

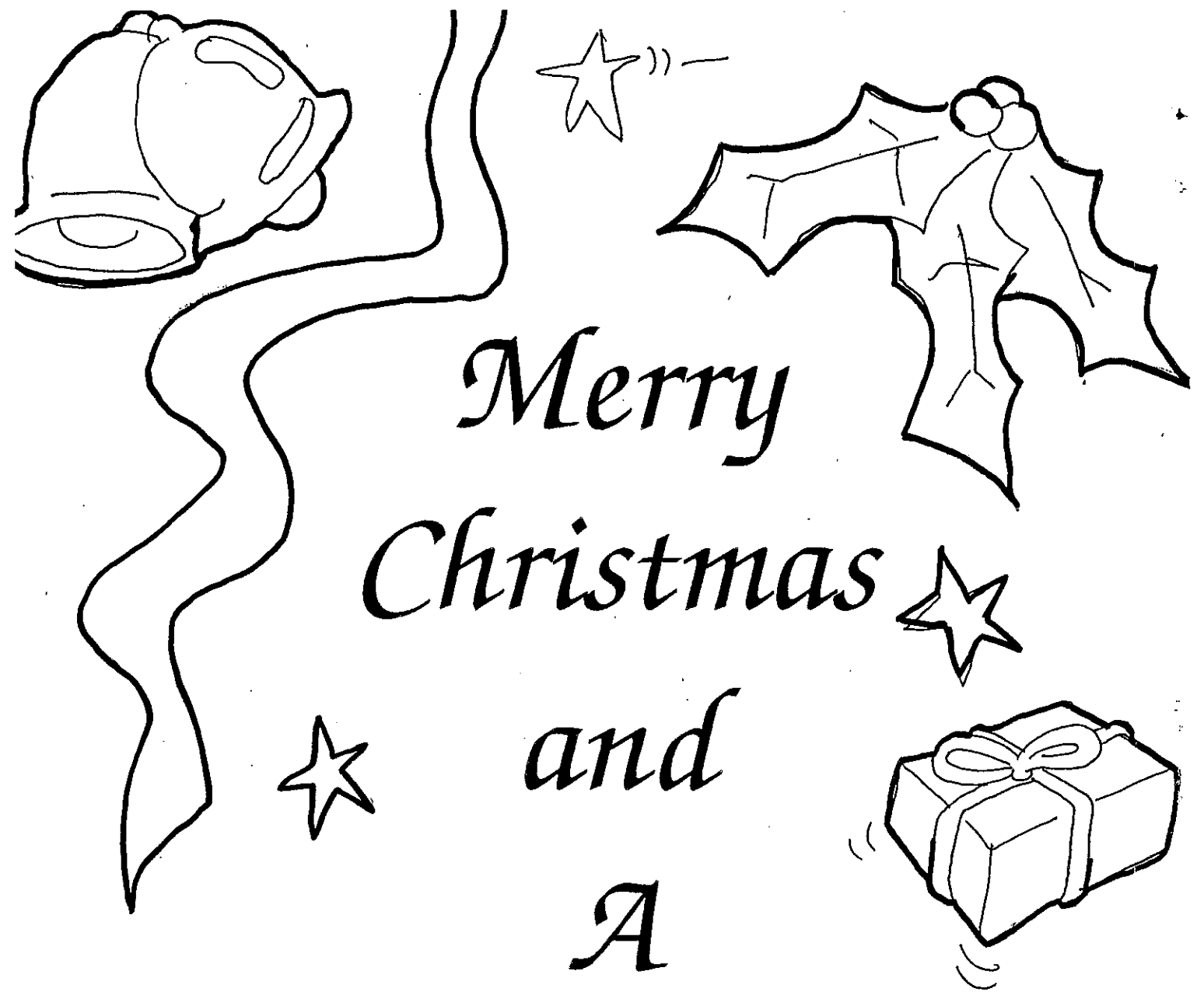
DEC 96

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria



*Happy New Year !!!*



## MTCV Itinerary December 1996

Sunday 1st December	Toboggan Park, Whittlesea Robert Matricciani leading 9:30 am KBCP 10:30 am Toboggan Park	Flat out, down hill, on your bum. At least if you crash it wont damage your bike. A ride toward the "East" will follow.
Thursday 5th December	Xmas Supper Meeting 60's night/Fancy Dress Bring a Plate. 8:15 pm	Camberwell Town Hall Theaterette, Ingelsby Rd Camberwell
Sunday 8th December	The Spurs Ride 9:30 am KBCP 10:30 am Yarra Glen	Interesting fact No.476:- The geographical name for the area between Healesville and Narbethong is "Blacks Spur" not "The Black Spur" as most people refer to it.
Saturday 14th December	Christmas Party BBQ Fairfield Park	See inside mag for details
Sunday 15th December	Pyalong Ben Warden leading 9:30 am KBCP 10:30 am Whittlesea	One of those ####\$@!% rides , eh Ben? Nice 'n easy....NOT!!
Sunday 22nd Abseiling	Ben Cairn Mark Dennis leading 9:30 am KBCP 10:30 Yarra Glen	For all of you who haven't tried this you don't know what you're missing.
26th December-1st January 1997	Christmas Camp Halls Gap	Twisty roads, walking, wineries and restaurants. See inside mag for details

## MTCV Itinerary January 1997

Sunday 5th January 1997	Noojee Counter Meal & Trestle Bridge Rob Langer leading 9:30am KBCP 10:30am Yarra Glen	Well, if the food's no good the bridge will come in handy!! Just kidding! I'm sure the food will be delicious.
Sunday 12th January 1997	Tarra Bullga Jack Youdan leading 9:30 am KBCP 10:15 Hallam	Is this a place, a type of food, a native animal or what? Whatever it is, if Jack's leading it will be topical.
Thursday 16th January 1997	Social Sip Swan Hotel Cnr Swan & Church Streets, Richmond.	Come and join us for food, a chat, a drink and more chat. Tish till late
Sunday 19th January 1997	Maldon Train Ride Steve Leyland leading 9:30 am KBCP 10:30 am Whittlesea	For all enthusiasts, both bike and train.
Australia Day Weekend 25th, 26th & 27th January 1997	Confusion Rally, Licola Jon Riddett leading 10:00 am Hallam	What more can I say Jon? I suppose this is a good excuse for not doing a pre- ride eh? See inside mag for more details.

## MOTORCYCLE TOURING CLUB OF VICTORIA

### **MINUTES OF GENERAL MEETING**

**DATE:** 7 November 1996

**LOCATION:** Camberwell theatrette

**OPENED:** 8.25 pm

**PRESENT:** Approximately 30 members and guests

**APOLOGIES:** Jennifer Burns

**CORRESPONDENCE:** Letter from Winton Raceway detailing track extension and new fee structure. General consensus is track is now too expensive.

Notice from MRAA regarding Toy Run, Blood Run and up and coming footpath parking rally.

Invitation from WIMA to 10th Moondyte rally.

Invitation from Z Owner's Club to Last Chance rally.

**CAPTAIN'S REPORT:** See attached

**UPCOMING RIDES:** See front page

**TREASURER'S REPORT:** Balance at October 1 1996 \$4,077.??  
less expenses 51.??

Balance at November 1 1996 \$4,026.62

## *GENERAL BUSINESS:*

- Corner marking:* *Members urged to use common sense when corner marking, making ride direction clear and positioning themselves in a safe place.*
- Canteen day:* *Report on Club stand at recent cancer fund raising day. Kevin Schwantz signed Touring Club itinerary which will be auctioned or given away at a later meeting.*
- December General meeting:* *Sixties night. Members to come dressed appropriately (prizes for best costume) and everybody to bring a plate with food on it.*
- First aid kit:* *Curiously absent from Snowy Mountains weekend. Club/Committee to ensure first aid kit present on all official club rides.*
- New Committee members:* *Luke Richardson to replace Rykk Budd as Assistant Secretary.*
- Geraldine East to replace Daryl Otzen as Editor.*
- Tas Rally:* *Details for travel to Tasmania for Touring Club trip and/or Tas Rally in February 1997 now in newsletter. Any interested parties should get in touch with Rob Matricciani as soon as possible.*
- Ride days:* *Concern voiced over noise levels of some bikes' exhausts at last Phillip Island ride day. Also concern at difficulty in bringing in riders over limit. Weekday track use suggested as restrictions not as tight. Also suggested were stricter policing of noise limits with club to consider purchasing black flag and pit board.*
- Door prizes:* *Lyn - Chain lube*  
*John - Chocolate*  
*Luke - Coke*  
*Mark - prevent a flat*

## **CAPTAINS REPORT OCTOBER 1996**

**Sunday 6th** Cape Paterson Danny Vits leading  
10 bikes 10 people  
Weather good Steve Leyland dropped his GPX  
No major damage

**Sunday 13th** Navigation Trail Les Leahy leading  
20 bikes 23 people  
Weather fine No incidents

**Thursday 17th** Social Sip  
20 people

**Sunday 20th** Australian Grand Prix BBQ at Sam & Rita's  
Ian Payne led short ride through Dandenongs  
15 bikes 19 people

**Saturday 26th** Dirt Ride Toolangi Forest Mark Dennis leading  
4 bikes 4 bikes  
Weather good No incidents

**Sunday 27th** World Super Bikes Phillip Island  
lots of bikes lots of people ( 32 members)  
Weather glorious

Just a word of thanks to Luke Richardson for all the information he photocopied for me on the FZR1000. It came in very handy and was very much appreciated.

