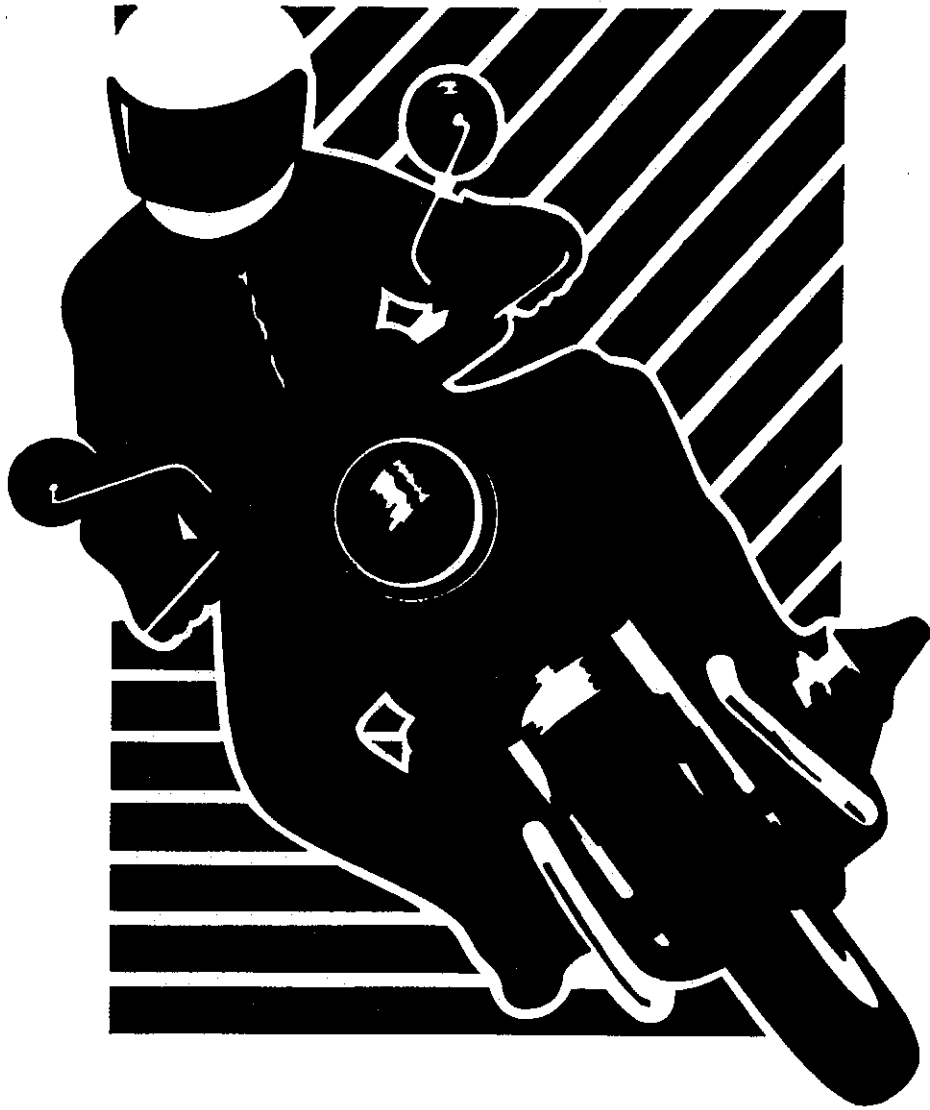


Nov 94

# Good Vibrations



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

# ITINERARY

# NOVEMBER

## 1994

SUNDAY 6th

ABSEILING, BEN CAIRN.  
(near Don road, Healesville).  
LEADER MARK DENNIS  
9.30am K.B.C.P. 10.30 YARRA GLEN.

Sound's like fun and they tell me you dont need any wind for this kind of sailing. And Mark says there are some good roads out thi way as well,

SUNDAY 13th.

WINTON RIDE DAY.  
7.00am KMART CARPARK (HUME HWY cnr MAHONEYS RD, CAMPBELLFIELD.  
LEADER PAT TAYEH. A FULL TANK A MUST.

THURSDAY 17th

SOCIAL SIP. ANCHOUR & HOPE.  
CHURCH ST RICHMOND. FROM 6.30 ON SEE YA THERE.

%%%%%%%% %%%%%%%%% %%%%%%%%% %%%%%%%%% %%%%%%%%% %%%%%%%%% %%%%%%%%% %%%%%%%%% %%%%%%%%% %%%%%%%%%

SUNDAY 20th

LADIES RIDE.  
ANDREA SIRNINGER leading.  
9.30am PETER STEVENS RINGWOOD  
FEMALE'S ONLY % % %

\*\*\*\*\*

SUNDAY 20th

LAVER'S HILL via GOR. @  
DAVID WARD LEADING. @  
9.00am Sharp LAVERTON. @  
LAVERTON PICKUP ONLY. @

SUNDAY 27th

BROADFORD,  
PAT TAYEH LEADING  
9.30am K.B.C.P. 10.30 WHITTLESEA AND TURN's.

PAT SAY HE WILL TAKE OVER ALL THE SPURS, SOUND GOOD. PLENTY OF TWISTS

THURSDAY DECEMBER 1st.

CLUB MEETING  
NEW HALL INGLESBY RD CAMBERWELL. 8.15 start.  
XMAS SUPPER. PLEASE BRING A PLATE.  
THE LAST MEETING FOR 1994, SO I HOPE TO SEE YOU THERE.  
% % % % % % % % % % % % % % % % % % % %

SUNDAY 4th DEC.

% %  
MORNINGTON PENINSULA.  
LES DAVIS LEADING.  
9.30am K.B.C.P. 10.15 HALLAM.

A LEIISURELY RIDE DOWN THE PENINSULA WHICH WILL FINISH AT LES'S PLACE, FOR A B,B,Q. ALWELCOME AFTER 5pm

FOR MORE INFO, RING LES ON 772-0689.

TWO DAY RIDE 18th & 19th FEBUARY 1995.

FARM ACCOMMODATION NEAR PORT CAMPBELL.  
\$35 per HEAD. WHICH INCLUDES SPIT ROAST DINNER SATURDAY NIGHT AND BREAKFAST SUNDAY. LIMITED NUMBERS SO BE QUICK.  
RING TOM NOW TO BOOK YOUR SPOT. 848-9988 ah.

