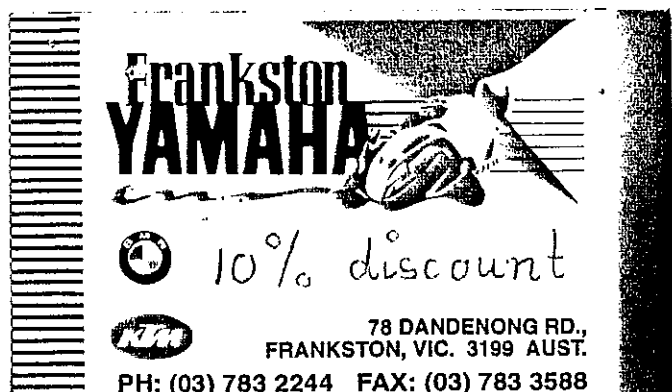
Yarra Scenic Ride
% Andi Sirninger leading.
9:30 KBCP.
BYO BBQ.

This ride will wind its way up the Yarra, for a leisurely ride finishing at the upper Yarra Dam, with a BYO/BBQ.

SUNDAY 31st

Lake Mountain.
9:30am KBCP,
10:30 Yarra Glen
Martin Thompson leading.

Take the camera; this should be a very interesting ride.



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YAMAHA

10% discount

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GENERAL MEETING

2nd JUNE 1994

Meeting Opened : 8:20 pm, Fairfield Anglers Club Hall
Attendance : 38 members, 7 visitors.
Apologies : Martin Thompson, Michael Chan.
Correspondence : David Edgecombe at Dynobike is offering members a 10% discount on a tune up or service plus a free run on the dyno.

Captains Report : MAY

SUNDAY 1st MAY
Winton Challenge Cup
Leader: Ben W.
Weather: Fine and mild.
7 bikes, 10 people,
8 members. 400km

SUNDAY 8th MAY
Apollo Bay Mini Golf
Leader: Ben W.
Weather: Overcast, rain
and fog, more rain.
14 bikes, 18 people,
13 members. 500km

SUNDAY 15th MAY
Maldon
Leader: Ian P.
Weather: Overcast and cool.
6 bikes, 9 people,
8 members. 440km

THURSDAY 19th MAY
Social sip
20 members, 31 people total

SUNDAY 22th MAY
Euroa Counter Lunch
Leader: Tony S.
Weather: Overcast, cool,
damp morning roads, no rain.
8 bikes, 8 people,
6 members. 400km

SUNDAY 29th MAY
Mt. Buninyong, Ballarat
Leader: Ben W.
Weather: Fine and mild.
12 bikes, 13 people,
10 members. 370km

General Business:

1. The club will stay at the current hall.
2. The club is currently looking for a second hand photocopier.
3. Meeting start time of 8:15 pm to be observed at future meetings.
4. Where's the club tent.
5. We need more ride leaders.
6. Next meeting will feature a first aid demonstration.
7. Club ad has been placed in "Just Bikes" magazine.
8. Tom S. is putting together a promotional video of the club and could use footage of Philip Is if anyone has any.
9. Club badges with year of membership stamp for sale.
10. Door prize of 2 dyno runs won by Danny K.

Meeting Closed 8:45 pm.

SUNDAY 17th JULY.

GO KARTS. Leader Pat Taye KBCP 9.30am Sharp, no second pick up.
Venue, NORTHERN RACING.

Lot 2 M^cdonalds rd South Morang

COST \$15.00 for 12 laps / \$25.00 for 24 laps / \$45.00 4x12 laps

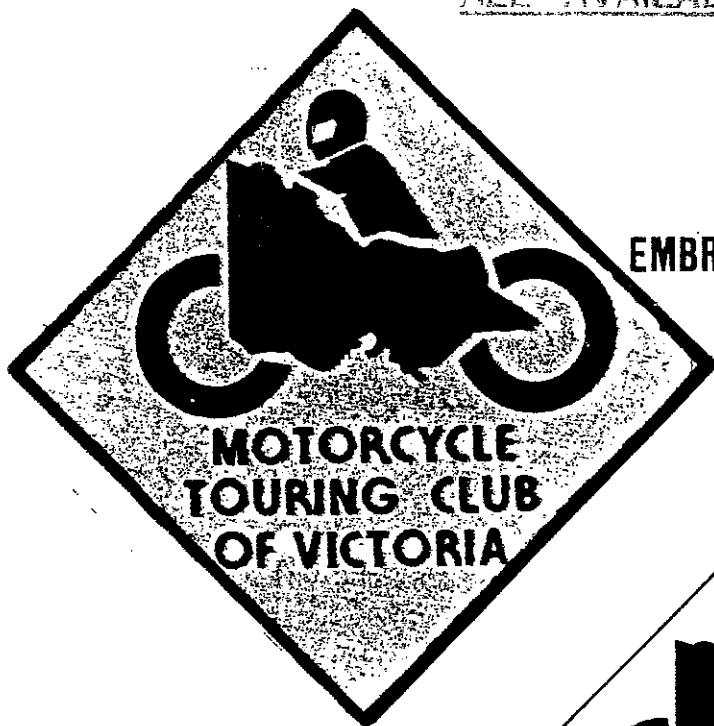
MELWAYS Ref# p 183 c-11. There will be a short ride after.