John Willis

## GENERAL NEWS

Lynn Duncan took her new GSXR down to the Island for an AI Motorcycle Ride Day and had a ball. Steve Brouggy took her pillion on her own bike and showed her how fast the island could be ridden.. she said it was good to see the lines he took. Last time I was at the Island I jumped on the back of Dave Wards YZF and because I had my eyes shut most of the time I didn't see many lines..it was good fun but!! It looks like Lynn is going to suit her new GSXR just as well as she did her old one.

Luke Richardson has been appointed Assistant Secretary of the Club to replace the nomadic traveller Rykk Budd. The new Editor will be chasing him up for the minutes of the meeting!

Now that Danny Kosinski (Club Captain) will be out of action for a little while, John Willis, as Vice Captain, will be assuming that role, which in brief, is to maintain the rules and standards appropriate for Club Rides. They do still exist don't they?

Speaking of John Willis, who, for those of you are part of the vast uninformed, was the other part of Tom's horrible accident, has acquired a replacement bike..an FZR1000B 1991 model. I ventured out on to the Spur with him and he seems very happy with the extra grunt. Better luck with this one John, try not to come "off...al" (Sorry)

I heard that even with a broken femur, bruised back, broken ankle and assorted aches and pains, the evergreen Tom still managed a bike ride on Cup Day..all be it only around the block. I guess that means one of two things ,he's still numb or he's on the mend. The latter we hope Tom.

Don't forget our Website address is  
<http://ariel.unimelb.edu.au/~ben/mtcv/>

Andi has bought herself a new dirt bike from the USA .. the AKT605.. this model number means jackshit to me but I'm sure she's over the moon with her new acquisition . See Ben's Who's News.

Denise Folkes has a new Honda CBR600

Debbie Eckhardt has traded the 250 in for a GS500. It will be good to see you on some rides Deb, the girls in the Club are still sadly outnumbered ( but rarely outridden!! )



## GENERAL NEWS CONT.

Ex-club member Rod Miskin (Honda VF1000F2) sends his regards, now married and living in Perth.

Ex-club member Belinda has just given birth to a baby Boy (bumma, she failed this time!!)

Terry Mountney and Elaine are to be married in early 1997. We wish them both well.

Dianne Welsford has ridden Rob Langers CBR600, my YZF600, and a ZX6 from Brighton Kawasaki so that she can make the right decision regarding her new bike. I'm sure Tony Fabris made her an offer she can't refuse but what can you do about the bike Tony? (In news just to hand Di tells me she's staying with Honda and is going to buy Rob Langers CBR600)

As an alternative to Jon Riddett's Confusion Rally on Australia Day weekend in 1997, some of us are taking on the Snowy Mountains again. This will be a re-run of last years ride, staying at the Tallangatta pub at approx \$20 per night. Pick up at Whittlesea at 4:00pm Thursday night. Any takers should contact Ben W. or Gerry.

Tony Schrader has had to abandon his blossoming racing career to take up an invitation to work in Munich for six months. He is leaving our shores early January 97 and we wish him well. Naturally, I will sacrifice some of my weekends to ensure that his YZF stays in running order...not to mention the V8 Commodore!

### **Police blitz 'Unriders'**

Unregistered, unroadworthy and unlicensed motorcyclists are to be targeted by Victorian Police in an effort to make motorcycling safer.

Dubbed 'Unriders' the blitz is a joint Victoria Police, Motorcycle Safety Forum and TAC campaign.

It was launched by Superintendent Bob Wylie in Melbourne on Thursday, November 21.

Superintendent Wylie said: "Unlicensed, unroadworthy and unregistered riders are over-represented in Victoria's motorcycle accident statistics.

"The Unriders blitz has come in response to research which reveals more than 40-percent of hospitalised motorcyclists fit the Unriders description.

"Of the 1,700 motorcycle licence checks completed in a similar blitz earlier this year, it was discovered that 14-percent were unlicensed, almost 18-percent were riding unregistered motorcycles, and 10-percent were either not wearing a helmet or correct helmet."

The blitz will see Victoria Police motorcycle squad members target motorcyclists in both city and country areas for two weeks. It will be repeated for a similar period in early January 1997.

*Martin Port*

December 1996

Firstly, corrections to last month's Who's News, and apologies to those involved:

**Kerrie Gooding** was not at the World Supers as previously mentioned. **Tony Schrader**, **Gerry East**, **Kylie Hillier**, **Ferdi Buddingh**, **Luke Richardson**, and **Stav Zembekis** were.

"*Moment of the day* was a dead head between **Geoff Jones** and **Dicky**" should have read 'dead heat'. Oops. My PC was being ravaged by a virus at the time and in particular the spell checking mechanism wasn't working - that's my excuse anyway.

At the Broadford race meeting, 6<sup>th</sup> October, Tony Schrader raced in the Over 600 class on his Supermono, not the F2 class as previously reported. He finished 17<sup>th</sup>. He blew his motor up in the F2 event.

**John Willis** has acquired a 1991 FZR1000 EXUP to replace his written-off CBR600.

**Debbie Eckert** debued her new GS500 on the Horse Riding Club event, upgrading from her GPx250.

Rumour has it that life member **Les Leahy** has acquired a new TT350 for some serious dirt riding.

**Marty Thompson**, after multiple crashes at the *World Supers*, fronted up two weeks later for the *Stars of Tomorrow* meeting, also at Phillip Island. The bike had been straightened but required some geometry changes to improve the steering which took Saturday's racing to sort out. In the Super Sport Class (600s, 748 Ducatis) he qualified 5<sup>th</sup> and finished 5<sup>th</sup>. In the 600 class on Sunday it all came together and he was involved in a six bike race battle for the lead. At Siberia on the last lap, running fourth, he had a huge slide, running off the track and onto the grass, losing a couple of places. He battled back to 5<sup>th</sup> with the rear tyre sliding badly, less than a second covering the lot. He was too exhausted to compete in the second event, having attended a wedding the night before and driven some horrendous distance, only having 4 hours sleep. Go Marty.

The following weekend Marty was again racing at Broadford in an Interclub event for Preston Motorcycle Club. Competing in the *Over 500cc Class* (everything including Superbikes) he finished 3<sup>rd</sup>, the first 600 home, out of a field of 22 starters. In the F1 event (250 GP, Superbikes, Fireblades, 1000cc bikes) he finished 9<sup>th</sup>, the 2<sup>nd</sup> 600 home doing consistent 1.03s. Not long after his motor went bang under acceleration. Lifting the rocker cover revealed a dropped exhaust valve, smashed up bucket, cam and head damage. Removing the head will reveal more horrors. The joys of racing!

Gunamata Horse Riding proved eventful for some participants: **Jon Riddett** threw up and **Kerrie Gooding** was thrown off. Both survived relatively unscathed. Later on John Willis and Luke Richardson ran out of petrol, and the ride broke up in Rosebud!

**Andi Sirninger** has acquired a new dirt bike: an ATK600. Andi purchased the American made "Bimota of the Dirt" from **Trevor Flood** at an attractive price, the payback being that Andi reports possibly to Dirt Bike magazines how the bike performs on her forth coming trip to Cape York. The sponsors are interested in seeing how the bike performs in other than racing conditions because they

believe it is an attractive package suitable for long distance outback work. But everyone purchases them to race them. Hence the offer to Andi.

The bike is most interesting and only weighs 119 kg, fully ADRed. Technical features include 605 cc single cylinder, 4 stroke, water cooled, *Rotax* (Canadian) motor "warmed" producing fantastic low end power delivery, *Super Trap* tunable exhaust system, top of the line racing *White Power* suspension components front and rear, alloy disk brakes, high grade chrome molly (or better) steel frame, *DID* rims, billet hubs, heavy duty spokes, 520 racing chain, *Maguera* levers, full workshop manual including 4 pages devoted to tuning front suspension, an owners manual, an excellent tool kit, *Brembo* brakes, braided lines, hand milled triple clamps. The bike is a work of art and Andi will have it on display at this general meeting.

**Tom Saville** is recovering steadily from his crash, though a testing dirt ride last Sunday resulted in him being totally knackered and needing till Tuesday night to recover. The insurance company, though quick to collect premiums, is slow to pay. Tom plans to rebuilt the YZF1000 with the original genuine fairings in the short term, then over winter remake the fibreglass fairings as a project. In the interim he has to mount racks to Andi's new bike for the trip north. Note: this trip is by invitation only.

Ben Warden (c/o 9457-4479)

The World Of Motorcycles museum has just opened near Melbourne! Situated at 65 Tyabb Road, Mornington, the museum is open from 10.00am until 5.00pm Wednesday to Sunday. Plans are on hand to increase the number and variety of bikes on display, in addition to a number of photographic displays designed to trace Australia's motorcycling history.



The Grim Reaper as a child.