# GENERAL MEETING

6th October 1994

Meeting Opened : 8:20 pm, Fairfield Anglers Club Hall  
Attendance : 24 members, 1 visitor.  
Apologies : Les Leahy, Martin Thompson,  
Sam & Rita Sirianni.  
Correspondence : -The MRA has opened a store at Elizabeth  
st Melbourne. Membership costs \$30.  
-Superbikes will be racing at Phillip Island, 28th-30th Oct.

Captains Report : SEPTEMBER

## Saturday 3rd September

Dyno Day  
Weather: Wet.  
5 bikes tested on dyno,  
7 people, 7 members  
Incidents: Started 10am,  
ended 3pm. Steve (co-owner)  
turned up in a Ducati 916.

## Sunday 4th September

Dams ride.  
Leader: Tony Schrader.  
Weather: Half dry, half wet.  
6 bikes, 6 people,  
5 members.

## Sunday 11th September

Bendigo counter meal.  
Leader: Steve Leyland  
Weather: Fine and mild about  
18°C, 21°C Melb.  
15 bikes, 17 people  
13 members.

## Saturday 17th September

Pizza & Video Night  
Leaders: Les & Jane Davis.

## Sunday 18th September

Loch  
Leader: Ben Warden  
Weather: Cold and wet.  
5 bikes, 5 people,  
5 members. 300km.

## Sunday 25th September

Seymour  
Leader: David Ward  
Weather: Dry.  
13 bikes, 14 people,  
9 members.  
Incidents: David's first time  
as leader. Dave B. rode a ZX-  
9 and was impressed.

Thanks to leaders and rear  
riders.

General Business:

1. Captains report delivered.
2. President previewed forthcoming rides.
3. Next general meeting to be held at our new hall at Inglesby rd Camberwell, rear of Camberwell Town Hall.
4. Current hall owners complained about uncleanliness.
5. Eric from Parts and Pieces apologises for not being able to turn up as planned (busy rebuilding race bike) but has never the less provided this months door prizes.
6. Les has offered to write up a concise club history for display at the MRA's new store.
7. Danny Vits has recently undergone a double bypass. We all hope he gets well soon.
8. Peter Philferan is out of hospital.
9. Make a Wish Foundation display needs bikes. See Les.
10. Thirty five of 60 Winton ride day places have been filled.
11. Motorcycle News ride day 15-16 October Philip Is. \$70.
12. Honda Club ride day 22 and 26 October Philip Is.
13. Leaders and destinations required for new itinerary.
14. Tonight's lucky door prize winners have been:  
Steve Leyland, Darryl Otzen, and Dot Schwarze.

Meeting closed: 8:50pm.

## M.T.C.V. BRISBANE RANGES 2/10/94

9:30 on the 2nd of October 94 saw five happy soles at the Kings bridge Car Park. The whether was overcast with forecasted showers all day. None-the-less being optimists and sceptical of the Melbourne meteorologists we were willing to risk the elements. We headed off to Laverton.

10:00 we arrived at the service station to find only two club members brave enough to tempt fait.

The gang and their weapons consisted of the following:-

- |          |          |
|----------|----------|
| 1) Les   | GTR 1000 |
| 2) Mark  | GSXR 750 |
| 3) Ian   | GSX 750  |
| 4) Garry | ST 1100  |
| 5) Tom   | FZR 1000 |
| 6) Andi  | R80      |
| 7) David | GSXR 750 |

10:30 after fuel,food and a quick chat we moved out,led by Ian and Les bringing up the rear. Not fifteen minutes down the road and down came Mr Rain. 'O No' I thought,why didn't I listen to those forecasters for once. Unfortunately I had been voted official epic ride journalist,(much to my dismay and horror). How could I bail out after being voted such an arduous duty? On the way to Banock-burn Tom came up with a good excuse complaining of fuel troubles. Andi be the lady she is had to escort Tom back home just to make sure he got there. Nice one Tom,why didn't I pull that move.

Down to the original five whether hardened ride until you drop members, we stopped for morning tea at Banock-burn. Mark was claiming he didn't get wet because he was riding so fast the rain was deflected off his fairing.

We being of social types humoured him. Garry decided that he just had to go to Geelong so he would also leave us. People were dropping like flies and off cause it had absolutely nothing to do with the wether which by now was coming down like there was no tomorrow.

The next target to be overwhelmed by our presence was Steiglitz,but first we would be cultural. We stopped at a house which was supposed to be the first courthouse in the area We walked around it and decided that:-

- 1) it was closed
- 2) Yes it was old

After our cultural enlightenment we proceeded to Buningyon. Much to our delight the rain had all cleared up and fun was just starting. The intrepid four after battling the rain for so many kilometres (except Mark,he dosen't get wet) discovered the brilliant sun shine. The rest of the ride was great. We finished off breaking up at about 3:00.

**DAVID MOORE GSXR750.**

## Yarck, Train Tunnel

9th October, 1994

David Byrne CBR1000  
Geraldine East VFR750  
Peter Hodgetts GSX750F  
Steve Leyland GPx750  
Les Leahy & Di Dominator  
John Morley XJ900 (rear)

Tom Saville FZR1000 (lead)  
Andi Sirninger YZF750  
Sam Sirianni FZR1000  
Steve Taylor GPz900  
Ben Warden ZXR750  
? GSXR750

The ZXR goes, stops and handles much better than the Tengai. So it was quite a relief getting back on it after two weeks riding the Tengai in peak hour traffic, having missed the previous Sunday's ride due to the ritual baby head wetting ceremony. (I warped the front disks on the ZXR on the Licola ride (I think) and it took a couple of days at Bob Martin Engineering to straighten and grind them. On the way back from Bob's I blew up the Tengai - snapped balancer chain and lots of other goodies. Lack of routine maintenance was deemed the probable cause. Ho-hum.)

I rode directly to Yarra Glen, the second pick up, via Lower Plenty and Eltham, thinking I might catch Dave along the way. The traffic lights were quite irksome and so in future stick to the back way through Watsonia and Diamond Creek. Geraldine, Peter and Dave were busy drinking coffee when I arrived. Soon the group from the city dribbled in. The guy on the GSXR750 felt unwell and thought it best to head home from Yarra Glen. Without much ado we were soon on our bikes, John volunteering to ride as rear marker.

