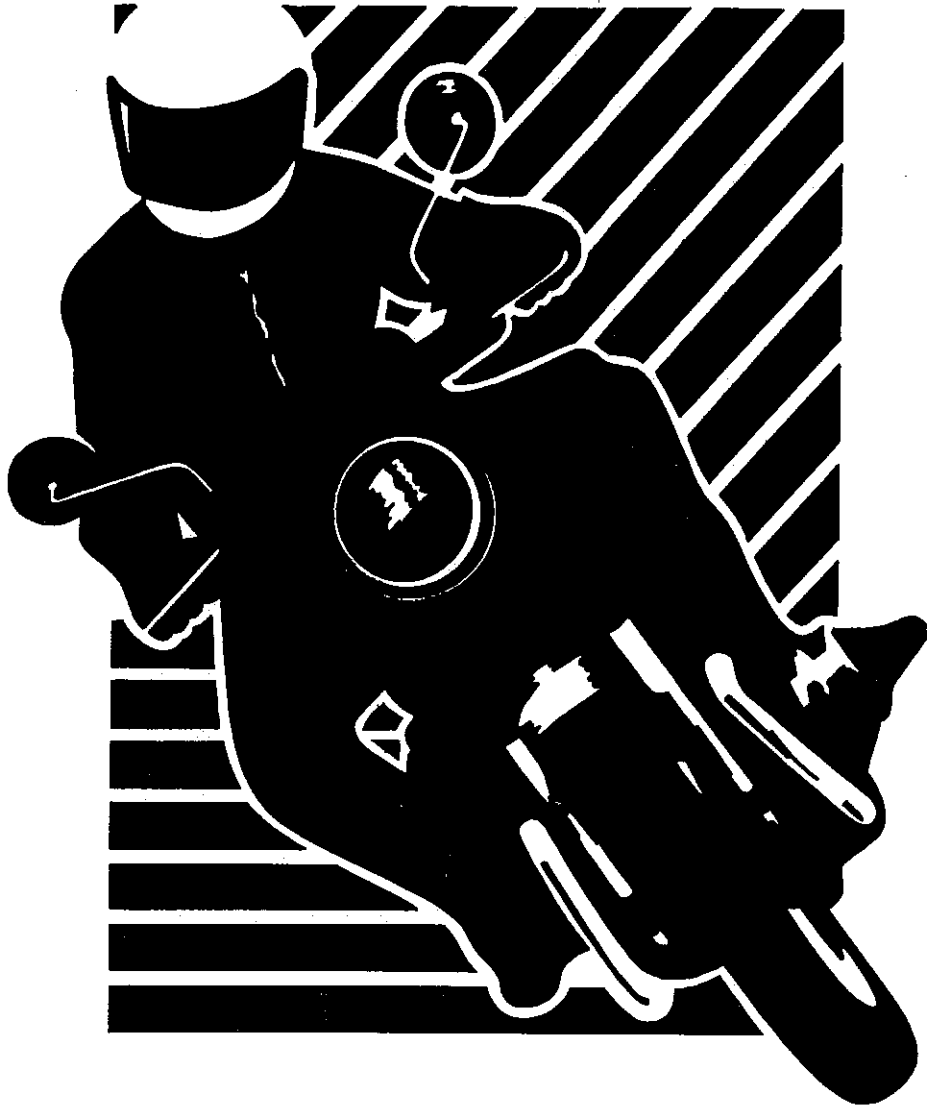


MAY 94

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA INC**

P.O. Box 453, Richmond 3121, Victoria

# ITINERARY

# MAY 1994

- SUNDAY 8th. APOLLO BAY MINI GOLF and CUMBERLAND FALLS.  
9.30 KBCP  
10.00 Laverton  
Our annual golf tournament is once again played at this GREAT OCEAN ROAD town with an added bonus of viewing these scenic waterfalls nearby.
- SUNDAY 15th. MALDON HISTORICAL TOWN  
9.30 KBCP  
10.00 Laverton  
Ian Payne leading  
This National Trust type town has many attractions to look at and hopefully we will get to view the Goldmine and Lookout. Usual good roads will be taken to and from this central Victorian town.
- THURSDAY 19th. SOCIAL SIP  
6.30PM Onwards.  
As usual at the Anchor & Hope Tavern, 481 Church St. Richmond.
- SUNDAY 22nd. EUROA COUNTER LUNCH  
9.30 KBCP  
10.30 Yarra Glen  
Tony Schrader leading.  
Our ride up to this town situated 150km north/east of Melb, will culminate in a counter meal at the local pub. Route will take in Molesworth, Ruffy, Merton, Seymour & Strath Creek.
- SUNDAY 29th. MT.BUNINYONG, BALLARAT.  
9.30 KBCP  
10.00 Laverton.  
Ben Warden leading.  
This 745 metre high mountain affords great views of the surrounding area, and is only 14km south of Ballarat. Expect to cover ALL good roads around this area.
- JUNE 1994
- THURSDAY 2nd. GENERAL MEETING.  
Club Hall 8.15pm Sharp.  
ANGLERS CLUB HALL,  
Cnr Rathmines St. and  
Wingrove St. Fairfield.  
Come along and check out the new HALL and also welcome the new Committee for 94/95.
- SUNDAY 5th. YEA  
9.30 KBCP  
10.30 Yarra Glen  
Martin Thompson leading.  
Marty, our first time leader has promised a "Deadset Legend of a Ride" therefore a huge turnout is required to take advantage of this once in a lifetime experience. "DON'T MISS IT"
- SATURDAY 11th EDAN WEEKEND.  
to MONDAY 13th. Great Southern Hotel  
9.00am Hallam - Saturday  
Those intending to stay at this NSW East Coast town situated 530km from Melbourne, please refer to the booking slip in newsletter.

GENERAL MEETING.

DATE, 7/4/94

LAST MEETING IN ST.PAULS CHURCH HALL.

OPENED AT .8.35pm. IN ATTENDANCE 45 MEMBERS AND VISITORS.

TREASURERS REPORT. \$1300 in bank, look good ha.

CAPTAINS REPORT.

SUNDAY 6 MARCH .94

MARYSVILLE HORSE RIDING.

LEADER ANDREW K. WEATHER, FINE AND DRY ALL DAY.

DISTANCE 350kms. 22 BIKES ,26 PEOPLE.

WEEKEND 12-14 MARCH.

BLUE LAGOON CAMPING.

LEADER TOM S. WEATHER GOOD ALLWEEKEND.