**Yes Folks!**  
**It's on again**  
**MOUNTAIN MADNESS**  
**MRA TAS 97 RALLY**  
**North West Tassie**  
Feb 28, March 1,2,3  
There will be bands,  
booze, babes, bikes and  
food on site with the  
usual and not so usual  
trophies to be won.  
No Kids, No Cars,  
No Glass, No Guns and  
No Dogs  
Contact MRA Tas:  
GPO Box 1154, Hobart,  
phone: 03 6243 0698



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## CLUB DOWNFALLS

Dianne Welsford had a rather spectacular fall on the weekend away to the Snowies. On the third day a little way out of Harrietville she came through a nice windy "s" bend and found herself sliding along the ground with the bike catapulting the other way. The road was dry and the weather good with no real debris on the road so she's at a loss to explain what actually caused it. (She did happen to mention that "Lane and a Half" was on the ride and I reckon that although not in the immediate vicinity could have caused the accident.) She sustained lots of gear sack and helmet damage, the CBR is a write off but all Di has to show for the performance is a broken pinky. I hear that another 600 is definitely in the offing, sooner rather than later. We all wish you a speedy recovery, Di.

Danny Kosinski suffered a broken leg on Friday 8th Nov and is in the Royal Melbourne Hospital. Apparently he was taking the "inside lane" on the left of a single lane of traffic and one of the motorists turned left down a side street, as they are prone to do when a bike is on the inside of them! The bull bar, I'm told, was bent at a 90 degree angle. In true style Danny did not drop his bike but pulled it against the kerb and fell heroically in a heap with not one, not two but three breaks in his lower leg. The VFR, thankfully, remains in mint condition. We hope your stay in hospital is a short one Danny and I urge as many members as possible to try to get in and see him, to keep his spirits up. Ben has already paid a visit, so goodness knows Danny will need cheering up!

Mark Dennis dropped his dirt bike in some oil on the way to one of the dirt bike rides. I thought you guys only did that once you were on the ride! He's ok, and I believe he already had his "bike scratch and dent" repair kit handy for his Suzuki!

## ME, MYSELF & I

For any of you that don't know me I'd like to take this opportunity to introduce myself. I am the new editor and currently undergoing something amazingly akin to "enthusiasm". This being a relatively new idea for me I can only hope it takes some time to wear off. Thanks are due to Dicky who did his best with the limited free time he had. I hope that I can achieve some of the success that the magazine has enjoyed in the past. Of course, with my trusty co-conspirator, Ben, I know I'll get all the hot gossip and at least manage to sound like I know which bike is which.

The magazine is only as good as the people who contribute. Your write ups are one of the reasons for the existence of the Club magazine so please contribute. It's also the perfect avenue for advertising just about anything really, whether you have gear or a bike to sell, you couldn't ask for a more selective group of prospective purchasers!! If you're a self-employed plumber in Healsville (John Willis) or a nuclear physicist (isn't that what Dicky does?) let people know...it's your magazine..use it!!

I'd like to take this opportunity to wish you and yours a very Merry Christmas and a SAFE and Happy New Year. I look forward to seeing you at the Christmas Barbecue.

GERRY

**Christmas Party  
Saturday 14th December 1996  
Fairfield Park**

**12 noon onwards**

**Meat, Salad and Bread supplied**

**BYO drinks**

**Plastic plates, knives and forks also supplied**

**BYO table and chairs**

**For more information please contact any committee member.**



### CANDID PICS

Of course, holding a position on the Committee of a high flying organisation such as ours is bound to have associated stresses, resulting in behavioural changes and mood swings. This candid snapshot of our current president wearing "tights" shows that even the best of them can succumb. He claimed the tights were for comfort..okay Mr.Scruffy..what were the suspenders for??



### A WORD FROM THE AFORE MENTIONED PRESIDENT.

I would like to thank Dicky, for all the work and effort he put into the club magazine, and welcome Gerry to her new role as Editor.

I wish all members of the MTCV and their families a Merry Christmas and Happy New Year.

Mark Dennis

P.S. Please be aware that there is no dirt ride in December but the Christmas Camp at Halls Gap could be suitable as a base for dirt bikes.

THE ADVENTURES OF TOM AND ANDI 1996  
XTZ 750 TENERE XT 350

THE GULF COUNTRY

As usual many hours were spent preparing our bikes, a thorough check up, oil change, new tyres and a revamp of the XTZ. Tom had to make pannier and gearsack racks, in the process relocating many bits so the panniers could fit as close as possible. This year we did it differently, we loaded the bikes in the van and made a bee line for Mt Isa. Beside the fact that we didn't need to ride in the cold and then lug our winter woolies and wet weather gear for weeks for nothing, enabling us to travel lighter, we could also spend more time where we wanted to be.

9.8.96. Last day of work, the van was loaded and as soon as I arrived home we were off. We left Melbourne at 5 pm, headed through Tocumwal along the Newell HWY and Forbes. We stopped at 3 am just out of Tamingley. Sure is a cosy fit in the van with the two bikes, we managed.

10.8. Awoke at 6.30 am and off through Bourke, by which time the skies were well and truly blue, the heater was off in the van with the air vents and windows open. Across the Queensland border and Longreach by 8.30 pm. We pulled over in one of the back streets to sleep the night.

11.8. 8 am, we headed for the Stockmans Hall Of Fame. We just happened to hop on the end of a queue filled with people from the Variety Bash, we got in on their group concession. Leaving Longreach at 10.30 am we made it to Mt Isa by 5 pm. 48 hours from Melbourne, try doing that on a bike.

12.8. We organized our van to be taken to Darwin on the back of a truck, this was to save us traveling 2000 ks back to Mt Isa on boring straight tar roads. In the caravan park we met a girl from Israel, traveling around Australia on a Serow, she had gearbox troubles and was trying to get to Darwin. Her Serow went to Darwin in the back of our van on the back of the truck. It was about 1 pm by the time we left, first heading east and then north to Lake Julius, then to Geta and our first camp out was along the Leichhardt river, 120 ks from Mt Isa.

13.8. From the river we headed west on a track that we thought was going to take us to Gunpowder. After about 25 ks the track deteriorated and was nothing but a goat track. Thinking we had taken a wrong turn we went to a station, no one home. While knocking on the door, we heard strange grunting noises, only to be confronted by a huge wild pig with huge tusks, lucky it was more interested in lazing around, obviously a pet. We headed back to the beginning of the track, coming across a 4WD, another station owner, we were on the right track after all. 300,000 bolders later, we arrive at Gunpowder, a copper mining town, with some interesting characters.

14.8. A care taker for the mining company gave us permission to use a track taking us to a magnificent lookout, over the towns water supply. Few would ever get the privilege. The track was so bad and steep that he wouldn't even take his own 4WD up it. Then a short cut through the mines and west again toward Riversleigh. The Tenere had a water leak, one of the hose clamps a bit loose. These little back tracks sure are confussing at times, taking the wrong turn is easy. Lost we were somehow now heading

northish instead of west. The tracks were really rough and rocky, the Tenere receiving it's first puncture. At least when we got to Akidna Station we new where we were, too far to turn back. The station owner being somewhat annoyed at our presents at first. He came good with a pretty accurate mud map, taking us through several stations. Just as well, we probably would not have gotten through without it. We eventually made our way into Gregory Downs, where we met quite a few motorcyclists heading to the same bianual rally we were heading to. Afew old faces, a few new bikes. We camped along the Gregory river.

15.8. Our next stop, Lawn Hill National Park, only 100 ks from Gregory Downs. We booked to get in here months ago, unfortunately we could only stay one night. Toms tyre still had a slow leak, though we had a repair kit and a spare tube, we managed to get extra glue, tube and tyre patches off a CRA mining driver. We ripped the tyre off to find 5 splits in the wall. Once the tyre was repaired again we canoed down the gorge, went for a swim and walked to the top of the escarpment. We found a group of large catfish swimming at the waters edge, with a big sign saying, 'Don't Feed The Fish', so a ran and got some bread. They were so tame you could tickle their chins. We met up with friends here from the Cairns area, who were planning to travel along the back roads with us to Wollogorang (the rally site).

16.8. It was 9 am by the time we left Lawn Hill. North for Kingfisher water hole. It took us 6 hours to do 120 ks, though the track was not that rough, it was the bulldust that slowed us down, sometimes up to 1 km wide, though we went around it when we could, it wasn't always possible. All along we could see a track left by a push bike, makes us look quite sensible. Sure enough we caught him, he'd been on the road for 9 months traveling only on dirt, originally from Adelaide. Kingfisher was a welcome water hole about 5 ks longwith plenty of bird life.

17.8. Our friends from Cairns decided to take the easy way to the rally site, while we battled the hard back tracks, we were all to meet at Wollogorang later on that day. Lost again. We found ourselves at a sign post, Wollogorang 112 ks, we were in Aboriginal land, only allowed in with a permit, \$1000.00 fine if you are caught and they take possession of your vehicle. What the heck, we're here now, so we push on. So these are the magnificent escarpments known as the China Wall, we always wanted to see them. We came across an abandoned copper mine and from there the road was almost impassable, trees and ant hills in the middle of the track, massive washouts, we were down to 3 ks an hour. Eventually (with only 90 ks to go) we turned back. Back out to Kingfisher, after 200 ks, then on toward Hells Gate. Tom got another puncture. I boiled the billy, turned to help Tom and thought, gosh that little fire puts out alot of heat. A gust of wind had blown the fire 6 feet and started a grass fire. We worked furiously at getting it out, eventually by making a fire break. By now it was almost dusk and we still had 100 ks to go. We made Wollogorang by 7 pm. Traveling through Australia's top end, you constantly come across grass fires, most of them lit by Aboriginis.