The Black Spur was wet from start to finish, splashed diesel and abundant cars adding to the challenge. A combination of sticky tyres, plenty of revs and a bit of practice saw Tom and I sitting at the Marysville turnoff wondering where Sam was. Dave arrived grinning from ear to ear, his recently fitted sticky Sportsmax tyre (ex-race) just making him grin even more. The roads were now completely dry and would remain so for the rest of the day. "What's this next road like?" Dave queried. "Better" I said.

Sweeping down into Marysville a horse riding group leader wandered straight out onto the road in front of me, applying the "I'm bigger than you" road rule. I didn't see Dave after that as I quietly toured out to Buxton. Everything was so green! I corner marked again before cruising up the Maroondah Highway to Alexandria sitting behind Les and Di on the Dominator at a "safe" speed.

Approaching Alexandria we turned left along the Molesworth Road, one of my favourites despite drowning the ZX10 along there somewhere. The road works are now complete, a few more wide sweepers added. There was just a hint of loose gravel - in a month or two it will be perfect.

At Molesworth we turned right and headed up the highway to Yarck. Right on cue, Mr Ploc came stalking down the highway. There had been some sort of rally, judging by the number of loaded bikes heading towards us, and I presumed he was in pursuit of a group of BMW's. Alas, it seems that the dreaded lurgi "mobile radar", was an active ingredient in a bit of bread making. Peter was asked to provide the dough, which was his first contribution ever, so he claimed.

At Yarck we headed inland towards Gobur and Ruffy, before finally reaching Longwood for fuel, lunch and amenities, some 160km and 2 hours since Yarra Glen. The roads were generally narrow and bumpy, and not well maintained. Throw in a suspension bottoming bridge for the softer sprung machines, a few kms of dirt, the odd sandy or gravel patch, a mound that threw one bike across the road, bars flapping, and some tight, bumpy twisties and you get the picture. Luckily no-one came unstuck. But they are roads we rarely travel in beautiful country, barely a car to be seen. They teach you to expect the unexpected, making you appreciate the good roads even more.

At lunch we caught up with the gossip of the previous 2 hours worth of riding. Tom had organised for the local service station and milk bar to be open for our convenience. Longwood, by-passed by the Hume Highway, is fast approaching ghost town status. Did we see another person?

After lunch we headed north to Murchison on narrow straight roads before picking up the back road to Nagambie around the Goulburn weir, a favourite of Craig's. At Nagambie we picked up the Heathcote road, some 50 km worth of twisty roads. I started to wonder where we were going, still heading away from Yea and the ride destination, the disused train tunnel.

And then we turned down a gravelly fastish dirt road - 10 km worth. Mitchellstown saw the end of the dirt but the start of the cattle walking along the side of the road, apparently unsupervised. No warning signs either. Lots of very young calves ready to dart across the road made for slow going. In the excitement Tom missed the turnoff and we ended up travelling south on the Goulburn Valley highway into Seymour at a very sedate pace.

We took the Highlands turnoff, yet despite having headed the same way a week before on Dave Wards' ride, I still managed to get the front end weaving in the same, thick, unsignposted roadwork gravel around a blind corner. I was blinded by the dust, but just managed to make out Tom's helmet on the wrong side of the road on the "dry line"! I think Andi had an interesting time as well.

Sam was cooking, and it was as much as I could do to keep him and Tom in sight. Then a few more kms of dirt to the Highlands turnoff. There was an informal regroup as people lubed their bike's chains and cleaned their visors. I was amazed at how quickly the rest of the group arrive. The average skill level of our Club is pretty impressive, and getting better. Or maybe the bikes are just getting better?

Then we plunged downhill. I found myself behind Geraldine behind Andi. Speaking of skill level, the ladies were doing the business, smooth and fast, making quite an impression amongst the other riders. Both their bikes seemed to grunt out of corners harder than mine.

A few km out of Yea on the Mansfield road we turned right and following the sign posts, reached the entrance to the disused rail tunnel, after the obligatory few km of *good* dirt. I headed off through the tunnel battling the thick, four inch bluestone gravel, first gear all the way. Tom and Andi parked and waited. Steering was very hard on the arms, the front wheel trying to snow plough through the gravel. The rest of the riders followed. At the other end of the tunnel we turned around and went back. Everyone enjoyed the challenge, I hope.

Back at Yea we regrouped for fuel and refreshments before heading towards Flowerdale over the magnificent Junction Hill before peeling left on the Glenburn road, the last dirt section recently sealed, and no doubt soon to become a regular MTCV route.

Down the Glenelg Highway, over Mt Slide, to Yarra Glen. We passed a 300 metre string of cars banked up behind a car towing a caravan. I remember a particular driver calmly giving us the single finger salute as we worked our way past.

Coming into Yarra Glen we ran into more heavily loaded bikes heading home. A guy riding a particularly loaded CB900 was giving it stick. By golly, didn't the bike weave around corners.

Thanks Tom for leading an interesting ride to an unusual, seldom seem destination. The rain kept away. Now if you could just keep the livestock on their side of the fence! A round trip of 440km, home to home.

Ben Warden (ZXR)



## Two-Wheeled Idiots...

**D**o you know what I hate? What I really hate? Dickheads on motorcycles. That's what. And do you know why? Because they are the ones who are likely to get me killed. And that pisses me off.

I became the first Australian bike journo to crash one of the new R1100 BMW twins the other day. It was my first motorcycle accident involving another road user. I was on my way home from work on a test bike before the official launch of the bike and it was needed the next day for shipping up to Brisbane for the festivities.

I'd carefully filtered to the head of the queue at a set of lights. Opposite me, traffic was banked up for a kilometre or so. My side of the road was clear. Off I went, accelerating up to 60 km/h down Bridge Road in Sydney's inner west. Suddenly the nose of a brown Sigma was poking halfway across my side of the road and coming further across.