All welcome to attend, this is Pats first time at leading, so please support this first time leader.,

GO KARTS / GO KARTS / GO KARTS / GO KARTS / GO KARTS / GO KARTS..

MEMENTOS

ALL AVAILABLE FROM THE TREASURER



EMBROIDERED CLOTH PATCH

Black with Yellow Logo.

\$3.50 each.



ADHESIVE STICKER

Reflective Yellow with Black Log

\$1.50 each.

Ear Plugs 0.30 cents each.

METAL ENAMEL BADGE



Yellow with Black Logo

\$6.00 each.

YARRA SCENIC RIDE 24/7/94

BBQ LUNCH

9.30 am KBCP

This leisurely ride will take us along some of the most scenic, winding roads through the suburbs of Melbourne.

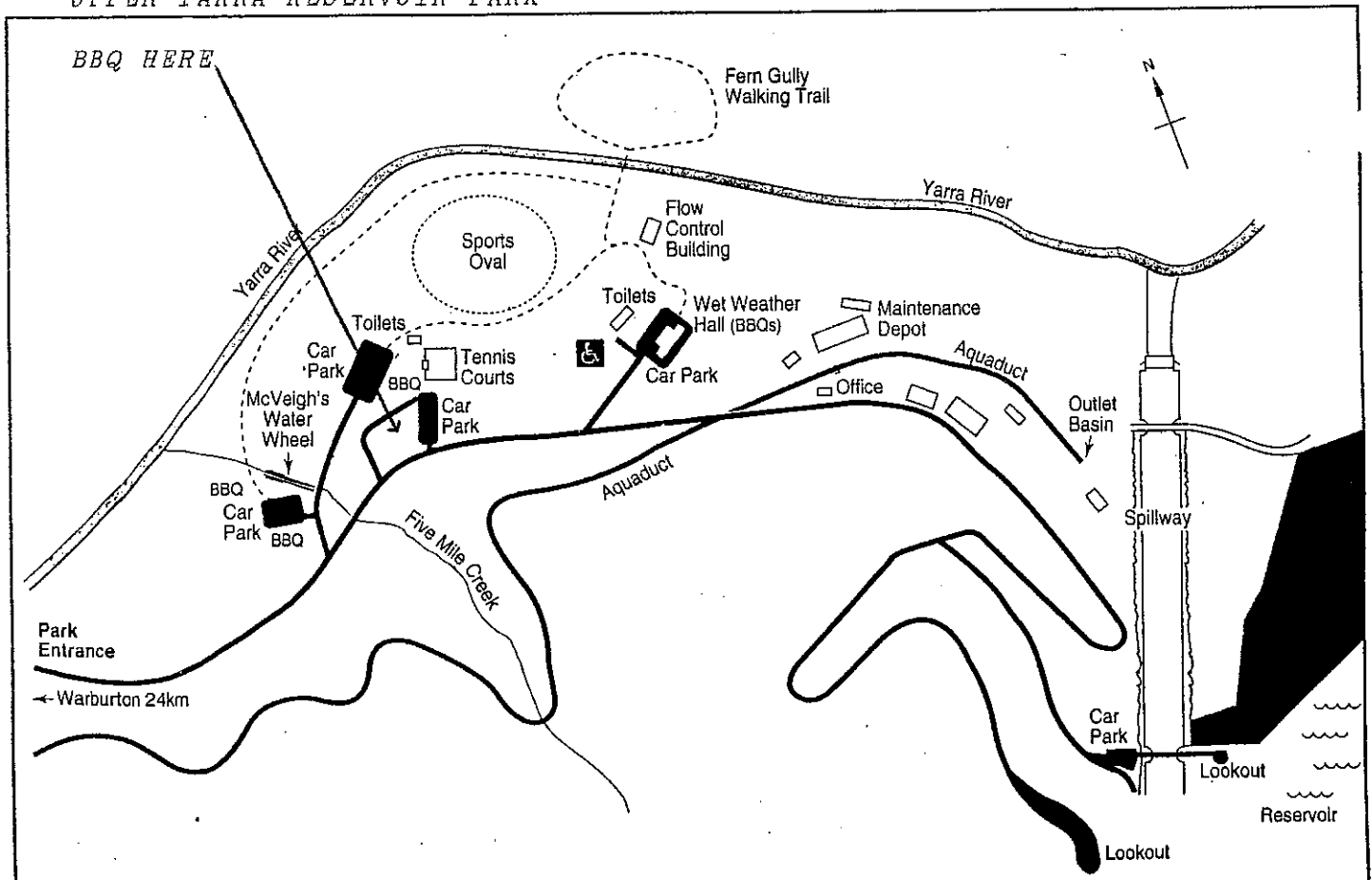
Following the Yarra River, we will travel out to Warrandyte Healesville and our destination, the Upper Yarra Dam, for a Lunch BBQ, at around 12.30 pm.

Hot water, cups, coffee, tea and bread will be supplied, BYO chops and snags.

Those wishing to go direct to the BBQ, see map below.

There will also be a return ride through the Reefton Spur for those who wish to indulge.

UPPER YARRA RESERVOIR PARK



LEADER: Ben Warden

KBCP: 9.30 am. LAVERTON: 10.00 am.

WEATHER: No rain. 15 degrees.

BIKES, RIDERS AND PILLIONS.