18.8. A day to relax, wonder around the rally site, look at all the interesting bikes, some specially built and modified to suite outback conditions. We noticed that there were not as many BMs as most years. The general talk was where to meet next time, seems it will be in the Kimberly 1998, we just may do the Canning Stock Route to get there, we'll see. A nere by water hole was the perfect place to spend the afternoon as temperatures were well in the 30's by now.



19.8. Our friends from Cairns came with us out to the Gulf to a place called Tully Inlet about 90 ks north of Wollogorang Homestead. I dumped it in the thick sand on the beach. We set camp early went fishing and walking, though its mainly mud flats out here. Dinner that night was 2 salmon, 2 shark and a brim between 7 of us.

20.8. Another lazy day, spent fishing walking and looking for crocodiles, we also rode 20 ks down the beach to another inlet.

21.8. As we headed off the beach back toward Wollogorang my bike stopped dead. We spent a couple of hours trying to get it going, an electrical fault, probably the exciter coil (this has gone on me once before). The track was too rough to tow, so we left my bike and headed to Wollogorang. Tom got another puncture and one of the guys with us crashed in some bulldust cracking several ribs. Not a good day. My bike was 76 ks from Wollogorang station. The station owners wanted \$300.00 to retrieve it, so we didn't know what we were going to do. That night at dinner we met up with a couple of French tourists, who felt sorry for me and offered to help. Their 4WD was a Toyota Landcruiser, fitting the XT in was going to be a tight squeeze.

22.8. The next morning the 4 of us head out for a slow trip to Tully Inlet, a stop at Settlement Creek for a bit of croc spotting and lunch on the beach. We then half dismantled my bike to fit it in the back. It took us 8 hours to retrieve my bike.

23.8. We spent the morning working on the XT, trying to find a falt swapping parts from old station bikes and swapping parts from the Tenere. To get parts sent to this place would take at least a week, if they're wrong your stuck for another week, so we decided not to waste our time and get the bike to the nearest town, Borroloola 270 ks away. We kept our eyes open for a vehicle heading that way (with room). The only one being a 3 tonne truck occupied by a dozen or so Aboriginis, our only hope. They agreed to take my bike for \$70.00, equivalent to 2 slabs out here. We pack our camp as quick as we can, glad to see the end of Wollogorang. Half way to Borroloola we pass the truck. Borroloola is an Aboriginal town, you only stay in caravan parks in towns like these. That night the truck did not come in.

24.8. We went into the community where the truck driver lived, finding him without his truck, it had broken down. Great, my bikes left out there on the road in an open truck, I had doubts that I would ever see it again, you just don't leave anything on these roads. The owner of the caravan park was good enough to go back with a trailer, was I glad to see my bike. Getting vehicles fixed in town was a joke, so we decided to ship it to Darwin, after we swap my tyre with Tom's split tyre. We would continue on one bike. Tom had taken his pillion pegs off, so we improvised with two vise grips.

25.8. From Borroloola west toward Nathan Station. This road is quite scenic between two rangers. We stopped to climb the range on one side for a spectacular view. We stopped in at Nathan Station for a coffee and a chat, then to Roper Bar to camp. Here we met two German tourists on XT600s who thought the way we were heading was more interesting than the way they were going. They had a GPS (Global Positioning System) we had the maps, so they came along.

26.8. We followed the Roper River for about 40 ks till we came to Roper Valley Station, we turned northish heading for Rocky Bar Crossing. No sooner were we on the station when a helicopter lands before us, the station owner. We told him our plans and he gave us permission to cross through his property, but we had to wait until he took his cattle through. Two hours later he returned, we had a billy together and he told us where to camp for the night, watch those crocs along the river.

27.8. We headed over the Rocky Bar Crossing, now impassable by 4WDs. The owner told us that we may not get through and that tracks are hard to pick up, he himself had not driven along them for twenty years, who needs to with a helicopter. The tracks were really hard to pick up and would have been impossible without the GPS, at times the only thing keeping us on course. The Germans having a real adventure. We hit a rock in long grass and holed the sump. We repaired it with epoxy ribbon and luckily lost hardly any oil. Sadly we had to turn back as the risk of the repair leaking was too great. Eventually making it out to the Stuart HWY and Mataranka Springs for the night. What a culture shock, where do tourists get those outfits, the only thing putting them aside from sheep were their name tags. We had a good laugh.

28.8. After Mataranka, we stopped at Katherine Gorge, which looks like a suburban park. Not impressed we head for Edith Falls and then further onto Douglas Hot Springs for camp. Another puncture on the way in.

29.8. To Hayes Creek for supplies and petrol, a look at Dailly River and then into Litchfield National Park, which was very scenic with great interesting tracks. We camped at Shady Creek, early enough to walk 2 ks down stream to a huge rock pool and water fall, this is paradise.

30.8. We headed up to a place called the lost city, a very demanding track, especially two up. Well worth the effort, the rocky outcrop giving the impression of ancient civilization ruins, hence the name. Temperatures now in the high 30s. From here to Tolmer Falls. A Tourist Guide had lost a wheel and ran off the road just as we came around a corner, lucky no one was hurt. When we reached Wangi Falls, we organized help for the Guide, then had a refreshing swim. Another puncture. Off through Rum Jungle, the Stuart HWY and east into Lake Barrett. A very old back track was taken, bringing us out at Corroboree Park. On a little further we stayed at a billabong opposite the Bark Hut Inn, known as Annuburroo Camp.

31.8. Our plans were to head into Wildman Reserve. The caretaker of Annuburroo Camp, (an X ranger) told us the best tracks, including the ones with road closed signs. Wildman Reserve is a series of lagoons, full of bird life, water lillies, crocodiles and baramundi. While Tom went fishing, I fell asleep on the waters edge. I awoke from a rustling sound, a six foot goanna passed so close it almost walked on me. We spent another night at Annuburroo Camp.

1.9. We head straight for Darwin. We originally were intending to visit Kakadu, but from what we heard, it was more like Kakadont and we were put off by the amount of people heading into the park. It was Sunday, we found the depo my bike was in, it was open, we towed it to a caravan park only half a k away. We spent the afternoon in Darwin, having dinner at Fanny Bay, beautiful sunset, what a life.

2.9. Coincidentally our van was in the next street to where my bike was. Picked it up, loaded, now southward bound. A short stop at Adelaide River to see a private collection of motorcycles and memorabilia and to Eliot Park for the night.

3.9. Off early, a quick look at the Devils Marbles, then the home run. We had a few hours sleep at Cadney Homestead, until they opened for fuel.

4.9. There was no stopping us now, through Port Augusta, Adelaide and home by 5 am the next morning.

Complete expenses for 4 weeks, including petrol and vehicle transportation, \$2800.00, not bad value for so much fun.

Next year, Cape York, with my ATK, way to go.  
Anyone want to buy an XT350.

Andi XT350.

### UPCOMING EVENTS

Thats right, the Tas Rally. Time is quickly running out for you to be part of the greatest Touring Club ride in yonks. One weeks riding along some of the best roads in Australia. We depart on February 24th and return on March 3rd (although you can stay as long as you like), but we must book immediately. On Friday 13th (yes that is the right date) I will be booking for the people who have confirmed they will be attending. To be one of these people you **MUST** have a \$40.00 deposit to me **BY THE 13TH**. Either cash or cheque will be fine. Balance must be paid 1 month before sailing. Deposits will not be refunded if you cannot attend, sorry but they're not our rules. The only accommodation remaining is either hostel style (\$198 P/P return) or, 2 or 4 berth (298 P/P return), and there's not many of them left, although there are plenty of vacancies for bikes. Groups of 15 or more will be entitled to a discount. Once there, daily accommodation and itineraries will be decided on the day, giving everyone the freedom to do as they please.

So there you have it. If you have any questions please don't hesitate to contact me about anything, and tell your boss/partner that you want some time off next year.

Robert Matriccianni  
Treasurer  
9877 1790 (AH)

## Cape Paterson 6th October 1996

### The Crew:

Danny	F650 (Leader)	Stewart	ZX6 (Rear)(New Bike)
Rob L	VFR750	Mark	GSX750
Jack	BMW1100GS	Lynn	GSXR750
Rob M	GSX750F	Derrick	FZR1000
Ben	ZX750	Steve	GPX750

From Hallam, Danny took us via the Princes Highway, as opposed to the Freeway, to Beaconsfield Upper, Cockatoo, Powelltown and Noojee for smoko.

Danny headed east from Noojee (which must have got a few hearts beating) "oh No...not the Willow Grove Road". only to turn South just out of town taking us via a not normally used bitumen loop that bypasses some of the highway, to Neerim, Neerim South, left at Rokely, Warragul and its about now I'm starting to get excited, and with such a great selection of winding roads I'm inclined to pay more attention to my own riding and not where we are or have been. But I do remember lunch was at Korumburra.

During the dribble it was noticed that what was left of my front tyre was no longer....Lifes like that. Just when I start enjoying myself I now either have to slow down or go home via the Highway. With the former being the more sensible choice, I decided to continue on.

Again we head South, using some of the more interesting and challenging winding roads this area has to offer, we pass through I nverloc, and about three corners out of town I encountered some crap on the road which put me off the bitumen and onto the wet grass and although my initial speed was slowish once on the grass it all happened quite quick. I was on my ass before I knew it, looking at my bike parked under "another" car. Luckily for me the vehicle was stationery at the time. Unlucky for me the owners of the said vehicle were standing next to it at the time watching every second of my sad ordeal.