I did all the right things. I set up the brakes and squeezed them progressively. I found the horn – bloody K-series switchgear (good for an owner who will get used to it, but until then...). I

# BOWDLER

looked where I wanted to go and went there. I even checked the rear vision mirrors. I remembered I had second-generation ABS brakes at my disposal and used them. I realised I wasn't going to stop in time and that the car wasn't going to stop at all so I got off the brakes and tried to go around it on the gas. That all took about half a second.

Instead of hitting its passenger door and flying off over the car, I just clipped the front left quarter panel with my leg – doing a couple of thousand dollars' worth of damage to the car, and chipping two of the fins on the right-hand rocker cover of the BM. I bruised my leg. And my ego.

But my leg got better.

Talk about being pissed off. That driver spoiled my perfect record. Sure I've fallen off – who hasn't – but I'd never hit or been hit. Then I thought about it. It might not have been all the driver's fault.

Perhaps I should have expected something. Perhaps I should have been aware of the laneway she pulled out of. Perhaps I should not have assumed there was an unbroken line of cars blocking side traffic. Perhaps I should have taken into account the fact that I was 500 metres from home and she was 40 metres from work. Perhaps it was my fault.

Not legally, of course. But that didn't make my leg feel any better when she said: "Sorry, mate. I didn't see you." In any accident I was the one who was going to get injured so I was the one who should have taken more care.

I guess it is all about taking responsibility. It is so easy to lay the blame at the feet of the "bastard" car driver, or to make cracks at Volvo drivers and it is so difficult to admit that I stuffed up, made a mistake, an error of judgment that no one ever does it. At least not publicly.

Well, here goes: a woman ran her car into me because I stuffed up. I was in the wrong place at the wrong time.

I don't expect car drivers to make an allowance for me

inappropriate or dangerous, or where it would be what I consider an unacceptable risk.

I reckon some speed limits suck. I reckon others are too high. Little children on pedestrian crossings are still being killed by traffic, so something is wrong. I think I would be capable of riding down a busy street quickly, but it is something I do not feel the need for. I have nothing to prove and there is too much to lose (like someone else's life, in addition to my licence).

And anyway, 80 km/h in a 60 zone is, to me, more reckless than 230 km/h on an empty expressway. But try explaining that to a member of our law enforcement fraternity. Then again, they don't make the rules.

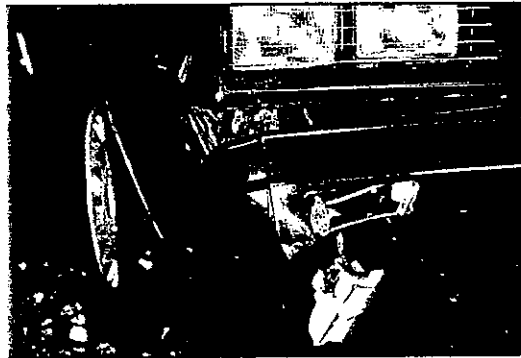
So, if you want to ride like a loon in the city, don't blame other traffic for not understanding what you are doing or not reacting to your movements in the way you would expect. How can you trust them if they can't trust you?

Get your jollies on scratchers' roads where you can gauge how smooth you are without putting anyone else at risk. You might as well take responsibility for your own actions, God knows no one else is going to.

Because if you don't, sooner or later – and it is inevitable – you are going to come to grief. You may die. You may wind up a cripple. You may walk away unharmed but with a death on your conscience.

And I will be riding by and I will see one more motorcycle in the gutter and one more ambulance picking up one more rider.

And that's something I really hate. ●



## Little children on pedestrian crossings are still being killed by traffic, so something is wrong

because I am on a motorcycle. I want them to see me, to be aware of my presence; but I don't expect it. This time I was inattentive and I paid the price. But I am prepared to admit it.

That's why I hate watching dickheads on bikes terrorising other road users – and then blaming incidents on other people. If you are going to race around Pitt Street like a GP rider, fine. I don't care. But don't bitch about facing the consequences. And don't put other road users in danger.

Don't get me wrong. I like riding fast. I like taking risks. I like leaving trails of sparks from footpegs or undercarriage. That is what motorcycles are for. I just don't do it in traffic, on roads where it is

17 people, 16 bikes, 15 members

GL500	Les Davis (lead)	GSX750	Ian Payne (rear)
CBR1000	Martin Bastock	GSX750F	Peter Hodgetts
ZZR1100	Kylie and Ferdi	GPz900	Steve Taylor
CBR1000	David Byrne	GSXR750	David Moore
GSXR750	Matk Dennis	Dominator	Ray Thomas
K100RS	Andrew Dunn	ZXR750	Ben Warden
Dominator	Andrew Kennedy	XJ750	Phil 3rd ride?
R65	Daryl Otzen	ZZR1100	Ray 1st ride

From Hallam we followed the good roads around Upper Beaconsfield to Pakenham. At a "T" intersection Dave grabbed TOO big a fistfull of front brake, locked up the wheel and dropped the CBR, fortunately with no damage.

After Pakenham it was down to the South Gippy Hwy, Lang Lang and Drouin for a late morning tea. As the weather was not quite hot this was a leisurely affair with much talk about the "dreadful DIRT SECTION" of the ride. From Drouin we headed South to Ranceby, Korumburra, Wonthaggi and Inverloch for lunch. It being perfect beach weather there were plenty of scantily clad females around to help keep the eyes active!

With lunch over, some of the group decided they'd had enough and headed home - or was it the thought of the "dreaded dirt".

For the second part of the ride I swapped with Dicky as rear rider ( the over indulgence of the night before taking its toll). So from Inverloch we headed for Fish Creek and foster then up an excellent bitumen back road towards Miraboo Nth. Unfortunately the corner markers at the next intersection were "hiding" which caused asome interesting braking manouvers, ie - Kylie and ferdie sitting frozen mid-turn with an all crossed up Mark Dennis sliding towards them - Pheww, all ended OK.


From here the road turned to DIRT but good dirt, so onto Turtons Creek, Miraboo and Miraboo Nth for a break. After washing down the dust we preceeded along the excellent roads to Thorpdale and Trafalgar then Yarragon, Ellinbank and Warrigal for a re-group. As it was now getting late the group devided into 3, with some proceeding directly home, some going via Noojee and the rest proceeding on to Narre Warren for breakup.

So thanks to Les for leading this excellent and varied ride, with good roads, good weather and good company.