DISTANCE 900kms. 14 PEOPLE .

THURSDAY 17 MARCH.

SOCIAL SIP . 35 PEOPLE IN ATTENDANCE.

SUNDAY 20 MARCH.

NAGAMBIE

LEADER CRAIG M.

WEATHER PERFECT.

DISTANCE 400kms.

16 BIKES/21 PEOPLE .

FRIDAY 25 MARCH.

UPPER BEACONSFIELD

NIGHT RIDE.

LEADER IAN P.

WEATHER FINE # DRY.

DIST/250kms 10 BIKES.

2 CARS.

SUNDAY 27 MARCH.

WALHALLA CRICKET.

LEADER BEN W.

WEATHER FINE /SUNNY.

DISTANCE ,200kms.

11 bikes/ 12 people.

WEEKEND 01/04 APRIL.

TALLANGATTA .

LEADER ????????

WEATHER RAIN /FINE,

DISTANCE 2300kms.

11bikes/ 14 people.

thanks to all leaders and rear riders.

GENERAL BUSINESS.

- 1) CLUB HALL ,NOT YET FOUND ? TO BE KEPT IN SAME AREA.
  - 2)G-O-R FORUM TO BE HELD IN GEELONG ON 27th APRIL.
  - 3)PHILLIP ISLAND RIDE DAY 25th APRIL FULL UP A WAITING LIST EXISTS. MARSHALLS NEEDED ON THE DAY.
  - 4) NEXT MEETING WILL BE A/G/MEETING, AND A NEW COMMITTEE WILL BE ELECTED, NOMINATION SLIPS ON THE BACK OF NEWS LETTER FOR MEMBERS BENIFITS.
  - 5)DOOR PRIZE, WON BY MANDY.
- CLOSED AT 9.30pm.

# COMMENT

WHY LESS IS NOT ALWAYS BETTER!!

(IN RESPONSE TO "WHY MORE IS NOT ALWAYS BETTER!" - APRIL '94)

Ever wondered why some people always have to try so hard to convince everyone they're the fastest?

What happens:

One person does a lot of sums to try to show that you must be a "little" man to ride fast and that getting every last kilometre possible out of the bike is all that riding is about.

Let's remember it takes all types of people on all types of bikes just going out to enjoy a day riding with fellow riders that makes the touring club appeal to so many different people.

As for braking being safer if you have a little body...one who would run into most problems whilst braking would be one who lets his ego get a little too big and is taking the corner too hard in the first place.

So whether less or more horsepower, mass, acceleration or braking power, one thing it's important to have less of is ego.

F.W.D.

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## MTCV PHILLIP ISLAND TRIP - 10th APRIL 1994

John V and Dot arrive at Hallam at 9.00am and John does what all good bikers do over a cup of coffee - A full bike check of course!!!

Ian arrives at 9.20am but no sign of further riders; perhaps the weather or the televised Grand Prix had something to do with it!!

Mass exodus at 9.45am with Ian (purple & black bike) as leader and John V with Dot as pillion (red bike) as rear rider.

Took the back roads and expected to find more Club Members on arrival at Phillip Island but none to be found! Headed back to the Information Centre but took a while to find! Great navigational skills Ian!!

Off to Wonthaggi for a nice lunch then the rain set in for the duration so out came the wet weather gear for the trip home.

The entire group (3) arrived back at Ian's for coffee, then a quick trip to Dot,s for the Grand Prix start. Plenty of leftovers for John's tea as thankfully Steve did not get hold of them the night before.

A great had by all and I was rapt to get my legs around a bike again.

Thanks to Ian as leader and John V as rear rider.

Regards

Dot.

TALLANGATTA EASTER WEEKEND - Friday, April Fools Day.

The Fools:

Ben - ZXR750	Rob - R100RS	Tony - CBR1000
Tom - YZF750	George - GSX750	Alec - GSXR1100
Andi - YZF750	Ian - GSX750	Marty - GSXR1100

The first joke of the day was that we had had fantastic summer type days for the last two weeks, come Easter, comes the rain. Tom & I arrive in Whittlesea just before 9.30am thinking we are late as only George is there. It is well after 9.30 when most others arrive and Ben hands out the new itineraries which read 10.00am Whittlesea. This is NOT what the mag said or is this an April Fools gag?

With new tyres for Alec, Ian and I this was going to be not much fun in the wet and also for Marty who has cut the plaster off his broken foot so as to be able to ride this weekend. Though this may sound somewhat foolish, there is method in the madness as there's nothing like the vibes from a motorcycle to help heal an injury. Ben leads us out of Whittlesea and through quite a few kilometers of road works, sign posted at 60KPH. The next joke was on Ben who was pulled over by a man in a BLUE uniform, we won't even mention what speed Ben was doing! The rest of us zap past and Tom takes over the lead until Yea and Ben's reappearance. "No moral support from us, eh Ben!" turns out, ONLY a slap on the wrist. Very lucky in deed!

We continue on route through Merton, Bonnie Doon (morning tea), Swanpool, Moyhu, Oxley and Myrtleford for lunch. As Marty's foot has been playing up, Tom improvised a foot support from an old rubber tube and some ocky straps. From here Ian departs for home while the rest of us soldier on through buckets and buckets of torrential rain. Through Ovens, Upper Tawonga Gap and Tallangatta our home for the next three nights.

Vicki & Georgia (not so foolish) arrive by car, Mark, who had come straight from the GP at Eastern Creek, also arrived but sought shelter at the Caravan Park. While playing pool that night, we were entertained by a couple of slightly intoxicated local girls. Alec thought they were alright and just happened to disappear the same time as they did and did not reappear until several hours later. Dave & Loretta also arrived by car, though they had travelled by bike to Wodonga where they stayed with the inlaws.

The usual stories flowed till all hours followed by a good nights sleep on an unusually comfortable, for a pub, mattress.

Andi YZF750.

TALLANGATTA WEEKEND - Saturday 2/4/94

Day 2

Riders:

Ben - ZXR750 (leader)	Rob - R100RS	George - GSX750 (R/rider0
Tom - YZF750	Tony - CBR1000	Mark - GSXR750
Andi - YZF750	Dave - CBR1000	Alec - GSXR1100
		Marty - GSXR1100

Route;

Tallangatta - Granya - Walwa - Corryong - Cabramurra - Tumbarumba - Rosewood  
Batlow - Tumbarumba - Mannus - Cudgewa - Koetong - Tallangatta - Bonegilla  
and Wodonga. "Easy day of 790kms"

The first night had rewarded a few people with sore heads. For the others the alcohol consumed had rewarded them with IDEAS. One of which was to rig up a H-D style footboard for my GSXR using heavy gauge wire and an old heat shield from a car's exhaust. THANK YOU TOM! This device now made it possible for me to take right hand corners without scraping my broken foot on the ground.