They then moved their car to a safer parking spot...Lifes like that. The end result...no damage to the car. Two broken indicators (which were easily glued back together later), and a broken handlebar. Derrick suggested I use some "Knead It" but what I really needed was a stubby. He didn't have one of those so I squashed and squeezed that other stuff into a working putty and tried to glue my handlebar back together with it. We then used duct tape and cable ties to finish the job, then hung around Eagles Nest waiting for it to cure, which proved to be unsuccessful.

From here the ride did continue but to where I don't know, for I, relying on the duct tape and cable ties, limped home along the Highway.

There must be a moral in there somewhere. Thanks Danny for the day. Thanks Rob.M. for leaving the ride to look after me. Thanks Stew for Rear. Thanks Derrick for the "Knead It" (it was worth a try) but next time have a stubby okay.

Steve L. GPX750  
(Doesn't look any different)

DIRT RIDE SATURDAY 26th OCTOBER

Firstly I must apologise for this write-up being late.

Meeting place was Yarra Glen and we had terrific weather.

Debbie and I met a little early for coffee and chat, Mark rolled up next then Rob L. Only a small turn out I guess, because of SUPA"S

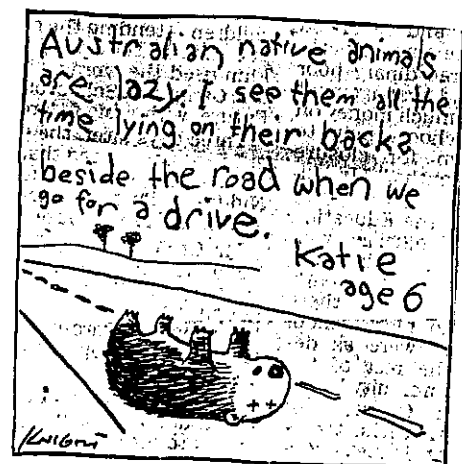
We were going to play around in Toolangi Forest for the day, with Mark leading and assuring Debbie and myself they would be easy trails, he had picked some interesting tracks that he said had changed somewhat, I seemed to manage and Debbie was the only one who hadn't fallen off getting close to late lunch time.

After heaps of turns, and me starting to get paroniod we were lost. Not so. It was just that I was lost. We came out onto bituemen and civilisation that may have been Toolangi itself. We had a break, a chat food and fuel.

Rob headed off by himself to the Achron way, I think he said. While we headed back to Yarra Glen via a grat little track. Just when I was starting to get a bit used to this dirt stuff.

Tanks to all for turning up and Mark for leading a fun day

Lyn.



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## **Tallangatta Weekend, January 25<sup>th</sup> to 27<sup>th</sup>**

**Accommodation:** Victoria Hotel, Tallangatta, approximately \$20 per room

### **Itinerary:**

Friday 4.30 pm sharp leave Whittlesea, or make your own way there (320 km).

Saturday 9 am Head for the hills: Corryong, Kiandra (Snowy Mountains Highway), Thredbo, Alpine Way (sensational road), Corryong, Tallangatta. 620 km

Sunday 9 am: Kiandra, Tumut (Snowy Mountains Highway), Tumbarumba, Walwa, Tallangatta (720 km)

Monday 9am: Kiewa Valley Highway, Mt Hotham, Omeo Highway, Bairnesdale, Melbourne (630 km) Home by 5 pm.

This event is becoming an annual pilgrimage to Motorcycle Heaven. Some of the best roads and scenery in Australia. Distances look big on paper but roads are so great to ride on, time flies. No dirt except for 10 km on the Alpine Way and 15 km near Dinner Plain. This is an epic ride. Don't miss out.

Note: Monday is a public holiday everywhere except Victoria! If you have a job, you will have to make arrangements, or leave Sunday.

Please arrive with tyres that will go the distance. Last year a rider was forced to get tyres on the second day, and another had to travel home via the Hume highway. If there is any doubt, put new ones on. Time is valuable; manage it well.

Please contact:

**Gerry East** on phone number **9459-3293** or

**Ben Warden** on phone number **9457-4479**

as soon as possible to secure accommodation. A deposit would be handy.

## Nearly All the Way with AFK.

Our Snowy Mountains weekend was quite eventful. For me the fun started when I got separated from the rest of the ride by the Mansfield Show marching up the main street. I took a detour and on spotting the rest of club in the distance felt an urgency to catch up. Realising I had missed the turn they took I braked and popped a U-Turn. As I accelerated up through third gear I noticed a black box on the bumper bar of a facing parked car. The dash mounted camera and policeman inside confirmed my fears. My stomach knotted as I realised I had just gone through it the other way with no idea of my speed. This dampened my ballistic enthusiasm for the rest of the weekend.

A letter arrived addressed to THE OWNER eight days later asking for \$105.00. That's efficiency!!

After lunch at Mansfield the club headed out towards Toimie. Now the amusement really started. The best twisties for the ride so far greeted us. Nice slow flowing flip flops - my favourites. In a freight train like procession Ian lead Dianne, myself, AFK and the others in that order. I definitely remember that AFK was behind me.

Taking a blind right hander at a very casual pace behind the others a white flash caught my peripheral vision. AFK was completing a daring and very slow passing manoeuvre. He stayed on my inside blind to what was coming for a lot longer than I felt comfortable with. I backed right off immediately uninspired by his obvious ambition of becoming a bonnet ornament.

Maybe I had him wrong. The next corner, also a right hander saw him cut a ragged line across the centre marker to cut in front of Dianne - RIGHT in front of Dianne. Most of us have learnt this basic principle of cornering technique - "more speed = more lean". AFK's iterative variation of this rule is "more speed + no lean = no corner"

Obviously deciding that gardening was a better vocation than frontal automotive decoration he slammed the anchors on and stood the bike up. Dianne nearly took him out for his trouble but luckily she made it through the corner. Her only danger now would be as a result of watching the unfolding turf inspection.

Through the dust AFK's brake light shone brightly as it bounced around. He had run off at a fair pace and the big pot hole followed by a 100 foot drop were going to make a spectacular show. I remember a bum in the air handstand followed by serious brake application. Teetering on the edge of doom he simply ducked under a tree branch and powered his way back towards the bitumen.

As he passed by me for the second time I could hear a faint cry of "Banzai" and through the red mist covering his visor I could make out a distinct look of professional determination.

What happened next can best be described by what has already been written. Go back up this text about four paragraphs and start reading again. YES!!! he tried to pass Dianne only a couple of corners later and repeated the whole performance.

By now I think the red tinge on his face was one of embarrassment. I am glad I carry a spare pair of jocks when I travel. I was sure I could recoup some of my earlier photographic costs by offering them for sale.

One thing I can say in his favour - he is a very consistent rider. We all have bad days don't we.

Jon Riddett (R1100RS)



**SNOWY MOUNTAINS WEEKEND  
SAT 2/11/96 TO TUES 5/11/96**

**MONDAY 2 NOVEMBER 1996 - WHITTLESEA TO OMEO**

Ian - RF900  
Robbie Langer - VFR750  
Dianne Welsford - CBR600  
Jon Riddett - BMW  
Andrew Kennedy - CBR600

**Day Trippers**  
Lyn - GSXR1100  
Danny - VFR750  
Mark Dennis - GSXR1100  
Mark - VFR750

Rob Mattriciani (1 night)

I turned up at Whittlesea just before 9.30am to quite a crowd, but on asking around discovered only three of us were in it for the weekend, Jon, Andrew & me. It wasn't long though before Ian and Robbie turned up and we got underway.

We took the good ol' roads through Kinglake, Flowerdale, Yea then followed Maroondah Highway to Yarck, where we all turned left except for Andrew who missed the cornermarkers and went straight ahead. Rob went after him but on deciding Andrew would probably meet the leader coming back onto the highway before Rob would actually reach him, Rob proceeded to round up the rest of us and continue back on our loop onto the Highway.

Mansfield was to be our lunchstop, but it took us a while to find each other as a detour around town was set up and Robbie was the only one cornermarking. We all eventually found each other in town, but Jon R is anxiously waiting to see if he set off a speed camera he went past out the back of town in his travels trying to find the rest of us.

After an enjoyable lunch at Mansfield Danny, Lyn and Mark (VFR) headed back to John Willis' and met Mark Dennis there (so they ended up "in the Mountains" anyway!) while the rest of us headed up the road toward Tolmie.

I've never been on that road before and was having a ball UNTIL a CBR600 overtook me and slammed on his brakes in front of me almost making my trip to the Snowies very short, I managed to brake and get around the corner but in my rear vision mirror saw AFK go off into the gravel and test the limits of how a CBR handles dirt. To be fair to this spectacle I'll let Jon tell what he saw from behind as we were shown in Andrew's own words "how to fuck up a corner". (Saw quite a bit of action this weekend didn't you Jon!) Anyway, on seeing that Andrew was back in control I continued...only to have him overtake me and go straight off into the gravel again a couple of bends later! I made a mental note to make sure he's in front in future so I don't have another heart attack.

Up through Whitfield, Oxley then down onto the Ovens Highway to Bright for a very welcome caffeine fix and chinwag and breath of fresh mountain air...something I never get working in the City. Make another mental note...must go on more of these touring club weekends, never realised how gorgeous it is out there.