Ian - GSX750

*Molina's Anchor & Hope*

TAVERN



Social Sips **HERE**

YOUR HOSTS LOU & ANTHONY MOLINA  
481 Church Street, Richmond, Victoria 3121, Australia.  
Telephone: (03) 428 6968 Fax: (03) 427 1846



## Information for Members Considering Riding at Winton, Nov. 13th 1994

Our Club has booked Winton Motor Raceway on Sunday, November the 13th for the use and enjoyment of Club members and friends. This is the third time the Club has hired Winton and each day has been a great success. By now you should have seen the information sheet and an "Idemnity and Release" form. If you haven't done so, and wish to participate, please read and fill out the required forms and send money and details to the Club Post Office box. It is not too late.

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 \$1800. We expect to cover these costs by charging non-members \$45 and members \$35.

Winton racetrack has lots of corners and a couple of short straights. It is far less horsepower orientated than say Phillip Island. But it is more physically demanding because there are fewer times to rest. Large trail bikes are often very competitive around Winton.

The day will be organised similar to other open day meetings: there will a series of 20 or 25 minute sessions where half or so of the group rides around the track, returns to the pits, then the other half goes out. We probably won't stop for lunch. The direction of riding will be clockwise.

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. Flag marshalls must be 18 years or older.

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, loose steering head bearings, or stretched chain or worn sprockets. 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 up, then it is 200 km there and 200 km back. By law, tyres must be at least street legal by the end of the day.

Protective clothing is highly recommended. Wear the best you have got. Beg or borrow a set of leathers. Now might be a good time to up-grade.

Club member Daryl Otzen will once again be providing his expert timing facilities for those who wished to be timed. This is a tremendous boost to the day as usually riders can see a steady improvement in their lap times as the day progresses. At the end of the day a rider's 10 best times will be printed out. Identification numbers will be provided at scrutineering for those wishing to take advantage of this service.

The entry fee pays for the rider, not the bike. A friend cannot ride your bike without filling out an idemnity and paying.

We expect the trackside kiosk to be operating for our benefit. Individuals may bring their own food and drink of course.

A person wishing to rejoin the track after crashing must be checked out by St John's and their bike must be re-scrutineered.

Fuel: byo petrol, oil, funnel, syphon/pump. Petrol will be available from a service station less than a kilometre from the track. Expect to use a lot.

Dangerous riding will not be tolerated. This is a fun day, not a race day. By the same token, it is a race track, and the differences in speed and ability of riders will be marked. Expect the unexpected when being overtaken, or when overtaking.

Any helpful suggestions welcomed,

Ben Warden for The Committee

**MT DARE CONTINUED, FROM LAST MONTH**

Mon 15th. We left Dalhousie Springs, heading back to Hamilton Station, with a stop at the Dalhousie Ruins and the old deserted Pedirka Railway Station. This area is full of whats known as Gibber, meaning billions of rocks about the size of Tennis balls and Golf balls and equally as interesting to ride over. Also easy to get punctures on, hey John. Back to Oodnadatta for the night. The General Store had frozen Kangaroo Tails for sale, fur and all, cut strait off, for \$2.70 each.

Tue 16th. From Oodnadatta we turn West to the Painted Desert, where different coloured sands appear from the eroding hills, making spectacular colour runs that looked like they were, ah painted. Not far from here at Arckaringa, we stopped in search for the elusive Perentie Lizard. Australia's largest, with an average size of 2.1 meters, making them the second largest lizards in the world. After a few hours we gave up, I guess it just wasn't warm enough yet. We then came out on the Stuart HWY at Cadney Park and headed down the bitumen until Coober Pedy. From hear John continued strait down the HWY to get back to Melbourne by Thursday. Tom and I continued the 150 Ks of twisty sand road to William Creek.

Wed 17th. We awoke in William Creek caravan park with about 30 Hawks circulating above us. Heading South we stop at Beresford Springs and the Ruins of the old Station, Coward Springs and Mound Springs. The Mound Springs are actually hills built up over thousands of years through mineral deposits left behind by the flowing water, some of them quite high. The old Ghan Railway originally was built through this area because of the numerous springs, remember the first trains were steam. The rail track was actually closed only 12 years ago, however to look at it you would think it was decades. Back to Marree to organize the transportation of the R80GS from Adelaide to Melbourne, they wouldn't move it until they were paid in advance. We spent that night in Copley.

Thu 18th. Copley to Parachilna and East into the Flinders Rangers. We rode through the Glass Gorge, Blinman, to Aroona Ruins and Bunyeroo Gorge, where we set up camp. Early enough for a walk to the top. The roads through the Flinders are all 2WD, although they had just been graded, they were no problem at all, infact the park has closed off all of the difficult (good fun) roads.

Fri 19th. With limited places to go, we made camp early morning at Wilpena Pound. Here we followed the walking track, which looped around to the entrance of the Pound and followed the ridge to the top for a spectacular view. Rather than going back around the loop, we headed strait down over the rocky face, to the bottom, cutting off miles, but don't tell the Ranger. Kangaroos and Emus are abundant in the park, so you need to take it easy.

Sat 20th. We got up late this morning had a look at Sacred Gorge, an Aboriginal Site. We intended to go back through Martins Wells, but rather than go the long way, we linked up Farmers paddocks and private roads, navigating by the sun and the wear marks in the tracks, to find our destination. From Martins Wells we head South to Yunta and a look at, you guessed it, some more Ruins.

Sun 21st. Looking at the map we decided it was more interesting through to Mildura via dirt roads and the Dangalli Conservation Park than it would be via Broken Hill and strait down the HWY, besides it cuts off about 100 Ks. The going was slow, first because of the Emus and Roos, but once in the park it was mostly goats. We were down to about 80 Ks at times. This would have to be the most unvisited park in Australia. Other than Mallee scrub, goats, Deserted Homesteads and miles from anywhere its got nothing going for it. We find our way through to Wentworth guessing most of the roads and taking about three hours longer than if we went the HWY. We make it to Mildura on dusk, where we stay with Toms daughter Kim and the Grand Kids.

Mon 22nd. As we hadn't seen Kim for about four years we stayed another night, beside the offer of a roast dinner was too good to refuse. we spent the day wandering around Mildura and the bike shops.