The day started bright & sunny....No No, the morning was crisp & bright... ah F##CK IT!! It was a ripper day to tear off into the mountains for a good solid THRASH. But thankfully our leaders wise head dictated a more relaxed pace for the day which started off around the lake then left through Granya Pass. Tony over-shot the first left hander and Mark followed running a touch wide, though not enough to excersize the PANIC muscle! The roads were good until Ben discovered a gravelled left hander. Once again only a minor slide and no major muscle movement.

Onto Walwa and Corryong for morning tea where Ben was heard to ASK a tourist and fellow motorcyclist who was admiring the machinery, "Are you an upset motorist?" Troubled conscience perhaps Ben? Usual morning tea - lies, food and fuel. Off again up and over the mountains to Tumbarumba for lunch. Strangely as soon as we had crossed over the Border the roads turned to shit with Ben's rear suspension proving to be a chiropractor's dream. Numerous roadworks slowed our progress through to Tumbarumba where lunch was also a SLOW affair as our group of ten completely overawed the local cafe. Alec had to WAIT for a pie and Ben confused them by pre-paying his order.

We fueled up and did a loop up to Batlow and it was here that I overbalanced while reading a map and dropped the bike. No major damage, thank god for fibreglass and thanks to Tom & Andi for the leg up.

We headed back to Tumbarumba for fuel and witnessed Alec spin up the rear wheel mid-corner. The new tyres seem to be working well, Alec!

Off again towards Mannus, Cudgewa and Koetong for smoko, but just before here, Ben has a BIG tank-slapper while travelling in a straight line. This resulted in slight muscle movement. The roads were good through here and at one stage Ben led us through some uphill sweepers at ##0km/h with Rob on the BM staying right with it, the bike even wobbling in a straight line. When asked later, Rob replied, "What Wobbles???"

continued

TALLANGATTA continued,

We finally arrived at Wodonga and David's parents house for a BBQ around 6pm and where David and Ben played around trying to light the BBQ for about an hour, Boy Scouts they're NOT. Food, beer and lies followed, thanks to Vicki, Loretta and Georgia for the food, David for the beer and Ben for the lies.

Georgia and I stayed the night while the others left for Tallangatta in dribs and drabs, all promising to meet again at 10am the following day down at the servo.

Marty - GSXR1100

# # # # # # # # # # # # # # # #

## Tallangatta Day 3 and Day 4

After breakfast the club divided into two groups. Those going with Tom (Andi, Alec, Rob and George) headed back along the great roads of yesterday, this time picking up the Snowy Mountains Highway from Kiandra to Tumut, and then back down through Batlow, Tumbarumba, and Cudgewa and home as per the day before. The rest (Marty, Mark, Tony, and Dave) headed in a different direction in search of smooth mountain roads.

We forced ourselves across the Granya pass, looking out for the patch of gravel which caught a few by surprise yesterday. What a road! "Sensational" - as Marty would say. Then headed west following the meandering road around the lake before reaching Bonegilla and heading south parallel to the Kiewa Valley highway. We stopped in the middle of nowhere for morning tea. What the other group forgot was that we had all the food left over from the previous night's BBQ (Thanks Dave, Loretta and Vicki.) Steak, sausages and chops for morning tea followed by easter eggs.

Soon afterwards Marty, Tony and Mark headed for home via a torturous and expensive route. As far as radar is concerned, travelling on the Old Hume Highway is equivalent to travelling on the new highway, if they are only 50 metres apart! It seems that they got off relatively lightly, Mark collecting his second coupon for the weekend.

Dave and I headed for Mt Beauty and Falls Creek where Dave over cooked it trying to pass a chooky and did a spot of gardening. Back down again for lunch and then across the Tawonga Gap to Bright. I love that road: long, fast downhill sections. Sensational! Then we blasted up Mt Buffalo, Dave grinning from ear to ear. We soaked up the atmosphere at the lookout, watching the rock climbers on the far cliffs seemingly fighting the impossible. A pair of binoculars proffered by a friendly tourist helped pick them out. Meanwhile a sailplane thermalled his way up the valley before ridge soaring along the mountain, passing as close as 50 metres at times. Fantastic.

Down the mountain we sped picking up the Ovens, Dandongodale pass - this time in the dry! Up the Kiewa Valley highway before taking the Yackandandah turnoff at Dederang, continuing up to Wodonga and Dave's parents house.

The three of us (Dave, Loretta and I) walked up to the local pub for tea and a few games of the pokies. Dave and I were both running on adrenalin and pretty excited and happy. On the bikes, front tyre wear had been horrendous, Falls Creek and Mt Buffalo doing the damage. I was looking forward to replacing the front tyre with one the appropriate size anyway. It came with a 130/60, not the standard 120/70. This would improve the steering, and hopefully reduce bump steering (read tank "I gonna die" slapping on yesterday's badly potholed NSW roads).

For instance, it was back to the machines and a further 70 km of high riding around the lake back to Tallangatta and the group. The weather had remained perfect all day: glorious sunshine, barely any wind.

The others had also travelled around 600 km for the day, but had not enjoyed the trip back from Corryong into the low, blinding sun. A couple of close calls were recounted.

## Day 4 - final day

Tom, Alec, Andi headed around the lake similar to route I took yesterday, then south to Yackandandah and home via Swanpool, and the Maroondah Highway. George, his rear tyre shot, headed for the Hume and home.

Rob and I, not wishing to waste any opportunity to seek out the "good roads", headed for the mountain passes. We rode south eventually picking up the Kiewa Valley Highway, then across the Tawonga Gap to Bright. This road was just as good the second time. We had plenty of opportunities to practise our late braking, in readiness for Phillip Island, less than a month away.

The Harrietville, Mt Hotham road is truly superb. It has yellow lines on all the verges which really aid peripheral vision. The surface is smoother than most, inspiring confidence. The higher you get the better the scenery, an added bonus. We stopped at the top for a breather and to enjoy the views. A further 11 km brought us to Dinner Plain, the weirdest town I have seen (in Victoria at least). We lunched at the pub on giant open hamburgers, did a drive through tour of the town, marvelled at the yuppies all in four wheel drives, and the consistent, planned architecture of the place.