Craig - FZR 1000

Pat - GSXR 750 K

Michael - GSXR 1100 M

Leanne - FZR 600

Ben - ZXR 750 J2

John & Dot - VF 1000

Tony - CBR 1000

Andrew - CB 900

Andrew - FZR - 1000

Tom - GPZ 250

Carl - FZR 1000

Apon a 9.20 arrival there was the normal chitchat, g'day and tyres. We headed off to Laverton and Tony and I were on corner marking system. I had to chase Leanne up to the roundabout. John and Pat witnessed the comocasi chase. Problem fixed.

Roads a bit bumpy till smoko and more chatting, then to Buninyong where moss ridden roads are a hazard. We had a much needed pit stop at the top of the mountain. Then we climbed yp the tower, had a look, small and a photo (Tony). Back down again where Mr.Baker and I had a friendly tussle. We made our way back to Dalesford for lunch and ate Andrew's chips (his shout).

10 km. from lunch Mick had a tank slapper on our way to Whittlesea where we broke up.

THE DAYS HIGHLIGHTS.

_ Several headlamp protectors needed renewing.

-Craig and I swapped bikes for about 50kms.

-Leanne missed a corner.

-Mick tank slapped.

-Andrew and Carl popping mono's together.

-10km. of graveled freeway

-Tom rear rider - well done.

-goog mixture of good roads.

PAT TAYE

GSXR 750K

Riders:

| | | |
|-------------------------|-----------------------|----------------------|
| Tom YZF750SP | Ben ZXR750 | Mark Dennis GSXR750 |
| Andi YZF750 | Steve GPX750 | Ian GSX750 |
| John Clowes YZF750 | David Ward ZX10 | Dovorin K100RS (1st) |
| Eric Makin YZF750 | Cameron ZXR750(1st) | Mark Ducati888 (1st) |
| Geoff Jones RZ350 | Mandy Corrigan ZZR600 | Jack Youdan Daytona |
| Dianee Welsford GPZ250R | | Dicky R65(R/R) |

L= leader

R/R = Rear Rider

(1st) = First Ride

As Tony Shrader was unable to lead, Mark was co-opted as leader for the day. Dicky nominated for rear rider as he felt the front brake on the BM was a little suspect. Seems the brake fluid was disappearing without a trace??

While at Yarra Glen, Steve did a hasty repair job on the GPX's broken fairing subframe. After the usual words of wisdom from the leader we headed out of Yarra Glen and up towards Toolangi where the pace quickened. It was here that the glorious growl from Eric's ne Carbon/Fibre muffler really came into its own.--- what a great sound.

Healeville and smoko, after a leisurely break it was off through the Black Spur, Marysville, Buxton, Taggerty, Thornton and Eildon for lunch. On this stretch some of the new guys were quite surprised with the riding skills of the "girls"!! Seems Andi and Dianne were scatching with the best of them.

During lunch Ben attempted to rectifi his po-go-ing ZXR now fitted with an Ohlins rear shocker. With just on 700 different settings he was finding it difficult to obtain the correct one.

From Eildon, Steve had decided to head straight home and not subject his broken subframe to anymore abuse. Eric, John, Cameron and Marrk had also decided toleave, so the smaller group proceeded over Skyline, to Alexandra, Molesworth and Yea.

The ride over Skyline was the usual exhilarating stuff and where Tom could almost be accused of "cruelty to the vegetation" as his skillful display of riding right-on-the-edge of the bitumen meant occasionally brushing the over hanging shrubbery-amazing?

At Yea, I departed for home to swap the Suzuki for the Victor mower while the rest of the group proceeded to Kingslake West Via Kerrisdale, Strath Creek and Flowerdale. Another great ride with good weather, good company and good roads. Thanks Mark.

Ian GSX750

WHOSE NEWS

1. Peter Philferan has had a very serious accident and is busted up pretty bad. Peter is in the Royal Melbourne Hospital. The entrance is off Grattan St. and Peter is in Level 6 West ward. Visiting hours are 4pm-8pm Monday to Friday. 2pm to 8pm on weekends. For more info contact Ben Warden.
2. The door prize for July has been supplied by Parts and Pieces, Motorcycle Wreckers. Its a \$25 voucher, useable at Seaford, Ringwood or Clayton.
3. After 6 long months Les has finally got to ride the GL500 and now sticks to the speed limit without a problem.
4. Club Person of the year point system is up for review, if you have any suggestions please contact a committee member.
5. The door prize for August will be Two Runs on the dyno at DYNوبيKE IN HUNTINGDALE.

CLUB PERSON OF THE YEAR

The final ten are as follows.

1. Ben Warden 96
2. Ian Payne 77
3. Tony Schrader 68
4. Andrew Kennedy 60
5. Martin Thompson 57
6. Michael Chan 56
7. Alec Brown 53
8. Mark Dennis 50
9. Andrea Sirninger 47
10. Tom Saville 47

And thats it for 93/94.