Tue 23rd. From Mildura we head North again to Pooncarie and around the top lakes (dry lakes) that link up to Mungo National Park. We went across paddocks on private property to get to sand dunes formed on the lakes edge, these dunes stretched for miles being part of the largest lake in the area. A few hours of playing and then off to Mungo campground. A colony of Mud Nesters (birds) put on a show keeping us amused.

Wed 24th. We did the 60 K loop around Lake Mungo. It was here we had a monumental save. The track was sandy, Tom giving it heaps, the back wheel power drifting to the left, and kept going. The bike was right angles to the track with the front wheel strait ahead, (dirt track style), as the cylinder started to drag, I thought we were gone. Tom reefed the bars strait and we shot off the track strait into the bush. I then thought we were gone again, as we ploughed through scrub and rabbit burrows, narrowly missing trees, until we got back on track, all at around 80 Ks. WOW, we stopped for another look and could see the groove left by the dragging cylinder pushing the sand. Think about it, 240 Kgs of bike, fully loaded, two up, it really was a great save, with a bit of arse as well as class. We head South through Balranald and to Toolybuc Pub for our last night, what a shower, what a bed.

Thu 25th. In the morning we decided to head strait for home. The boredom got the better of us, so we headed for the windies after Bendigo. Tom just being Tom, well, got us home in no time.

So, who's coming with us next trip.

Travelled approximately 6,000 Ks, 4,500 of which was dirt.

Excepting for a couple of mild showers the first day, we had no rain the entire trip.

It cost us a total of \$290.00 to transport the smashed bike back to Melbourne, which we picked up from a depot in Ringwood on Friday 26th, miraculously with no further damage or bits missing.

This was my first crash in close to six years.

Just as a sports bike and a windy road are addictive, so equally addictive is a road trail in the desert. Next winter holds another adventure.

Andi R80GS

**MOTORCYCLE TOURING CLUB OF VICTORIA INC. MEMBERSHIP LIST**
**31-10-94**

Members	Address	Home	Work	Motorcycle(s)
Athanasakos, Thomas	16 Chivers Ave Glen Waverly 3150	561-6293		
Barta, John	28 Pine Rd Bayswater 3153	729-1712		BMW R100GS
Bastock, Martin	1/4 Swinton Ave Kew 3107	853-7628	018-175-979	Honda CBR1000
Baszak, Steven	11 Dalston Rd Oakleigh 3166	569-4195	509-3522	Kawasaki GPz900R
Bear	263 Springvale Rd Nurlawading 3131	877-6914		Kawasaki GPz900R
n Blakeley, Robert	7 Marlene Crt Hampton Park 3976	799-1071	520-9991	Honda NX650
Bradshaw, Ross	10 Wollahra Plc Heathmont 3135	720-5317	603-4664	Kawasaki GTR1000
Brown, Alec	155 Power Rd Doveton 3177	791-1297		Suzuki GSXR1100N
i Brown, Ken	294 McKinnon Rd, McKinnon, 3204	578-3403		Honda 175CD
Buddingh, Ferdinand	6 Tyas Plc Carrum Downs 3201	782-0119		Kawasaki ZZR1100
+ Burns, Jennifer	36 Alice St Mt Waverley 3149	807-4766		Honda NTV650
Byrne, David	5/62 Meyrick Cres View Bank 3084	459-4771		Honda CBR1000
l Carron, Fred	38 Valentine St, Ivanhoe, 3079	49-2776		
Clowes, John	17 Auburn Rd Healesville 3777	059-622-309		Yamaha YZF750
Corrigan, Mandy	2A Bristol Cres Lilydale 3140	735-3521		Kawasaki ZZR600
Davies, Colin	9 Baradine Tce Donvale 3111	842-5098		Yamaha FZR1000
Davis, Les	28 York St Bonbeach 3196	772-0689	783-5231	Honda CX500
Davis, Mike	12 Rolland Crt. Montmorency 3094	439-2378		Kawasaki ZZR250
Demosthenous, Tom	19 Reynard St Coburg 3058	384-0447		Honda VT250
Dennis, Mark	17 Alvena Cres. Heathmont 3135	870-8869	015-543-809	Suzuki GSR750WN
Douglas, Andrew	59 Vista Dve Chimside Park 3116	727-2765	585-0444	Kawasaki Z1000
Dunn, Andrew	16 Foch St Ormond 3204	531-1825		
a Dunn, Pam	16 Foch St Ormond 3204	531-1825		
Dwyer, Peter	P.O. Box 57, Altona, 3018	398-2322	398-2322	Yamaha XJ900
East, Geraldine	41 Majestic Dve Emerald 3782	059-685-369	015-516-815	Honda VFR750
East, Rod	63 Old Belgrave Rd Upper F'tree Gully 3156	758-7738		Honda CBR1000
Eckert, Debbie	2 Jervois St St Kilda 3182	527-8364	571-1411	Kawasaki GPx250
Gooding, Kerrie	6 Peter St Springvale 3171	558-4740		
a Hahir, Sue	5 Konac Crt Berwick 3806			
Hillier, Kylie	6 Tyas Plc Carrum Downs 3201	782-0119		Kawasaki GT550
Humbert, Allan	62 James Cook Dve. Endeavour Hills 3082	700-4661	608-5419	Honda CB750
i. Hodgetts, Peter	1/2 Lee Crt Heathmont 3135	870-3315		Suzuki GSX750F
Johnson, Anthony	58 Edwards Ave Garden City 3207	646-1681		Kawasaki ZZR1100D
Jones, Geoff	34 Argyll Circuit West Melton 3337	743-3164		Yamaha RZ350
Kennedy, Andrew	79 Huli Rd Croydon 3136	725-9267		Honda CBR900RR
King, Ross	23 Nicholson St Essendon 3040	370-9479	688-3400	BMW R100RS
Langer, Robert	390 Burwood Hwy Burwood 3125	888-8977		Honda VFR750
Lardas, George	51 Fortuna Ave North Balwyn 3104	859-1904		Suzuki GSX750
l Leahy, Les		889-6505		
Leyland, Steve	5 Chave Crt Laverton 3028	369-5330		Kawasaki GPx750
Locke, Adam	29 Grange Rd Sandringham 3191	598-0510		Honda CBR1000FM
Makin, Eric	17 Auburn Rd Healesville 3777	059-622-309	287-1627	Yamaha YZF750
Matricciani, Robert	50 Majoric St Bulleen 3105	850-8519		Suzuki GSX750
Merz, Carl	5/190 Karingal Dve Frankston 3199			Yamaha FZR1000
Miller, Harold	33 Day Cres., Nth Bayswater, 3153	761-4126		Yamaha FZR600
n Moore, David	Flat 2 571 Punt Rd Sth Yarra 3141	820-1978	676-5323	Suzuki GSXR750
Mountney, Terry	6 Lambassa Grv. Keon Park 3073	460-1519		Kawasaki GPz900R
Morley, Craig		459-3293		Yamaha FZR1000D
Morley, John	47 Japonica St Bundoora 3083	467-7334		Yamaha XJ900
Otzen, Daryl	12 Moray St Diamond Creek 3089	438-1087		BMW R65
l Payne, Ian	6 Peter St Springvale 3171	558-4740	550-6428	Suzuki GSX750F
l Philferan, Peter	19 Aird St, Camberwell, 3124	813-3518		Kawasaki GT750
a Pamoulas, Georgia				
Platt, Andrew	5/12 Garden St Brunswick 3056			Kawasaki KLR650