The 16 km or so of dirt was soon forgotten as we began the charge down into Omeo. Grouse roads. Fuel at some exorbitant rate, then 160 km of the Omeo Highway, another great road. Rob was fairly on the boil, really enjoying his bike and the conditions.

In Bruthen I ran in to a guy from work - it is a small world. We cruised into Bairnesdale and headed for Melbourne via Bengworden, Stratford, Maffra, Yallourn and Moe. The Prince's Highway was completely congested with returning holiday traffic, so we took familiar backroads parallel to the highway coming out at Pakenham, having avoided the highway up until this point. We became separated, whilst travelling west into the slowly setting sun, when Rob was detained by the local (not TOG) constabulary seeking contributions to their retirement fund. The points rather than the money were of more concern.

That put a damper on what had been another great day. Everyone made it home in one piece, which was the important thing, and seemed to enjoy the weekend. I did around 2300 km and slept well that night. Thanks everyone for sharing the trip.

Ben Warden (ZXR750)

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## WINTON CHALLENGE CUP - SUNDAY 1ST MAY

### RIDERS

Ben Warden	ZXR750 (leader)
Gary Clifton	STI100
Devén	GPZ900
Martin Bastock	CBR1000
Pat Tayeh & Pillion	GSXR750
Ian Payne	GSX750
Michael Barnes	KLR650 (R/Rider)
Craig & Lisa	Car (met us at Winton)

### ROUTE

Whittlesea, Yea, Merton, Strathbogie & then the Hume to Winton.

### INCIDENTS

Plenty on the track and Patrick losing his footing when stopping at Merton & bike fell over.



# PHILLIP ISLAND RIDE DAY

25/4/94

What a fantastic day with the GREAT weather and location making for some spirited riding and fast lap times. Even the crowd surprised us, with all 60 riders in attendance and 120 of their friends turning up to watch. But the success of this day didn't just happen, a lot of HARD WORK was put in by the organizing committee before the event and on the day. Therefore thanks to:-

Ben Warden & Les Davis - Scrutineering and Starter duties.  
Jane Davis - Flag marshal transport.  
Michael Chan, Kylie and Ferdi - Tower Observers.  
Daryl & Rod Otzen - Time Keepers.  
All the people who volunteered for flag marshalling duties.  
Also the Club Committee who's debate and discussion on the finer points led to the smooth running of this day.

## Incidentals

- #Because of the Public Holiday very stringent noise limits were imposed and several bikes were sent off the track to try and quieten their exhaust.
- #We experienced difficulty in getting flag marshals but fortunately club members came to our rescue and filled the void.
- #Difficult to control spectators with many positioned in prohibited areas.
- #Three Crashes; Mark Dennis went gardening & gently dropped the GSXR. Cold tyres & ZZR1100 grunt put Ferdi down at Honda. A visitor dropped bike at Lukey Heights hairpin. FORTUNATELY no real damage or injuries.
- #Alec lost his wallet and Campbell lost his THONG, fortunately both were found at days end.
- #For me personally, not enough time on the track. Ah, the pitfall of supervision.

## LAP TIMES - TOP TEN LAPS

### MEMBERS

Thomas Athanasakos ZZR250 #58	Andrew Baker FZR1000 #11	Alec Brown GSXR1100 #4	Ferdi Buddingh ZZR1100 #50
2:38.41	1:58.08	2:01.54	2:21.54
2:37.31	1:58.08	2:01.54	2:17.31
2:35.71	1:57.75	2:01.37	2:16.81
2:35.55	1:57.58	2:01.32	2:16.54
2:35.00	1:57.31	2:01.15	2:16.32
2:35.00	1:57.20	2:01.04	2:16.32
2:34.62	1:57.03	2:00.38	2:11.70
2:33.19	1:56.26	2:00.06	2:11.48
2:29.62	1:56.21	1:59.84	—
2:27.75	1:55.60	1:59.23	—
John Clowes YZF750 #6	Colin Davies FZR1000 #42	Mark Dennis GSXR750 #7	Anthony Johnson ZZR1100 #35
2:05.71	2:15.38	2:09.67	2:16.92
2:05.71	2:15.27	2:08.46	2:16.76
2:05.49	2:15.16	2:08.19	2:16.65
2:05.44	2:14.18	2:08.13	2:16.43
2:05.33	2:13.30	2:08.08	2:16.10
2:05.16	2:12.53	2:07.86	2:15.99
2:03.57	2:11.87	2:07.58	2:15.71
2:03.41	2:11.81	2:06.59	2:15.71
2:02.36	2:11.65	2:06.54	2:15.16
2:02.36	2:10.33	2:05.55	2:13.19

# RIDE DAY cont.

## LAP TIMES - TOP TEN LAPS

### MEMBERS

Andrew Kennedy CBR900 #36 2:09.78 2:08.96 2:08.90 2:07.64 2:07.58 2:07.47 2:07.42 2:06.92 2:06.65 2:06.21	Robert Langer VFR750 #38 2:08.08 2:07.75 2:05.60 2:05.22 2:05.11 2:04.29 2:03.19 2:02.91 2:02.40 2:00.68	Chris Lee FZ750 #59 2:23.85 2:23.08 2:22.97 2:22.97 2:22.53 2:22.53 2:22.20 2:21.76 2:20.88 2:20.44	Eric Makin YZF750 #28 2:15.60 2:15.60 2:15.44 2:15.38 2:15.27 2:14.51 2:14.29 2:14.12 2:13.96 2:13.13
Harry Miller FZR600 #32 2:18.08 2:17.75 2:17.53 2:17.31 2:17.20 2:16.87 2:16.32 2:16.10 2:15.22 2:14.89	Craig Morley FZR1000 #12 2:03.35 2:03.35 2:03.19 2:03.02 2:03.02 2:02.97 2:02.75 2:02.53 2:02.25 2:01.87	Bear GPz900 #37 2:23.41 2:23.02 2:22.91 2:22.47 2:21.54 2:21.48 2:21.43 2:20.66 2:19.23 2:18.30	Ian Payne GSX750 #60 2:21.15 2:19.07 2:17.47 2:17.42 2:15.55 2:14.62 2:13.79 2:11.15 2:10.93 2:10.22
Jon Riddett RZ500 #56 3:02.91 3:00.93 2:49.95 2:49.12 2:42.80 2:13.19 2:11.21 - - -	Tom Saville YZF750 #8 1:52.53 1:52.42 1:52.31 1:52.14 1:52.09 1:52.09 1:51.81 1:51.76 1:51.76 1:51.65	Tony Schrader CBR1000 #13 2:17.20 2:16.48 2:16.43 2:15.11 2:14.51 2:10.77 2:10.44 2:09.40 2:09.23 2:07.75	Andi Sirninger YZF750 #33 2:15.11 2:14.73 2:14.40 2:14.23 2:14.23 2:14.07 2:13.79 2:13.77 2:13.59 2:13.41
Martin Thompson GSXR1100 #3 2:07.69 2:07.53 2:06.98 2:06.92 2:06.92 2:06.59 2:05.38 2:05.11 2:04.89 2:03.96	Ben Warden ZXR750 #9 2:28.85 2:16.26 2:09.95 2:05.11 2:02.97 2:02.36 2:01.10 2:01.04 2:00.77 2:00.05	Paul Kesting* FZR1000 #30 2:27.14 2:26.70 2:26.10 2:26.04 2:25.33 2:25.11 2:24.73 2:24.67 2:24.65 2:24.45	Chris Stroud* GSXR1100 #57 2:14.56 2:14.29 2:14.12 2:13.52 2:13.19 2:12.91 2:12.25 2:09.73 2:09.51 2:08.90