EDEN - LONG WEEKEND TRIP

JUNE 11TH - 13TH, 1994

Riders:-

| | |
|-----------------|--|
| Ian & Kerry | - GSXR 750 (Leader) |
| Marty & Georgia | - GSX 1100 |
| Rod & Sue | - CBR 1000 |
| Steve Leyland | - GPX 750 (Cable Tie King) |
| Gary Clifton | - ST 1100 |
| Andrew Platt | - KLR 650 (Rear) |
| Scott & Tracy | - Car (250 Honda on Trailer - Numb Bum) |

Day One

As the day broke, I jumped out of bed, thankful that my night shift had allowed me to sleep the night through. My shift relief person came in early to allow me to head off. Glad Wrap over the front fairing as an experiment against bugs and road grime. My first stop was to pick-up Sue, she was already packed and ready to go - unfortunatley Sue had only 2.1/2 hours sleep as she operates the MFB Communications Centre, but was still keen to head off.

We all gathered at Hallam, awaiting our leader whom was delayed due to the last minute phone calls. Alec arrived to bid his farewells, he was bound to spend the weekend working on his new house. When Ian and Kerry arrived, we chatted, donned our warmer clothing and headed out at around 9.15am - Alec was left standing there pondering what his weekend would bring.

The weather was overcast and cold, but we all were eager to get the kms. between us and Melbourne.

First stop was Moe for the obligatory cuppa and egg/bacon sandwich. The sun was warming on our chilled bodies, but was setting the scene for the on-going trip. It was here we discovered Steve was a major investor in a Cable Tie Factory, having no fewer than nine ties holding his fairing together.

Ian led the group out the back of Moe, through to Tyers, Toongabbie, Conwarr, Heyfield, Maffra, Statsford, Meerlieu, Bengworden, and into Bairnsdale for lunch. We only crossed the busy Highway briefly and all the while the sun warmed our bodies as our gallant steeds sped us along some great roads with very little traffic.

At lunch it was Chicken and Chips in the Rotunda. We were all certainly enjoying what the Victorian roads and countryside had to offer, together with light hearted company.

Ian again led us out of Bairnsdale toward Sarsfield, Bruthen and onto Nowa Nowa. It was here we joined the Princes Highway. We were making good time and the sky was now clear blue, through Orbost and onto Cann River for petrol and a quick coffee, next stop Eden.

The group was now anxious to reach Eden as we were discovering the limitations of our behinds (numb bums). Only Andrew with a thick lambs wool seat cover seemed to be void of this long distance ailment.

As we drew closer to Eden, the level of anticipation seemed to grow and so when only 7kms. from our final destination, the sweeping right hander leading up the hill which over looks the ocean, caught everybody unawares as this sweeper nestled within the trees and shadows and had a huge irregular dip which tested everybodys suspension, skill and later gave everyone a story similar to that of a fisherman and the one that got away.

We reached Eden around 4.45pm after covering 548kms. and so we organised our accommodation, showered and all joined together for dinner.

Our evening meal turned into a wine and joke festival, with Marty winning the best impersonation of an Eskimo eating (ask for demo). Steve and Gary selected excellent wines showing a different side of their characters.

The evening progressed with great gusto, the late arrival of Scott and Tracy allowed for the recapping of a great day. Everybody enjoyed a late coffee with port and headed for bed - content and eager for the next day.

Note: As for the Glad Wrap experiment, it didn't seem to work too well - maybe for day rides or for those kinkies in the bedroom.

Rod East - CBR 1000

SUNDAY NIGHT JUNE 12TH, 1994

Another great day has passed and so the evening meal at the local Fisherman's Club was very light hearted with good food and jovial company. We returned to the Pub around 9pm and the open fire to await the Grand Prix on the big screen. The locals seemed to have the same idea so we moved to Marty & Georgia's room to watch an Aussie Grand Prix.

The room full, the race began, and the Balmain Bugs shelled, we all settled down to watch the race.

Ian had won a raffle at the Pub, hence the dozen alien looking sea bugs - they say they tasted great, for me the cheese and biscuits supplied by Steve c/- Bega Cheese was sufficient. The race was great, with expert comentary from all those in the room and of course Mick's big win.

The raging concluded, it was time to hit the pits for a good nights sleep as we were out on those great roads again tomorrow.

Rod East - CBR 1000

EDEN

After the previous night, most people didn't appear until about 10am. I don't want to brag, but I'd already done three laps of town, been down to the Eden Wharf to see the fishing boats, watched the sun rise and had breakfast.

So today it was decided to go to Bega via Merrimbula to see the dreaded "Cheese Factory" and then we would take on Browns Mountain and the High Country.

Sometime after 10am, we pulled out of Eden heading up the Princes Highway to Merrimbula with the S.T. in the lead cruising a comfortable 120kmh, "no fanging today guys". Beautiful piece of road from Eden to Merrimbula, although Steve says we're losing it. Smoko at Merrimbula and Marty wants to borrow the S.T., it pulls the women, two in two minutes was more than Marty could handle. After some sustenance, it was off to the Cheese Factory, but yours truly got lost leaving town, sorry guys, and guess what? The Cheese Factory was shut. What a lovely piece of road though. But wait, there's more. The road to Browns Mountain (Snowy Mountains Highway) twists and winds it's way through the countryside and you think you're in Motorcycle Heaven, but wait, there's more. The road to Bombala, what a magic road, high speed sweepers all the way, unobstructed view, beautiful blue skies and fresh air. If you don't ride a Motorcycle, you aren't alive.

But wait, there's more, yes more. After our little snack at Bombala, we headed back down the Monaro Highway to the turn-off to Eden. More like a turn-on I reckon, what an absolute magic road, this road was designed by a Motorcyclist who had a big road machine. This road has big sweepers that cut through the ranges over the rivers with a left hander, followed by a right hander, followed by a left hander and loving it.