Pozzan, Corrado	2 Talbot St Sunshine Nth 3020	311-6056		
Pope, Wayne	39 Fraser Crt Wantirna Sth 3152			Honda CBR1000
Riddett, Jon		808-0173		BMW K100RS
Rivette, Leanne	Unit 3 22-24 Duff St Cranbourne 3977	059-966-126	586-5564	Yamaha FZR600
1 Saville, Tom		848-9988		BMW R80 G/S
Schrader, Tony		459-3293		Honda CBR1000
Schwarze, Dot	57A Hubert Ave Glenroy 3046	306-2576		
1 Shearer, Len	798 F'nntreegully Rd, Wheelers HI, 3170	561-2857		
Sirianni, Sam	7 Surrey Close, Hallam, 3803			Yamaha FZR1000
Siminger, Andrea		848-9988		BMW R80 G/S
Smith, Phillip	6 Aldinga St Blackburn 3130	890-1676	018-323-428	Honda CBR600
Stephens, Campbell	8 Ferguson St Mitcham 3132	872-4428		Suzuki RGV250
Stroud, Chris		749-5221	344-5699	Suzuki GSXR1100H
Tayeh, Patrick	81 McBride St Fawkner 3060	359-6958	882-3000	Suzuki GSXR750K
n Taylor, Steve	7 Avalon Grv Ringwood 3134	879-3507	018-498-653	Kawasaki GPz900
Thomas, Ray	PO Box 242, Rosanna, 3084	458-4984		Kawasaki ZX10
* Thompson, Martin	8 Pine St Edwardstown 5039		015-314-845	Yamaha FZR600
van Dorp, John	57A Hubert Ave Glenroy 3046	306-2576		
Vits, Danny	2 Stanley St Carrum 3197	776-0236	016-378-307	Zephyr 1100
Ward, David	4/104a North Rd East Bentleigh 3165	563-7705		Kawasaki ZX9
Warden, Ben	12 Timor Parade West Heidelberg 3081	457-4479	344-5733	Kawasaki ZXR750
a Warden, Vicki	12 Timor Parade, West Heidelberg, 3081	457-4479	867-1666	
+ Welsford, Dianne	8 Highview Drv Mooroolbark 3138	726-9066		Honda CBR600
a Wurster, Ann	15 Redwood Drv, Hoppers Crossing, 3030	749-5575		
Wurster, Hans	21 Medford St, Altona, 3018	398-5575		BMW K100RS
Wurster, Ken	15 Redwood Drv, Hoppers Crossing, 3030	749-5575		BMW K100RS
Youdan, Jack	22 Fort St, Mt Waverley, 3149	802-3564	311-6555	
Zivkovic, Davorin	9 Duncan Ave Greensborough 3088	434-3465	699-7199	BMW1000

\* changed address or phone number + new bike

1 life member n new member a associate member

Life Members - 7

Associate Members - 5

Full Members - 70

Total - 82

#### WHO'S NEW'S.

- (1) MARTY THOMPSON HAS GONE TO SOUTH AUSTRALIA.
- (2) ROB LANGER CRASHED VFR ON G - O- ROAD, ROB'S OK.
- (3) BEN BLEW UP KLR / BEN FIXED KLR AND PARTED \$800 OCH.
- (4) JENNIFER BURNS HAS MOVED UP TO A NTV 650 HONDA REVERSE, NICE ONE.
- (5) JOHN LATT'S HAS ACQUIRED A 916. SO WHAT IS IT STEVE.
- (6) LIZA JOHNSON HAS A NEW BIKE FZR 600 GOOD ONE LIZA.
- (7) TONY SCHRADER HAD HIS APPENDIX OUT AFTER ANDREW'S PANADOL DIDN'T WORK.
- (8) WAYNE POPE IS BACK RIDING AGAIN, WITH A NEW CBR 1000.
- (9) DANNY VIT'S IS ALSO BACK ON THE BIKE.
- (10) THE DOOR PRIZE HAS AGAIN BEEN SUPPLIED BY PART'S AND PIECES.  
THANK'S TO MICK AND SUE.

#### FOOTPATH PARKING

Motorcyclists may legally park on footpaths in Victoria. This eases demand for car parking in urban areas. But, you may not BLOCK or ENDANGER pedestrians so think about parking your bike. It may be OK in the morning but does pedestrian traffic increase during the day? Will your side-stand sink into the surface if it's hot? If you don't think about it you may be fined.