\* EX MEMBERS.

# RIDE DAY cont.

## LAP TIMES - FASTEST

### VISITORS

Jerome Baxter XBR500 #49 2:37.09	Justin Betteridge CBR900 #48 2:17.75	Rowen Blennerhasset GSX750 #40 2:23.52	Wayne Buckley FJ1200 #52 2:19.34
John Budge RC30 #5 1:58.52	Troy Colquitt GSXR1100 #10 1:54.18	Nigel Cooper GPz900 #17 2:00.66	Mimmo Corvasce CBR900 #22 2:09.84
Glenn Cox FZR600 #53 2:19.12	Michael Cymbalist Honda #41 2:16.37	Gary Dunn YZF750 #18 1:55.11	Michael Egan GSXR1100 #54 2:09.29
Vince Genova VFR750 #47 2:18.96	Wally Grdovic CBR900 #23 1:59.89	Danny Holetic ZXR750 #34 2:08.63	Brett Jacobson CBR900 #51 2:08.79
Allen Jeffrey CBR900 #43 1:57.69	Gary Mattucci RGV250 #45 3:26.65	Aiden McConville FZR1000 #1 1:51.04	Neale McCurley YZF750 #15 1:52.86
Glenn Middlemiss FZR1000 #16 1:51.43	Steve Mudford Matchless 500 #29 2:15.22	Michael Paton GPz900 #31 2:20.77	Ken Pilkington CBR900 #24 2:01.15
Corrado Pozzan ZZR1100 #55 1:59.89	John Pratt VFR750 #21 2:21.43	Peter Rundle Ducati 750 #46 2:18.02	Rob Schipkie GSXR750 #20 2:00.99
Glen Smith Suzuki #39 2:01.81	David Stewart ZXR750 #14 1:51.26	Peter Sweeney Suzuki #25 2:21.43	Didier Thomas Honda #2 1:59.73
Julian Viola CBR1000 #44 2:03.24	Adam Wheelan GSXR750 #26 1:57.47	Steve Wheelan GSX750 #27 2:09.56	Doug Woods RGV250 #19 2:04.34

MTCV Members spectating;

	John Barta	Jennifer Burns	Michael Chan
	Mandy Corrigan	Les Davis	Rod East
Kerrie Gooding	Kylie Hillier	Danny Kosinski	Rob Matricciani
Daryl Otzen	Sam & Rita Sirianni	Pat Tayeh	Vicki Warden
Dianne Welsford.			

Not a bad turnout with 22 riders and 17 spectators, totals 39 members.

\* \* \* \* \*

## Next MTCV Ride Day:

### Winton

## Sunday 13th Nov.94

LABERTOUCHE CAVES - 17th APRIL

Members;

Alec Browne-GSXR1100	Mark Dennis-GSXR750	*Gary & Krystal-ST1100 (R/R)
Geoff Jones-RZ350	*Andrew Kennedy-NX650	*Rob Langer-R100RS
Craig Morley-FZR1000	*John Morley-XJ900	Ian Payne-GSX750
Tom Saville-R100GS	Tony Schrader-CBR1000	Andi Sirninger-TDR250
*Sam Sirianni-FZR1000	*Marty Thompson-GSXR1100	John VD-VF1000 (R/R)
Ben Warden-Tengai (L)		

Visitors;

Robert Blakley-NX650	Denise Brand-CBX250	David Byrne-CBR1000
Allan & Debbie-CB750	*Carl Merz-FZR1000	

\* Didn't explore Cave.

The day dawned bright, sunny and warm, so it's off into the city via the Boulevard with Craig and Marty to get into the groove for the rest of the day.

Marty's day was going well until he locked up the front end entering the carpark and dumped the bike on its left side resulting in two broken indicators and some scratched fibreglass.

Ben arrives on the Tengai, this looks ominous and he soon confirms there is about 10klm's of dirt roads to be negotiated. We head to Yarra Glen via the Boulevard, Warrendyte and Christmas Hills to meet up with the rest of the riders at Yarra Glen. From here we head to Launching Place and Neerim for morning tea/lunch.

After a fairly liesurely stop we head to Labertouche with a pit stop at Jindivik then onto the dirt roads where the chookies are in their element. They soon pass all the road bikes with Andrew leading Marty up a steep track that short cuts the road by a few hundred metres.

We arrive, park the bikes, change clothes, head to the cave and rig the rope ladder for the descent, but watch the last step, its about a metre as the ladder is a bit short to reach the bottom.

David starts to lead having explored it with Ben on the Saturday pre-ride but Tom soon makes his way to the front (as usual) only to be confronted by a vertical rise. Tom makes himself secure and helps everyone else up. On making my way up I find that I'm now in the lead, but which way to go! We soon find some painted arrows to follow then some string along the narrow and sometimes difficult tunnels. Craig goes past while I'm having a breather but comes to a dead end as he's following the GREEN string and not the ORANGE one.

With me leading again we soon find running water, a quick check with Dave that we are going the right way then we tackle the water trying to keep the feet dry.

Up a bit further and I see daylight seeping through and before long we are back in the outside world.