Then on to Mt Hotham which still had a surprising amount of snow. After having a photo stop here we continued along a few kilometres of gravel past Dinner Plain and onto the Omeo Highway.

We reached Omeo late arvo and while everyone else debated whether they were happy to pay \$25 and be all in the same room I booked into my double room with a spa in the motel next door! Couldn't get rid of **all** the "city girl" in me! (discovered a long relaxing spa is the ultimate way to end a day riding. I ended up going back to the pub with such a grin on my face I don't think the guys believed I'd been in the spa alone!)

We had a fantastic dinner in the pub overlooking the township at dusk...yes I really must do more of this touring!

After tea we basically tried to avoid all the overgrown rug rats that seemed to be everywhere (certainly not a minimum age to enter this pub!) and played pinball, pool etc (while Ian jiggled away at the jukebox Jon and I waited...and waited...and waited for the locals to finish a game a pool then we hijacked the table for our own game.

Dianne Welsford

I'd like to just put in a little thank-you to Ian, Robbie and Jon who were all with me when I crashed. They all helped out incredibly from making sure I wasn't injured at the accident scene to picking me up from the hospital and for all being a lot more help than any of the staff at the hospital were.

Dianne

# New weapon against speeding drivers

by JASON KOUTSOUKIS

Laser radar guns able to pinpoint speeding cars up to a kilometre away were unveiled by police yesterday as the latest tool to combat speed.

The laser-operated radar guns, bought by the Transport Accident Commission, will enable police to single out and obtain instant speed readings on vehicles in multi-lane traffic, something the old broad-beam radar guns could not do.

The assistant commissioner for traffic and operations support, Mr Graham Sinclair, said the introduction of 60 laser guns would enable older guns to be used in country areas.

"The new laser units represent a significant increase in Victoria's speed detection resources," Mr Sinclair said.

"The TAC has taken a major step forward in providing us with this technology and we congratulate them.

"We will now be able to stand the side of the road and pick any vehicle coming towards or driving away."

Mr Sinclair said all police stations would be equipped with radar guns before the Christmas period, which is the deadliest time on Victorian roads. "You can speed but you can't hide," he said, quoting a new TAC slogan.

The TAC's general manager of marketing, Mr Ian Forsyth, said the radar guns had cost the TAC about \$480,000, including testing. Each is worth about \$7000.

Mr Forsyth said the expense was justified because fewer people would speed, resulting in fewer insurance claims and accidents.

Launching two advertising campaigns to emphasise the effectiveness of the radar guns, Mr Forsyth said speed was one of the main causes of death on Victorian roads.

"To the end of September, 124 people had died in single-vehicle fatalities in Victoria, an increase of 44 per cent on the same time last year," he said. "Many were as a result of excessive speed."

Victoria's road toll yesterday stood at 374, 15 more than for the same time last year.

Picture: ANDREW DE LA RUE



Constable Cameron Thomas operates the police force's latest \$7000 machine. The laser-operated radar gun is set to pay for itself quickly.

# Snowy Mountains Weekend cont.

## **Day Three cont.**

Past Tallangatta and south to Gundowling with next stop Tawonga where we would tackle the sensational Gap Road, but unfortunately we got no further than Gundowling. While rounding an easy right-hander, Dianne's CBR600 fell over without any warning. (front end slide with gravel being the suspected culprit!)

Being in front I missed all the action but Rob & Jon had quite a view and at times wondered whether the bike or Dianne would slide the farthest. When Dianne eventually stopped in the middle of the road Dr Jon Riddett leapt into action, pinning her down and barking out orders to all and sundry. He would not let her move a muscle until he had checked all parts were working OK and the tingling sensation in her hands ("initially diagnosed as spinal damage") was just from smacking the road, after much pleading from Dianne that she was getting claustrophobic he eventually allowed her to remove her helmet and stand up.

The crash seemed to be the biggest thing to happen to this small community as before long we had several cars, the school bus, a cattle truck and the residents from the neighbouring house all in attendance. The lady from the house was most helpful (had a husband who rode a bike), she rang the police, ambulance and provided a chair for Dianne to rest on as well as allowing the damaged bike to be stored in her shed.

With Dianne now in the Ambulance and on her way to Wodonga Hospital, Jon decided he would still go on to Harrierville in case Jennifer Burns was there, while Rob & I would proceed to Wodonga to check out Dianne's progress. Surprisingly the casualty dept was quiet and Dianne was discharged quickly after a basic checkover and bandages applied to her bleeding elbow and knees. A more thorough examination would be undertaken by her own Doctor when she returned home.

After finding a chemist for the antibiotics (the female attendant rode a bike so could sympathise with Dianne), we decided a meal and a comfortable bed was in order but after a search of the local accommodation we ended up over the border at Albury in a nice new motel (more sympathy as the receptionist's son rode a bike). After securing adjoining rooms we unpacked, showered and got ready for the evening meal, suddenly Rob started screaming and leapt onto the bed as out of my gearsack came crawling my hairy eight legged friend from Adaminaby, he was a bit disorientated, (the spider that is, but I suppose I would be too after travelling 400kms in a gearsack!) so I quickly ushered him outside and up the nearest tree.

Over a very pleasant meal we discussed the days activities and also the task of getting Dianne and her damaged bike home as even though it was insured under the RACV and had Aussie Assist cover they were of no help on this occasion. The easiest was Dianne to go pillion with me and Rob would return at a later date in his van for her bike.

## **Day Four - TUESDAY 5th.**

After a sleep-in and breakfast it was down to the Police Station for the very long winded accident report, due to lack of resources the Police could not check out the accident scene hence we had to dictate step by step all the relevant details.

With that out the way we could now begin the trip home, a quick stop for fuel proved quite entertaining when a LARGE group of Harley mounted "Coffin Cheaters" rode into town, some also stopping for fuel but doing so with much noise and bravado. Onto the Hume where the only break from the boredom was seeing some of the faster cars that had passed us getting booked.

With only one stop for fuel we droned on to Melbourne and caught all the afternoon peak traffic, eventually got to Rob's said our farewells then onto Dianne's and the end of the trip.

In spite of the incident it was still a great weekend with sensational roads, mainly good weather and excellent company. The lack of Emergency Kit and some overpriced accommodation were the only niggles on the trip but these are minor concerns the committee can resolve prior to future weekends away.

Looking forward to the next one,  
Ian - RF900

# Snowy Mountains Weekend

## Day Two - SUNDAY 3rd.

With Rob.M leading Ian, Di, Andrew, Rob.L and Jon we headed for Bruthen in warm but overcast conditions, by the time we had traversed this 97kms of great road the weather had become quite humid due to the approaching rain. We bid Rob.M goodbye as he headed back to Melbourne, refuelled and with no sign of Luke Richardson set off just as the rain started. With Rob.L leading on the booming VFR we made good time to Buchan as the roads were dry, but on the Buchan/Orbost section the pace was a bit slower due to the abundance of fine gravel over the road. Past Orbost and down the Princess Hwy to Cann River where enroute a station wagon mounted speed camera tempted Rob to make a high speed pass (the number plate had fallen off his VFR! ) but the thought of a 2-way radio call to the Cann River Police was enough to put him off. After lunch, up the Cann Valley Hwy to the border for a group photo, onto Rockton Junction then east to the Princess over 59kms of brilliant undulating road where only the abundance of wildlife slowed the 5-bike-freight-train. Up to Edan and Pambula for petrol where the rain had really set in, so on with the wet weather gear for the trip to Bega and the start of the Snowy Mountain Hwy, unfortunately the run up Brown Mountain was in the wet and caused a few *moments*! Another scare was just before Cooma when the headlight flashing from an oncoming Police car slowed the pace real quick until we realized he had continued on, phew!

Through Cooma to Adaminaby where the pre-booked Motel was judged as too expensive so an alternative was sought with the Tanderra Lodge victorious (good value at \$25 B&B for separate en-suite rooms. Negotiated down from \$35 by smooth talking Rob Langer). Even Dianne joined us, though she was in a separate wing away from the **snoring** men!

After parking our bikes in the Lodge backyard, a quick shower and change of clothes it was down to the lounge for a few relaxing drinks in front of the open fire before dinner. Our host was most apologetic for the lack of variety in the menu as he had not expected any guests this evening hence had not restocked the larder, still no complaints from us,

Following our meal, back to the lounge for a check of the map to plan tomorrow's trip to Harrietville. A lot depended on the weather, if dry up to Tumut, Batlow, Elliot Way and Corryong. If wet a shorter run via Kiandra, Cabramurra to Corryong, with that out the way we settled down for a spot of TV where the lack of decent reception allowed us a video of our choice. Due to another family being present "The Pink Panther" won out over the more favoured XX videos!

However with just on 650kms covered for the day it wasn't long before drowsiness set in and one by one we crawled off to bed, I then spent some time trying to persuade a large huntsman spider to vacate my room, I **thought** I had succeeded and went to sleep.

## Day Three - MONDAY 4th.

Woke to the sound of rain on the roof so slept on a bit longer, packed up and over a leisurely breakfast planned the shortest route to Harrietville. With it still raining, I refuelled while some of the others raided the Hardware store in search of waterproof ski gloves or dish washing gloves in an effort to keep hands dry. The sight of a smashed VFR on the back of a recovery truck and the old guy at the service station predicting "that it was gunna rain all day" gave us no confidence in our forthcoming trip. But with no other alternative we set off to Kiandra and Cabramurra in the rain and fog but even though the weather was appalling the road surface was quite grippy and once in the groove it was in a strange kind of way quite enjoyable, in fact on some sections the way "Duck" Welsford was riding you'd have thought it was dry!