But wait, there's more. The Grand Prix is on tonight and we're all going to watch it in the Pub together. We've got Balmain Bugs that we won in a raffle last night, some Port may find its way into our company, Steve got some cheese at the factory outlet. One of my pleasures in life is to watch the Motorcycle Races in the company of Motorcyclists, especially the ones I've been riding with all day. Well you missed a bloody top weekend if you weren't here, hope you had a good one anyway.....But wait.....

Thanks go to Steve for leading the ride and Andrew for rear rider duties.

Gary C. Honda ST1100

EDEN LONG WEEKEND

MONDAY 13th JUNE 1994

| | |
|--------------|-----------|
| Ian & Kerrie | GSX 750 |
| Rod & Sue | CBR 1000 |
| Steve | GPX 750 |
| Andrew | KLR 650 |
| Marty | GSXR 1100 |

The last day of a weeken of good food, good wine, good roads, good company and bad jokes. We set off from the car park behind the pub, at around 10:00 am. with sunny skies promising a day of fun. We headed South along the Princess Highway for around 35 km. then turned right along a logging road that joined the Cann River Hwy. Ths road was Sundays discovery and all agreed to do it in reverse. It consisted of banked sweepers at the bottom of hills, which compressed everyones suspension to continuous radius bends over crests which unloaded it again. In between the (ohmygodpimgunadie ???) wet corners a fun road. Steve a little kangaroo shy after coming close to one the day before. The Cann River Hwy had only around 10km of reasonably good dirt then that magic blacktop all the way to Cann River. The usual morning tea, fuel, coffee, food, repairs, lies, lies and more lies. Morning tea is always fun.

We picked up the Princess Hwy through to Nowa Nowa . If only the Highway were a black road, Right at Nowa Nowa to Bairnsdale Via Bruthren. Another great road last done on the GPX, two up in November 93' on the return journey from Sydney. Thankfully it was alot nicer road on a bike with suspension. We stopped at Bairnsdale for lunch. Here we met some other "friendly" motor cyclists. Arrogant *@&!!&%!!!!. The one I attempted to communicate with was still recovering from his frontal labotomy.

Mr. Plod also took an interest in us, doing circles around the block waiting for our departure. We waited for his and arrowed. Down to Strathford Via Bengworden Ho Hum. Then Maffra, Heyfield, Conwarr, Toongabbie, Glengorry, Tyres, Yallourn North and around to Moe. We were all tired and it was threatening to rain so we stopped for fuel and kept moving.

We took the back road to Yarragon. From here on it was the Princess Hwy., full of long weekened tin top traffic, it was a slow trip to Narre Warren where we boke up. Thanks to all who organised the weekend and to all who made it a fun time. This does not include the Yachties.

CREDITS

THANKS TO: The Great Southern Hotel for making us realize that we in comparison, were not really ASSHOLES.

THANKS TO: The Eden Whalers for the ripping platter of Balmain Bugs, consumed with Bega cheese and the G.P.

THANKS TO: Steve for the cheese!!!

THANKS TO: The Commoncharohs for not burning our bikes.

THANKS TO: Rod for not chamioing my bike.

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TEN COMMANDMENTS OF MOTOR CYCLING

1. HAVE A THOROUGH KNOWLEDGE OF THE MOTOR TRAFFIC ACT AND REGULATIONS AND PUT THEM INTO PRACTICE

The Motor Traffic Act and Regulations handbook is the road users' bible and by adhering to its precepts you will do much to make our highways safe and pleasant for all. Issued under authority of Parliament, the Motor Traffic Act and Regulations sets forth rules by which all classes of road users are encouraged to govern their road behaviour. Ride according to the Motor Traffic Act and Regulations and you will ride safely and well.

2. CONCENTRATE ALL THE TIME AND YOU WILL AVOID ACCIDENTS

Concentration is the cornerstone of all good riding. It is a primary duty but often a neglected one. Complete concentration will enable you to see and take notice of every detail. It is often the smallest detail that will give the clue to what will probably happen. If you miss such a detail, an accident, or at least an unpleasant experience may result. Concentration will also ensure skilful handling of your cycle. It will prevent bad gear changes, also late and fierce braking, and practically do away with involuntary skids. These are usually caused by locking of the wheels after fierce braking on bad surfaces. Concentration assists anticipation.

3. THINK BEFORE ACTING

The theory that a good rider rides automatically is a fallacy. To the uninitiated he may appear to, but the truth is that by continually concentrating and thinking, he has raised motorcycling to an art. Every corner, bend, gear change, in fact every riding operation is a problem which, like every other problem, can only be solved by thinking. A thoughtful rider carries out every operation or manoeuvre in plenty of time and consequently is in the happy position of being able to accelerate from danger or stop to avoid it. Think and avoid accidents.

4. EXERCISE RESTRAINT AND "HANG BACK" WHEN NECESSARY

To hang back is to follow at a safe distance, a preceding vehicle which you eventually intend to overtake, until you see the road ahead is clear for sufficient distance to allow you to overtake with safety. This will call for the utmost restraint, especially when riding a fast motorcycle, but never be tempted to overtake or carry out any other manoeuvre, unless it can be accomplished with 100% safety. By exercising restraint, you automatically eliminate any tendency to impede other vehicles by pulling in too quickly after overtaking, an action often referred to as "cutting in". A good maxim is "whenever in doubt, hang back".