With about half the group now out, Debbie finds the going hard work and requires a lot of help so the other half are some way back, we head on back to the bikes for a clean up and change of clothes. Denise finds a leech has taken a fancy to her but a cigarette lighter persuades it to look elsewhere for a meal. The rest of the group arrive shortly after.

The first spots of rain arrive as we depart and get to the stage where wet weathers are required. The closer we get to Yarra Junction the heavier the rain gets, I hold out till breakup at Yarra Junction as there its raining cats & dogs.

As a first time cave explorer I found it to be a very interesting & fun experience, well worth doing as there is talk of trying to close these caves to the public. Another first was ONLY using one tank of fuel on a club ride.

Tony Schrader  
CBR1000

**MOTORCYCLE TOURING CLUB OF VICTORIA (INC.)****STATEMENT OF INCOME AND PAYMENTS****1.5.93 TO 30.4.94**

<b>1992/93</b>	<b>PAYMENTS</b>	<b>1993/94</b>
\$		\$
480.00	Printing Itineraries	560.00
370.25	Printing Magazines	135.85
646.00	Supper Supplies	411.25
143.20	Door Prizes	130.99
445.00	Postage	398.00
37.00	P.O. Box Rental	39.00
300.00	Hall Rental	338.00
146.80	Trophies (engraving)	25.00
284.00	BBQ Supplies	108.15
29.00	Bank Fees	16.51
240.00	Accommodation Fees	120.00
40.00	Donations	-
3.75	RACV maps	-
19.20	Raffle	-
53.00	Christmas Camp firewood/fireworks	-
30.00	Poker Run Prize	30.00
29.00	Incorporation fee	29.00
228.00	Magazine Covers	
190.50	Miscellaneous (Club Flag)(Concrete)	10.00
-	Race Track Hire - Winton '93	1,200.00
-	Race Track Hire - Winton '94 (deposit)	135.00
	Race Track Hire - Phillip Island	3,250.00
	St Johns Ambulance - Phillip Island	200.00
	Purchase of Tarpaulin	45.00
<u>3,714.70</u>		<u>7,181.75</u>
<b>1992/93</b>	<b>INCOME</b>	<b>1993/94</b>
\$		\$
1,870.00	Subscriptions	1,345.00
604.00	Supper Costs	379.20
105.10	Stickers/Badges/Earplugs	42.90
40.10	Auction proceeds	46.00
49.70	Cheque Account Interest	38.58
20.00	Donations	20.00
25.00	Christmas BBQ	5.00
150.00	Upper Yarra BBQ	-
12.50	Miscellaneous	
-	Race Track Day - Winton	1,500.00
-	Race Track Day - Phillip Island	4,290.00
-	Accommodation	120.00
<u>2,876.40</u>		<u>7,786.68</u>

**MOTORCYCLE TOURING CLUB OF VICTORIA (INC.)**

**STATEMENT OF INCOME AND PAYMENTS**

**1.5.93 TO 30.4.94**

**CASH BOOK BALANCE.**

Balance Brought forward 1992/93	723.36
Receipts (Add)	7,786.68
Expenditure (Subtract)	<u>-7,181.75</u>
Surplus	1,328.29
Balance to Commonwealth Bank Account (Credit)	<u>1,328.29</u>

**VALUE OF MERCHANDISE.**

		\$
Metal Badges	48 x \$6.00	288.00
Adhesive Badges	56 x \$1.50	66.00
Cloth Badges	67 x \$3.50	227.50
Ear Plugs	329 x \$0.30	87.9
Coasters	2 sets x \$5.00	10.00
RACV Maps	.	.
		<u>679.40</u>

**ASSETS.**

	\$
Duplicator	309.00
Electric Typewriter	300.00
Electric Stapler	198.45
Urn	60.00
Tarpaulin	<u>45.00</u>
	<u>912.45</u>

What a year to be a first time treasurer, with two Club Grand Prix (coined Racetrack ride days) to account for as well as learning the usual club accounting procedures. (Lesson no 1 always pay by cheque, Lesson no 2 bank straight away, Lesson no 3 don't put your hand up at voting time).

Never the less it is good to announce that this year the club made a profit, with increases in expenses offset by profit made by the two track days.

Kylie Hillier

1993/94 Treasurer, M.T.C.V. inc

## Yearly Captains Report 1993/94.

Lavers Hill	Maintenance Day	Mirboo North
Maryborough	Narbethong	Heathcote
Avoca-weekend	Wonthaggi	Violet Town
Flowerdale	MCG Gallery of Sport	Brisbane Ranges
Lake Mt. snow ride	Port Welshpool	Kyneton
Gembrook	Lake Corangamite	Dyno Day-Dynobike
Kinglake-II Gambero	Sorrento	Marysville horseriding
Maldon	Mt. Baw Baw	Euroa Economy Ride
Linton	Leongatha	Rushworth
Beechworth weekend	Winton Sports Day	Reefton/Black Spurs
Bulga National Park	Yea Ladies Ride	Glenburn
Great Ocean Road	Polly McQuinns	Christmas BBQ
Meredith	Inverloch	Omeo weekend
Broadford	Heathcote	Mt. Buller Roll Race
Mt. Macedon night ride	Creswick swimming	Mt. Gambier-Stawell
Mirboo North	Eildon Poker Run	Port Campbell
Noojee	Marysville horseriding	Maffra camping
Nagambie	Beaconsfield night ride	Walhalla cricket
Tallangatta weekend	Phillip Island racing	Labertouche caves
Whittlesea Toboggans	Phillip Island Sports Day	Winton racing

The month of May marks not only an end to another successful year for the MCTV, but also the beginning of a new year and with it the election of a new Committee with fresh inspiration and ideas, new members and the continuance of interesting ride destinations which keep us, the members, coming back time and time again. As is often said, 'We are a riding club for the riders and run by riders'.

1993/94 has been one of the Club's quieter years which has meant for greater concentration and enjoyment of the various Club activities throughout the year. For some time we haven't experienced some of the old arguments of previous years which have rocked the boat a little and divided feelings amongst the membership. I hope the new year runs equally as smooth.

A well deserved thanks go to you all but especially to those who pre-rode and lead rides (for the time spent in planning and organisation). The above mentioned, comprehensive list of varied rides is testimony to the dedication to the Club. Thanks to those who volunteered as rear riders and, of course, to those who have provided a permanent, written record of the days' rides by offering to write ride-reports. Without people to perform these important functions, rides would simply fall apart. Once again, I encourage you all to occasionally volunteer; they are easy to do and are most rewarding.