We regrouped at Tooma Res. before the final leg to Corryong, and although we encountered very little traffic going in the same direction, quite a few bikes were heading north. It seems most were from a large Triumph Bike Rally at Mt.Beauty.

The weather at Corryong was much better, in fact after our counterlunch the roads were dry, so the decision to continue via the Murray Valley Hwy and Granya Gap was an easy one. We refuelled at Walwa and with Andrew deciding to head straight home (something about a wet crotch!) this only left the 4 of us to finish the weekend.

organ pipes national park. SUNDAY 10 NOVEMBER 1996

present from sunny yarra glen

WAYNE CBR1100XX  
BEN ZXR750  
DAVE YZF750  
STEVE AND SUE GPX750  
JACK BMWRT100

MARK AND MICHELLE GSXR750  
LUKE XJ600 SECA  
JOHN FZR1000  
JERRY NTV650  
STAV VF400

WELL WHAT CAN I SAY MELBOURNE TURNED ON A TYPICAL SPRING DAY FOR THIS RIDE. I LEFT CRANBOURNE AT AROUND 9AM AND HEADED TO YARRA GLEN NO NEED FOR WET WEATHERS I THOUGHT AS I LOOKED INTO THE SUN SOAKED SKY OVER CRANBOURNE. ARRIVED YARRA GLEN APPROX 10 AM PARKED STEPPED ONTO THE PAVEMENT JUST AS IT STARTED TO BUCKET DOWN.

BY 10.30 AM ELEVEN MORE ADVENTUROUS INDIVIDUALS HAD TURNED UP.

JOHN WAS UPON HIS FZR1000 FOR ITS FIRST RIDE SINCE WRITING OFF HIS 600, HE SEEMED REASONABLY HAPPY WITH HIS FIZZER ALTHOUGH ONLY HALF OF THE FRONT BRAKES WORKED DUE TO A FRONT FORK SEAL THAT WASN'T SEALING.

THE ROADS WERE WET WHEN WE DEPARTED YARRA GLEN AND HEADED TOWARDS HEALESVILLE AND THEY STAYED WET UNTIL LUNCH.

HEALESVILLE TO WHITTLESEA, YEP YOU GUESSED IT STILL WET ROADS BUT NOT CONTINUALLY RAINING.

HEADING FROM TOOLANGI TO MT.SLIDE WE CROSSED THE MELBA HIGHWAY [ WELL MOST OF US ] STAV SPOTTED SOME BIKES PARKED AT THE TOP OF THE SLIDE AND FOR A MOMENT WAS SLIGHTLY CONFUSED.

LUNCH AT WHITTLESEA AND NOW THE WEATHER IS STARTING TO CLEAR, WHILST HAVING LUNCH A POLICE FOUR WHEEL DRIVE CRUISES OVER AND PARKS NEAR THE BIKES, MY FIRST THOUGHTS WERE THAT SOME OF THE BIKES HAD ENCROACHED INTO THE NO PARKING AREA, HE STEPPED OUT AND ASKED WHO OWNED THE BLACKBIRD, SHIT I THOUGHT WHAT'S HE SEEN.

" ME " I TOLD HIM AND HELD MY BREATH.

I'VE JUST BOUGHT ONE HE SAID AND WANTED TO KNOW WHAT SORT OF TYRE WEAR TO EXPECT!!!.

AFTER LUNCH WE WERE TOLD BY OUR INDUSTRIOUS LEADER TO REFUEL AND READY OURSELVES FOR THE JOURNEY TO THE ORGAN PIPES NATIONAL PARK, MOST OF US REFUELLED AND WE LEFT IN A WESTERLY DIRECTION.

THE ROADS ARE NOW DRY AND I THOUGHT ITS ABOUT TIME TO SEE IF THIS BLACKBIRD REALLY DOES FLY. IT DOES!

WHILST TRAVELLING AT A REASONABLY BRISK PACE I APPROACHED A LEVEL CROSSING, GOOD VISIBILITY NOTHING COMING THAT MIGHT BITE, WELL IT WASN'T LEVEL AND MY BLACKBIRD REALLY CAN FLY, WE HIT A BIT OF A BUMP AND UP UP AND AWAY, NOT TO CERTAIN WHAT IT LOOKED LIKE FROM BEHIND BUT I ENJOYED IT, I GENERALLY ONLY JUMP THINGS ON MY OLD XR BUT SHIT HAPPENS, I CLEARED THE RAILWAY LINES ANYWAY.

WHILST WAITING AT A ROUNDABOUT FURTHER ALONG BEING A GOOD LITTLE CORNER MARKER I NOTICED OUR REAR RIDER STOPPING AT A SERVO, MUST NEED SOME CHEWY OR SOMETHING FOR HIS PASSENGER SURELY HE FILLED UP AT WHITTLESEA? APPARENTLY NOT, "THOUGHT I HAD ENOUGH".

WELL WHAT CAN I SAY ABOUT THE ORGAN PIPES. ITS RIGHT OPPOSITE CALDER PARK. ITS A NICE STEEP DESCEND TO THE LOOK-OUT POINTS WHICH MEANS ITS A NICE LONG WALK TO THE CAR-PARK AGAIN.

WE TRIED TO NO AVAIL TO CON JACK TO RETRIEVE US ON HIS BM.

THE ORGAN PIPES AND SURROUNDING SIGHTS WERE CREATED BY MOLTEN LAVA AND ROCK MANY MOONS AGO.

APPARENTLY A DORMANT VOLCANO LIVES AROUND HERE. ( THUNDERDOME ) PERHAPS?

AFTER A TREK ALONG AND AROUND WE HEADED UPWARDS TOWARDS THE CAR-PARK AND AT THIS POINT THE RIDE AND TREK ENDED.

MY THANKS TO THE LEADER OF THIS RIDE LUKE AND ALSO TO OUR REAR RIDER FOR THE DAY STEVE LEYLAND AND SUE.

I BELIEVE STEVE IS CURRENTLY TAKING DONATIONS ON BEHALF OF ONE OF HIS BOOTS WHICH SADLY DIED TREKKING THE DEPTHS OF THE ORGAN PIPES NATIONAL PARK.

!!!!!!!BUY NEW ONES STEVE!!!!!!!

WAYNE CBR1100XX BLACKBIRD.

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Valid Month of.....

### An offal accident

ON SUNDAY, October 20 at 10 am, three friends and myself were riding our motorbikes on the Yarra Junction/Noojee Road. We had just gone through Gladysdale when, whilst going around a right hand corner, the lead motorbike had an accident. I was following in second place and also fell. Luckily the other bikes manages to stop in time.

The reason for this accident was... wait for it... animal offal all over the road crawling with maggots and totally repulsive.

My friend Tom is now in hospital with a broken hip. I luckily only suffered cuts and bruises but our two bikes suffered around \$20,000 worth of damage.

We would like to know if anyone saw this offal falling from the back of a truck, because we wouldn't like anyone else to suffer the same fate and our insurance company would also like to find out where it came from.

The CFA were good enough to come out and hose down the road with two trucks. Also in attendance were three police vehicles, an ambulance and RACV recovery vehicle. Any information would be greatly appreciated by John Willis on (059) 62 2061.

John Willis

### GARFIELD



### WHAT THE TICKETS COST

#### GRANDSTANDS (four days)

Alan Jones	\$462.50
Jack Brabham	\$462.50
Fangio	\$352.50
13 others	\$301.50

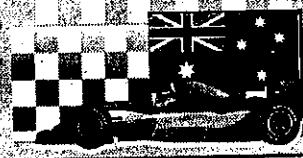


#### GENERAL ADMISSION

Thursday	\$29.25	Concession \$12.25
Friday	\$39.25	\$17.25
Saturday	\$57.25	\$37.25
Sunday	\$72.25	\$47.25
Four days	\$122.25	\$67.25

#### FAMILY (two adults, two children under 15)

Thursday	\$63
Friday	\$83
Saturday	\$119
Sunday	\$149
Four days	\$249



Graphic News/Herald Sun 1/1/88

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## HORSE RIDE 17TH NOVEMBER 1996

As I looked outside at about 6:00 am, it's raining. Oh well, have breakfast, hey, sun's out..wash the dishes..Aw..it's raining. The rain eased as I was getting my bike ready, Michelle arrived a bit later than expected, but still plenty of time. I decided to go straight to Hallam as there was a Sun Run between me and KBCP, so we arrived in plenty of time to look at Debbie's new bike. The rest of the group arrived from the city, Steve took a head count of who was going horse riding- about 15. The ride got on the way, and I was thinking "where are we going?"....around the Pakenham area and then across the Highway...now we're going the right way. We arrived at Gunnamatta at about 14:00, I wasn't going to go horse riding but I think Michelle talked me into it. All of a sudden I was handing over 25 of hard earned cash and thrusting up and down on the back of an animal. Many scoffed at my tights (see "Candid Pics..ED) , but I was comfortable and The Phantom wears them..at least I didn't wear my jocks on the outside!