5. RIDE WITH DELIBERATION AND OVERTAKE AS QUICKLY AS POSSIBLE

Good motorcycling continually calls for the making of quick and correct decisions, all of which must be carried out with deliberation. Overtaking must always be accomplished in the minimum of time, leaving the road clear for others who may be travelling in the opposite direction or behind you. For the 'Don'ts' often advocated in the textbooks, substitute 'Deliberation'. A rider with a negative complex will sooner or later hesitate at the crucial moment, possibly with fatal results. Deliberation eliminates uncertainty.

6. USE SPEED INTELLIGENTLY AND RIDE FAST ONLY IN THE RIGHT PLACES

It is not always safe to ride at the maximum permitted speed in restricted areas, despite the fact that a 60kph speed limit is posted. In some circumstances such a speed is definitely dangerous. Where conditions permit it is best to ride at an even speed as it assists in keeping traffic moving in an orderly and constant stream. High speeds are safe only when a clear view of the road ahead is possible for a considerable distance. The speed in all cases must be governed by the amount of road that can be seen to be clear. Remember that at 80kph a vehicle travels a distance of 22m in one second. With many riders a second elapses and alertness is therefore absolutely imperative. Any fool can ride fast enough to be dangerous.

7. DEVELOP YOUR VEHICLE SENSE AND REDUCE WEAR AND TEAR TO A MINIMUM

Vehicle sense is the ability to get the best out of your vehicle with entire absence of jerks and vibration. It entails smooth and thoughtful operation of the controls. This can only be achieved if the operations are carried out in plenty of time. Vehicle sense adds to your safety factor as you will be in the right gear at the right time. Good vehicle sense increases the life of your motorcycle.

8. USE YOUR HORN THOUGHTFULLY AND GIVE PROPER SIGNALS

Many motorists do not use their horn at all, some use it aggressively, others automatically and often unnecessarily. It is every bit as important that a person in front should be acquainted with your intentions as a person behind, yet many motorists who never omit to give hand signals, consistently fail to give audible warning of their presence. Use the signals given in the Motor Traffic Act and Regulations. An ambiguous signal is misleading and dangerous. Give good signals and earn the praise of fellow road users.

9. BE SURE YOUR VEHICLE IS ROADWORTHY AND KNOW ITS CAPABILITIES

A defective motorcycle must never be taken out on the road. To prevent this, check your vehicle. Before attempting to ride a strange motorcycle fast, get accustomed to its controls, acceleration, braking capabilities and characteristics. Vehicle and rider must blend harmoniously to ensure good riding.

10. PERFECT YOUR ROADCRAFT AND ACKNOWLEDGE COURTESIES EXTENDED TO YOU BY OTHER ROAD USERS

Roadcraft includes every phase of motorcycling; it is something more than road sense. Many people possess the latter, but do not make the best use of it, owing to lack of control, inability to use the road and position their cycle to the best advantage. A rider with good roadcraft knows how to avoid awkward and possibly dangerous situations. Good roadcraft not only prevents accidents but makes riding less arduous. The Motor Traffic Act and Regulations urges all to be courteous, but a good rider goes further and acknowledges the courtesies extended to him by every class of road user. By doing this, he sets a splendid example and does much to engender the spirit of chivalry so badly needed on our roads. Courtesy is a great factor in road safety.

SCIENCEWORKS

Sunday 19th June 1994

Ian Payne (Leader) GSX 750
Marty Thompson GSXR 1100
Jennifer Burns CB 250RS
Alan & Michael CB 750
Dot Schwarze & John van Dorp (Car)
Tom Saville & Andi Sirninger (Car)

Tony Schrader CBR 1000
Gary Clifton & Crystal ST 1100
Ben Warden (Rear) ZXR 750
Vicki Warden (Car)
Kerrie Gooding (Car)

On the drive from home to Spotswood I passed Tom and Andi on the median strip at the corner of Punt Road and Swann Street (facing towards Collingwood). Tom appeared to have broken down as they were both bending down beside the engine of his Paris Dakar. I shouted across the traffic to see if they needed help, but being a busy intersection they didn't seem to hear and I couldn't stop easily, so I continued on to Scienceworks.

Ben attempted to obtain a group concession, however they only agree to this for prior group bookings, so it was \$10.00 a head admission.

The Scienceworks Centre opens for general admission at 10am, however if you already held tickets for "Special Effects" you were admitted to that section of the exhibit at 9.30am. One member of our group complained to most of the staff over this anomaly many times. As most of us thought that the "Special Effects" was a film, commentary or similar we opted for the next session which commenced at 11.15am. However in hindsight we would have been better off attending the 9.30am session even at 10am as it was a series of displays set-up so you could make your own video, e.g. you stood still but the background indicated you were falling from a building, off a cliff or were part of a rock band, etc.

So we had from 10am until 11.15am to check out the other Exhibition areas. Ben and I have both been to the Science & Technology Centre in Canberra, the Power House Museum in Sydney and the Newcastle Museum all of which have hands-on type displays. I have to admit I was surprised at how good Scienceworks is, and I believe comparable with the others we have been to.