Given the number of riders, often challenging ride routes/conditions and the frequency of which we ride, in terms of safety, the Club has performed remarkably well. Unfortunate as they are, the few notable accidents we have seen luckily are infrequent and have resulted in relatively, little injury but should serve to remind us all of the importance of safe riding and respect for other road users. Let's keep it up.

On a final note, I wish to thank you all for your continued support for not only this year but also for the past two and a half years in which I have held the position of Captain. You have allowed the job to be a simple and easy one. Wishing all the best to the next Committee.

Yours faithfully,

  
Michael Chan  
Club Captain.

PRESIDENT'S REPORT 1993/94

Looking back over several Presidential Reports, this will be my 5th as President and the 9th I've compiled as Editor, it is pleasing to note that the Club has continued to prosper and although the last 12 months have seen a slight drop in membership, on average we are still experiencing a steady rise. In fact our membership is 15% more than when I joined the club in 1986.

Even though there has been a reduction in membership, statistics show that the current members are more active than ever, with, on average 44 of them attending our monthly meetings and 36 participating in the social sips. This trend also extends to our Sunday rides where an increase in riders is quite evident. Therefore the continued popularity of our rides shows that the selection and variety of our outings still cater for our diverse membership needs and in an endeavor for something different we have seen the introduction of two successful ride days at Winton & Phillip Island race circuits. These have given members the opportunity to extend both man & machine to their limits legally and in relative safety, it is also an ideal way to perfect those riding skills which prove invaluable out on the open road. So congratulation to all those who had some input in formulating the years ride calender and also a sincere thankyou for all who participated and made the last 12 months the success that it was.

This year has also seen some friction within the ranks of the membership and although not an essential element in the successful function of our club it does tend to promote greater debate on issues, which inturn ensures a fair and democratic descision is made and no dictatorial faction can gain control. But essentially our membership is not that politically inclined, motorcycling is our common bond and if we continue to satisfy that need harmony should prevail.

The Committee of our Club has always had a low public profile with much of the hard wortk going on behind the scenes and unnoticed by the majority of members, but the smooth efficient operation of our club is testimony to their efforts. Therefore I would like to thank them for their support and dedication over the last 12 months.

So thanks to:-

Vice President BEN WARDEN who's many years of club experience has helped in the decision making.

Treasurer KYLIE HILLIER who's efficient book keeping has kept the club on a secure financial footing.

Secretary DARYL COLE who unfortunately was unable to contribute to the extent he wished.

Assistant Secretary LES DAVIS for the concise, legible minutes and the valuable comments on committee decisions.

Social Secretary FERDI BUDDINGH who's fresh ideas for club suppers have been an overwhelming success.

Captain MICHAEL CHAN who has continued to uphold the high standards of our club rides with diplomacy and dedication.

Vice Captain ANDREW KENNEDY for your enthusiastic support in all aspects of the clubs endeavors.

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

As i'am Not seeking re-election to the committee, its time for the new recruits to have a go, I extend my best wishes to the incoming committee for a successful term in office.

  
IAN PAYNE

PRESIDENT MTCV 93/94



**What / When:** Whittlesea Alpine Toboggan Park ride, Sunday 24 April 1994.

**Weather:** Sunny and warm all day. 25 degrees C.

**Intended route:** KBCP, Whittlesea, Wallan East, Broadford, Strath Creek, Flowerdale, Kinglake West/Central, Toolangi, Healesville, Woori Yallock, Warburton, Cumberland Junction, Marysville, Healesville (break-up).

**Actual route:** As above but only as far as Healesville (the first time).

**Cost:** \$9-00 all you can ride from 10:00 am to 1:00 pm (Waterslides and Toboggans).  
Usual cost is \$3-00 per Toboggan ride.

**Who:**

<u>Name:</u>	<u>Bike:</u>	<u>ride:</u>	<u>Toboggan (sec.)</u>	<u>Comments:</u>
Michael Chan	GSXR1100	yes	47.42	lead ride (unverified 39.50 sec.)
Craig Morley	FZR1000	no	n/a	
Mark Dennis	GSXR750	no	n/a	
Colin Davies	FZR1000	yes	44.71	
Amelia	pillion	yes	55.19	
Geoff Jones	Car	no	53.04	
Val Jones		no	61.84	
Ben Jones		no	54.67	
Melissa Jones		no	54.58	
Steve Leyland	GPX750	yes	42.64	
Tracey	pillion	yes	53.62	
John Van Dorp	VF1000F	no	42.31	Best time of the day.
Martin Bastock	CBR1000	yes	52.81	Multiple crashes (toboggans only).
Melanie	pillion	yes	46.86	
Lawrie	Car	no	62.87	Friend of Martin/Melanie.
John Morley	XJ900	no	n/a	
Steve ?	GTR1000	yes	51.38	Rear rider/new member.
Andy Kennedy	NX650	no	45.31	
Rob Matricciani	GSX750	no	52.29	
Carl Merz	FZR1000	yes	42.84	Carl who?
Patrick Tayeh	GSXR750	yes	39.87	(prob. mis-time) avrg. over 5 rides 51.43. sec.
David Burn	CBR1000	no	53.62	
Alec Brown	GSXR1100	yes	42.61	
Debbie	pillion	yes	74.44	
Allan ?	CB750	yes	52.54	
Marilyn	pillion	yes	63.21	
David ?	ZX10	no	n/a	
Andrew ?	FZ750	yes	51.42	Non-member, 1st ride. Did both Spurs.
Rebecca	pillion	yes	47.26	
Denise Brand	CBX250	no	46.20	Lost on Johnson St. before Boulevard.
Diane Welsford	GPZ250	no	49.48	
Anne Bayley	pillion	no	61.43	
Andrew Dunn	Car	no	54.52	
Pam Dunn		no	n/a	
Naomi Dunn		no	54.52	Rode with Andrew on Toboggan.
Amelia Dunn		no	n/a	
Terry Mountney	Car	no	49.72	

cont.

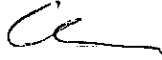
Elaine	no	53.20
Brett	no	54.34
Dean	no	54.08

A total of 15 riders and pillions, 10 bikes, 200 kms. with 40 people total at Toboggans.

Who else: Met John and Eric at Healesville who disappeared up the Spur as usual.

What else: Alec/Debbie, Carl, Andrew/Rebecca and myself did Spur after break-up.  
Missed Revvin' Kevin win the Japanese 500 GP.