**RIDING ON FOOTPATHS IS ILLEGAL. Heavy fines apply. Walk your bike to its parking spot (Two penalty units).**

17 bikes, 22 people on ride, 32 members and friends

CBR1000	Martin and Melanie (rear)	car	Danny Vits
Truck	Les Davis, Jane and son	ZXR750	Ben Warden (lead)
CBR100	David Byrne and Lek	Car	Ken and Anne Wurster
GSR750	Mark Dennis	CBX1000	Jack Youdan
VFR750	Geraldine East	CBR600	Brad 1st ride
GPx750	Steve Leyland	CBX750	Vince Genova
FZR1000	Craig and Lisa	750 Ducati	Markus
CBR1000	Wayne Pope & Matt	CBR600	Justin 1st ride
FZR600	Leanne Rivette	GTR1000	Mark & Joss, 3rd ride?
car	Dot Schwarze	RZ500	Mark - seized, 2nd ride?
CBR600	Phil Smith	GSXR750	Patrick Tayeh
ST100	Gary & Crystal		

### Superbikes, Phillip Island

Sunday 27th Feb. '94

Members and friends seen - apologies to those missed

XLV650	Jenny Burns	K100RT	Jon Riddett and fiance
Car	Kylie and Ferdi	CBR600	Diane Welsford
ZX9	David Ward (lead)	VFR750	Geraldine East
GSX750F	Peter Hodgetts	FZR1000	Sam Sirianni (rear)
YZF750	Alex Oberhoffer	car	Tony Schrader
CBR900R	Andrew Kennedy	R65	Daryl Otzen
Car	Vince Genova	K100RT	Davorin Zivkovic
ZXR750	Ben Warden	car	Craig Morley

# WHEN IT'S TIME TO PUT A STOP TO IT

If you've got a lot of go, you need a lot of stop. That's a fundamental truth for any kind of automotive propulsion, but it's specially true of bikes. The average modern road bike, some models of which put out as much power as a small car, are equipped with brakes which would stop most medium-sized family cars.

What's more, modern motorcycle brakes are highly sensitive, easily operable with two fingers.

All disk brakes are now made of highly sophisticated materials, especially the pads, with optimum heating and cooling characteristics for maximum efficiency. But there's a difference.

The car has twice as much area of contact with the road and the application of brakes requires a quite different technique. The general rule is: In ordinary dry road conditions, use your front wheel brake before you even think about using the rear.

Most racing riders barely touch the rear brake at all during a race. The exception comes on wet roads, when a touch of rear brake might be necessary to maintain your line or get you out of trouble.

In extremely wet conditions, in fact, you might have to apply rear brake more heavily than the front.

Another braking trap for the unwary is setting off for the first ride of the day, coming to a corner and braking relatively hard. With the front tyre still cold, the adhesion of the road is much less, and you could find yourself losing everything. Being wary of cold tyres is just something that has to be learned.

The technology of disk brakes, now universal for motorcycles, even motorcross bikes, has advanced tremendously since they were first seen on the Honda CB750 over 20 years ago. Improved compatibility between disk metal and brake pad material means that disk brakes now heat up quickly to evaporate waterborne mud and slush which would otherwise impede braking efficiency.

The use of sintered metal pads for both road and off-road bikes also gives the brake the ability to heat up quickly and boil off excess water.

The addition of copper to non-asbestos brake pad material enables the pads both to heat up and lose heat quickly, thus coping with a wide range of road and driving conditions.

The advent of silicon brake fluid has been another big advance in brake technology. Only a very limited number of marques come with this material as standard, but silicon fluid is available and can be added to an existing brake system.

The advantage of silicon is that it is non-hygroscopic - that is, it won't absorb water, as will conventional brake fluids. Water is the enemy of efficient braking, because the brake fluid will boil under pressure, the water becomes gas, gas is compressible and thus your brakes just won't operate to maximum efficiency.

In general, modern motorcycle brakes don't give the problems they once did. Good brakes today allow the rider to "feel" the relationship between the tyre and the road.

## Two - Wheel Talk

By Bill Pattie, Instructor in  
Motorcycle Mechanics, Richmond College

## Winton Sports Day

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

- When:** Sunday 13th November 1994
- Time:** Gates Open 8 am, Track 9 am
- Cost:** \$35 per member, \$45 non-member
- Contacts:** Ben Warden 457-4479 (H) 344-5733 (W)  
Les Davis 772-0689 (H)

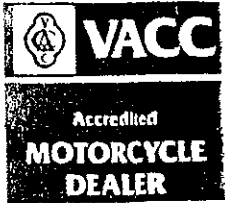
### Conditions of entry:

- indemnity form completed and signed
- monies pre-paid
- no refunds
- no alcohol to be brought in or consumed on premises
- bike must pass scrutineering
- loud exhaust systems at own risk
- flag marshalling duties as required

### Other Information:

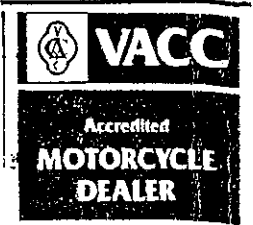
- make cheques payable to MTCV Inc, P.O Box 453, Richmond 3121
- St John's Ambulance Service will be in attendance
- a maximum of 60 riders will be accepted
- kiosk facilities will be available
- members have first preference till Thursday 15th September
- no restriction on number of visitors
- fee pays for rider, not bike
- timing equipment will be available





LMCT 5145

# PARTS &



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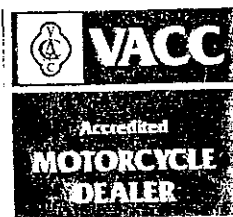
# PIECES

LMCT 5145

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 SEAFORD BRANCH NOW SPECIALISES IN 250cc ROAD BIKES. CASH PAID FOR BIKES

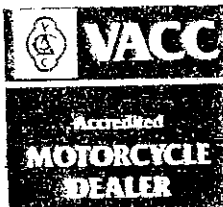
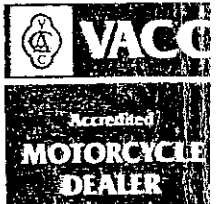
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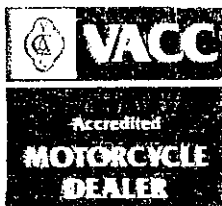
Mon - Fri 8.30am - 5.30pm  
 Sat 9.00am - 1.00pm  
 Sun 11.00am - 3.00pm



## RINGWOOD

4 Olive Gr.  
 Ph: (03) 870 4466

Mon-Thurs 8.45 - 5.30pm  
 Fri 8.30 - 7pm  
 Sat 9am - 4pm



## CLAYTON

2061 Princes Hwy  
 Ph: (03) 562 8488

Fax: (03) 543 5107  
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 Sat 9.00am - 1.00pm

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