It is also very popular despite the price, because even as early as 10am the Carpark was quite full and for the entire time we were there (10am to 1.30pm) more and more family groups kept arriving, thus making it quite crowded.

At about 12.30pm Tom and Andi arrived (by car) and it turned out that Tom had hit a car while doing a right-hand turn from Punt Road into Swann Street. Fortunately he survived relatively unscathed mainly by jumping from the bike and letting it hit the car. Tom estimated \$5,000.00 damage to the car and the bike escaped with surprisingly minimal damage.

Most of us then headed off to visit the Pumping Station part of Scienceworks for the next hour and then Tom, Andi and Jennifer stayed on. Kerrie, Dot & John, and I left in our cars, whilst the "boys" mounted their bikes and headed off in the direction of Ballan.

Thanks to Ian for organising the day, as Scienceworks turned out to be even better than I had anticipated.

Vicki Warden

Tony had lead us from Kings Bridge Car Park to Spotswood and the Scienceworks museum because Ian didn't make it to KBCP due to road works on the South Eastern Freeway. After an entertaining tour of Scienceworks, Ian lead the reduced group consisting of Gary and Crystal, Alan and Michael, Marty, Tony and Ben (rear rider) to the Shell Service station near the freeway entrance to get fuel, before setting off for Ballan.

Leaving the freeway at the Werribee exit we encountered all the traffic lights down the main street before heading west towards Anakie Junction. The weather was cold and overcast, with rain threatening.

Just when I thought we would turn left, we turned right and skirted around the west side of the Brisbane Ranges, heading north on straight roads towards Bacchus Marsh. I pulled up next to Gary, who had unexpectedly stopped at the side of the road. Crystal, inexplicably wearing no gloves, was finding holding onto the grab rail and not freezing to death a tad difficult. They headed for home.

Heading west along the gently undulating Parwan Creek road we passed "Andrew K" corner before climbing steeply up the tricky, tight Mt Wallace switchback offering great, green misty views. At the crest, Marty had stopped, fiddling with his rear shock absorber, searching for perfection. (For the technically minded, it is a Fox damper mated to the original spring, with infinitely adjustable rebound damping and ride height/pre-load with an external, multi-adjustable compression damping nitrogen filled cannister.) We swapped bikes, at his suggestion, and rode the two km or so along the rough, shock testing road. I don't think he was ever so glad to get back on his "limo". And he thought he had suspension problems!

Hot potato chips and coffee were the most popular order at our usual (read "only") milkbar in Ballan. Marty, ever the showman, flopped on the counter something that isn't legal tender in the southern states. Can't take him anywhere ...

With the winter solstice almost upon us, and evening fast approaching (though only about 3.30 pm) we decided to take a less devious route home, via Greendale and Myrmiong. The roads were now dry, smooth and wide, the tempo raised a little. It was particularly difficult remaining rear rider.

As I rejoined the Western Highway I noted, with rising apprehension, flashing blue and red lights fast closing on a group of three riders ahead. Tony was booked for an obscured number plate, and no amount of discussion could prolong the inevitable: \$110 on the spot fine.

Meanwhile the rest of the group trundled by, regrouping at the Bacchus Marsh freeway exit. There was thick gravel at the edge of the road, and Marty discretely locked up the front wheel and toppled over. Surely it was a sympathetic response to Tony's plight, but there were some heartless skally-wags who suggested he was just trying to reclaim the centre of attention, if a little melodramatically.

In the ensuing mayhem I stung Alan for his membership dues. Two crashes and a booking obviously appeals to him. Welcome Alan.

Apparently Mr Plod was laying in wait on one of the freeway down ramps. Ian had noted this as we whizzed by above him, though once on the freeway, Ian had proceeded to ride with due care and utmost respect for the law. Alas, "obscured number plate". Tony swore he would never ride near a freeway again, remembering his recent Hume Highway debacle.

On the bikes again heading north from Bacchus Marsh on the Gisborne road, even more sedately, the fast sweepers went begging. Onto Toolern Vale and Diggers Rest. The 45 km/h warning sign over the bridge had us all fooled - it wasn't the tightness of the corner, rather the huge dip in the road!

We broke up at Diggers Rest after quite an eventful day. Thank you Ian. I headed off to Hoppers Crossing to have tea with some friends, and promptly got lost.

The ZXR handles a bit better with new rear wheel bearings, which collapsed the Sunday before while riding with Tom and the hoods around the nearby eastern hills. I had made a couple of rear wheel stands during the week to facilitate tyre changing, so removing the wheel and replacing the bearings turned out to be a relatively quick and simple job. Next project is to fix the fuel tap which is extremely difficult to change to reserve when riding, exasperated by the bulky aftermarket fairing.

Vicki and I arrived home late that night to hear the sad news, via the answering machine, of Peter Philferans serious motorcycle accident. More information is printed elsewhere in the magazine. I am sure we all wish Peter a speedy and full recovery.

SUNDAY 26th JUNE.

INVERLOCH

| | | |
|-------------------|------------------------|------------|
| Riders/ Dave ZX10 | Ian GSX 750 | Late |
| Colin Z 900 | Carl FZR 1000 | Late |
| Robert NX 650 | Allan & Maralyn CB 750 | Rear Rider |
| Craig FZR 1000 | Ben ZXR 750 | 2nd Leader |
| Dave CBR 1000 | Les GL 500 | 1st Leader |

The alarm goes off, time to rise, grit the teeth and look outside. Yes, blue sky, looks good. Showered dressed and it still looks good. Phone rings and its Craig who wants to know what the weather is like down this way. Looks good, so he's on his way.