Summary: A fun day without incidents and a chance to see a few of those who we don't often see.

  
Michael Chan  
GSXR 1100M.

# Speeding fine news to arrive post-haste

By DARRIN FARRANT

Victorian motorists caught speeding will receive their infringement notice within a few days of the offence under new digital camera technology expected to be in operation by the end of the year. More errant drivers will also be caught because the new technology allows police to take a second photograph — a zoom shot of a vehicle's number plate — as well as the regular wide-angle frame of the vehicle, which often made the plate unreadable.

The new camera type, which is about to undergo testing in South Australia, uses digital computer images instead of film to capture the photograph, a move expected to save Victoria Police up to \$60,000 a month.

Police said yesterday that the digital "photos" could be processed by computers almost immediately, and allowing for human processing and postage time, should arrive at the motorist's home within a week of the offence.

The systems manager of the police traffic camera office, Mr Ron Cooke, said the handling and processing of film had been the most expensive and time-consuming part of the speed detection process.

Mr Cooke told a digital imaging conference at the Royal Melbourne Institute of Technology this week that the new cameras

## AHA LIGHT BEER PLAN

The Australian Hotels Association urged the Federal Government yesterday to remove the excise on low-alcohol beer to encourage moderate drinking.

It will make a submission to the Government before this year's Budget, and has begun lobbying MPs.

The national executive director of the association, Mr Richard Mulcahy, said yesterday the organisation had already spoken to the Assistant Treasurer, Mr George Gear. He said Mr Gear had been sympathetic. A spokesman for Mr Gear would not comment.

Last night a spokesman for the Minister for Roads, Mr Baxter, said the State Government would support any measure that made light beer more attractive.

The AHA's call came with support for the Government's launch of an advertising campaign aimed at getting country drivers to switch to low-alcohol beer to try to reduce the road toll.

The campaign, Light Right, is a response to statistics that show alcohol is a leading cause of road deaths, particularly of young men in country areas.

— Darrin Farrant

would cost about \$25,000 each, compared with the existing average camera price of \$70,000.

Mr Cooke said yesterday that the digital cameras would take two images simultaneously, increasing chances of detecting the vehicle and reading the number plate.

It should also boost State Government coffers, which have been reaping the rewards of speed cameras since their introduction in December 1989. In 1991-92, more than \$102 million worth of fines was paid by speeding motorists.

Chief Inspector Chris Morrison, of the traffic camera office, said the cameras would not be introduced on Victorian roads until the completion of trials by the national police research unit in Adelaide.

He said the trials were needed to meet court requirements to prove photographs had not been tampered with during processing. The trials are expected to begin in the next few months.

Chief Inspector Morrison said police would then put the production of the digital cameras out to tender. He said the cameras should be operating late this year.

# WHO'S NEWS

IT'S A BOY, Congratulations to Sam & Rita on the safe arrival of COREY SIRIANNI born on Tuesday 26th April 1994. Weight 6 lb 14 oz, All well. Sorta makes up for Sam's FZR being crashed while ridden by a mate!

Congrats also to Colin Davies and Amelia on their recent marriage.

Feel like something DIRTY? Romesay Mud Bash - May 28 & 29.

Spanish 500GP at Jerez, Sunday May 8th. Check TV guide for time.

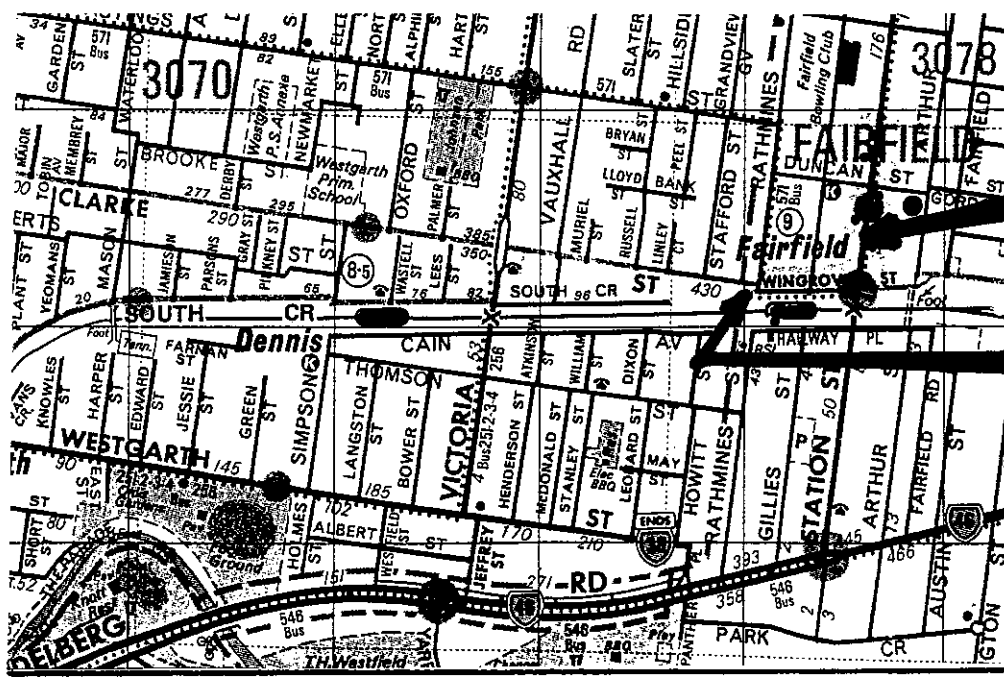
ANNUAL SUBSCRIPTIONS are due on June 30th and payable at the July Meeting.

## MTCV NEW CLUB HALL

Club will now meet at:

**FAIRFIELD ALPHINGTON ANGLERS CLUB HALL**  
Cnr. Rathmines St. and Wingrove St. Fairfield.  
(Melways 30 K10)

Note: Cars can park in railway carpark off Wingrove St.



**EDEN WEEKEND**

**JUNE 11/12/13**

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

Please book for me:-

.....Single/Double room for Saturday night at \$20 per person.....\$.....

.....Single/Double room for Sunday night at \$20 per person.....\$.....

# All rooms have on-suite facilities. Total \$.....

# Breakfast is an extra cost. I enclose a deposit of \$20.00

# Cheaper rates apply for shared rooms. Please indicate if OK to share YES/NO.

BOOKINGS CLOSE MAY 31st. All enquiries to Ian Payne.