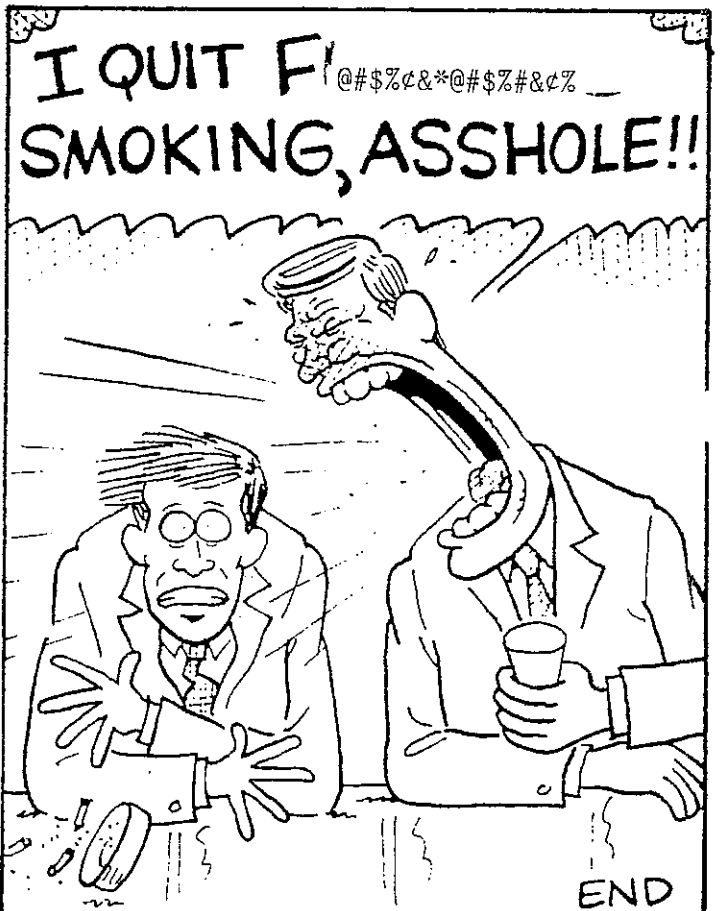
After six long months off the road and having not ridden this bike yet, then this should be a day to remember. Head off to Hallam as Ben is bringing the riders out from KBCP. They arrive 10:05 am., the chit chat over and it's time to leave. But where's the 1st Aid kit? I find out that Ian's got it, times getting on so we decide to leave. We head up through Beaconsfield. Some nice twisties through here. I was informed later that the road just before Pakenham was tarred about a week before, wern't we lucky. The usual from Pakenham to Drouin where we had smoko, oh, I forgot Colin on his Z 900 ran out of fuel just before Drouin. Next time a full tank when starting the ride.

After six months break this really feels good. The bike handles well and is very comfortable. I am really enjoying this. Well smoko over and its time to leave, we head towards Korrumburra. Mostly dry roads, no traffic but a little bit of dirt and mud on the road which keeps you on your toes. Through Korrumburra now heading towards Inverloch. Roads dry and clean, no incidents, we arrive at Inverloch for lunch.

Here we meet up with Ian and Carl. Ian gives good reason why he was late. Seems that road works held him up. Everybody fed and fueled up and we head off with Ben leading a not so % ride anymore as on the way down I stuck to the speed limit. Wonder why? We head off to Wonthaggi / Loch / Poowong / Warragul and an afternoon break. Body sore, head pounding, time for a couple of tablets then off to Drouin and Narre Warren where we break up after 367kms. A great days riding with good company and good weather.

LES GL500

CANCER SHTICK



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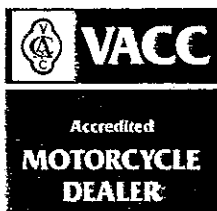
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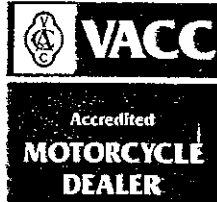
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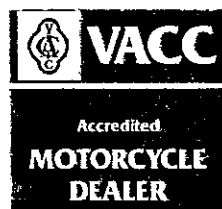
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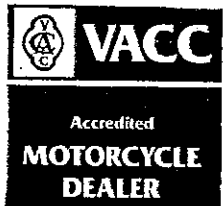
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Well members it is time to boost the coffers of the MTCV with your annual membership fee. This fee enables the club to keep producing your itineraries, your monthly magazine, the postage of same, etc. The MTCV is not a profit making organisation and your fees cover the necessary running costs only.

For the sum of \$20 / \$10 you have the opportunity to meet people with a common interest, to ride on nearly every weekend of the year and to participate in all the fun-filled, action-packed social outings.

Please let us have your renewal in the near future, by post if you wish, or at the forthcoming meeting.

Membership will expire on the 30th. of June each year.

We will be publishing a revised membership list soon, so if you have changed any of the details shown on the list, please let us know with your renewal. The list is only for distribution to members, but if for some reason you do not want details published, then please indicate on the form below.

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JON RIDDETT.

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