The Horse	-Claimed Max. power 1 HP, RPM NA -Suspension...inadequate -Exhaust...constantly backfiring and noisy -Fuel Consumption...refuel during every stop -Large air intake -Wet sump over flowing regularly
Ride Position	-Seat...uncomfortable...no padding -Head...uncontrollable movement -Good ground clearance -Finish...genuine hide -Design...200 years out of date...not recommended for the sports rider, but if you're into cruising, the horse could be a good alternative to the Harley, with about the same weight and age of design.

Anyhow, thanks Steve and Sue for a good day out, a well put together ride down to Gunnamatta and back. The horse ride was pretty good as well.

Mark Dennis

P.S. No, I'm not claiming rider of the year points for this article as Sue is the official writer.

**HORSE RIDING: Gunnamatta**  
**17<sup>th</sup> November**

Participants

Steve and Sue# (leaders)	GPX 750
Wayne and Annette	Super blackbird
Debbie	GS500
Lynne	GSXR750
Jacinta #	CBR 600
Stewart #	ZX6
Jon and Suzi #	BMW LT
Sam and Rita #	ZXR 750
Luke and Margaret #	XJ600
Stav #	VF400
Kerrie# and Ian	RF900
John the Pom	FZR
Reece	ZX10
Mark and Michelle #	GSXR750
Ben	ZXR750
Rob #	GSX750
Danny	F650

# Denotes who came Horse Riding

### **The Motorcycle Riding**

After picking up a host of riders and pillions at K.B.C.P., Steve and I led the way to Hallam for the second meeting point where we met up with the rest of the riders for the day. It was great to see more of our lady members along for this ride.

After a quick speech, we were off. We took the Belgrave-Hallam Road to Harkaway then on past Cardinia Reservoir, down Beaconsfield-Emerald Road over the Princes Highway to Clyde. From Clyde to Pearcedale where we had brunch. Then down the Mornington Peninsula via Hastings to Flinders.

I must say that the scenery was beautiful and that for once, it was not a blur due to the somewhat more leisurely nature of this particular ride. After a quick stop at a viewing point at Flinders, Danny Vits suggested something a little different and that was to ride through the Flinders Golf Course. No worries - just duck if a golfball should come your way. Some of the old fogies on the fairway gave a rather startled look at us, at least we were on a road; could have been worse, we could have been on chookies.



## The Horse Riding

The part of the day most of us came for had arrived. We were asked what sort of horse you would like and how much experience you had. I had learned never to ask for a quiet horse and thus was given a little skew-bald (brown on white) mare that apparently was a little goer. Her name - Tara.

Once we were mounted, those choosing not to ride (horses that is) took off on their own little jaunt - probably to do 'Arthurs'. Must have been the sheer horror of the one horse (power). A girl instructed us that everyone was to ride at their own pace and that no one was to go past the lead riders and that there would be a rear rider. Sounds familiar eh!

About 10 minutes into the ride, the horses were cantering along a sandy track when Kerrie ran into a spot of trouble and had to lay it down (the horse) or was it that the horse layed Kerrie down. Anyway, Kerrie promptly gets back on, laughing all the way. Good on you, Kerrie!

We crossed the road to a track leading down to Gunnamatta Ocean beach. At this point, you could hear the roar of the ocean and the horses pricked up their ears. I guess they knew what lay ahead. We reached a parking bay to rest the horses a minute whilst the lead girl bellowed out instructions: "check your girths", "no riding up the sand dunes" (there were birds nesting there), "no riding into the actual surf" (you or your horse could be dragged out to sea), "no riding into fishermen's lines" (you could be slithered), "don't take your horse on to the rocks" (it could lose it's footing), "don't take your horse past the lead riders" and finally, she yelled "who does not wish to canter". Kerrie's hand flew up whilst Jon Riddett threw up.

Once onto the beach proper and with the waves crashing around us, we were supposed to canter the horses slowly along, however, I became a bit excited. My horse sensed this and before I could do anything, she was flat out at a gallop. A big no, no. I applied the 'brakes' and she eased to a canter. By this time, we had run out of beach and everyone turned their horses to go back the same way. This time, Tara broke into a fast bolt. I applied her 'brakes' but they weren't working. The lead girls were screaming "pull her up". She wouldn't pull up! Eventually, the lead girls had to catch up to me and Tara and lean their horses towards mine to slow her down. It worked. Pity though, we were having fun. All too soon it was time to take the horses back. Everyone said it had been fantastic.

### More on the Motorcycle Riding

Not long after we arrived back, the others arrived from their bit of a fang. Some left the scene and headed for home. Those that were left, followed Steve up to 'Arthurs'. On the way, John the Pom ran out of petrol and on the way down, so did Luke. Must have been no petrol stations on their fang ride.

The latish sub break-up was at a servo near Rosebud. Steve and I left here cause he had to go to work in 2 hours. Danny Vits took the riders on from here. Thanks, Danny.

Thanks go to Steve for organising this great day out. We hope everyone enjoyed themselves.

P.S. A special, special thanks to the brave horses who took us on for the day, especially Tara.

Sue

### CLUB CHRISTMAS CAMP 1996

This years Club Camp will be held at the Lakeside Caravan Park, Tymna Drive, Halls Gap. Phone No: 053 564 281. It's situated on or actually "under" the dam wall of Lake Bellfield and is roughly 5 kms from down town Halls Gap.

Mark has booked 4 campsites for the club with each site having plenty of room for six people. More can be easily accommodated or you can book your own.

The cost is \$15 per double and \$ 4 per extra adult.

The booking commences 26th December 1996 and runs until 1st January 1997 and the fee must be paid to Mark a.s.a.p.

The park has a kiosk and provides bins for open fireplaces.

I'm staying at the Lake Fyans Holiday Park , Unit C5 and would love to see any or all of you. I've spent the last 5 Christmas' up there and the surrounding area is a hive of activity or inactivity as you choose! There is canoeing, rock climbing, bush walks, wineries, restaurants and heaps of good twisty bitumen or those lovely little dirt tracks that you guys like so much.

The ride up to Halls Gap will be meeting at the Laverton Servo at 10:00 am on Thursday December 26th with Mark Dennis leading. Look forward to seeing you . Contact Mark Dennis if you have any enquiries.

## Arthur's Seat Alternate to Horse Riding

17-11-1996

Half of the riders on the Gunnmatta Horse Riding event felt like riding their bikes for the couple of hours while the others spent their \$25 doing what they enjoyed. That's the beauty of this Club where it can quickly organise itself into doing something interesting and exciting at the drop of a hat, catering for all tastes. I was elected tour guide, and, after consulting with Danny and Ian who are more familiar with the area for a few minutes, we had formulated a plan: up to Arthurs Seat, down to Shoreham, around to Flinders, north towards Arthurs Seat and back to rejoin the horse riders via Main Ridge.

I overshot the first turn-off after 3 km and ended up on the highway. At least the sea was scenic and the weather very pleasant. At Dromana we took the main drag up Arthurs Seat, noting the car parked at a strange angle amongst the trees and the contorted skid marks, before taking a leisurely look at the views from the lookout. We then charged down Red Hill - fast wide sweepers, through a jiggle, and picked up the Shoreham Flinders Road. Horn.

I stopped to check the map again soon after Flinders. The distances are so short it is easy to overshoot the planned intersection. The road inland from Flinders is undulating, wide and smooth, and rarely travelled. Have I overshot the turn-off again, I pondered? Yep. Back onto the Red Hill road again and back to the summit before heading down again, using the fourth of five possible Arthurs Seat access roads. Everyone was really enjoying themselves, judging by the grins.

We arrived back 10 minutes early, and joined the others in a well earned ice cream before heading off once more.

Ben Warden (ZXR750)

November 24th Dumbalk

Glorious weather ....No mishaps

A special thanks to Ben for a delightful day filled with interesting, windy, challenging, @#\*%! , FUN ROADS. I didn't know I was doing the write up until towards the end of the day, so I hope it goes together ok. I was a bit confused as to where I was and what I was doing all day, but that's pretty normal for me on any given day!

Meeting in KBCP was Ben ZXR750, our leader, Dave M YZF750, Pat CBR900, Martin & Melanie CBR1000, rear rider, Mark GSXR750T, Ron VFR750, also I think Tim on the BMW started from here, Me, GSXR750T. Sorry if I forgot anyone. It's getting warmer already, it's gonna be a great day.

What an impressive turnout waiting for us at Yarra Glen. Didn't stop long enough to soak up much of the atmosphere though. The combination of Ben's good roads and good weather really has bought 'em out. Quick briefing, Martin still at the rear..we're on our way to Drouin for smoko, through Noojee (yippee). A few corners with loose gravel unnerved me although no one else seemed bothered... but I'm a girl. All of a sudden there were flashing lights as we came around a bend, I think everyone must have thought the same for a split second as the pace slowed and we realised they were fetching some poor bastard and his bike out of the trees.

The nice long line of bikes looked impressive. All that pricey machinery showing off while we ate and drank and talked. Some juiced up, and we're away again. More twisty, windy fun roads to Mirboo North, in a roundabout way of course. That was lunch. Mark on the black VFR did the rear riding for the rest of the day. Good on Ya.

We did another circuit of some of the roads we'd been on. I like this idea, it gives me a bit more confidence to go a bit harder being pretty sure the road is okay ahead. Said I was a girl.

Warragul for another break, then, fantastic! we're going back through Noojee. Although the sun dappling through the trees gives a beautiful effect, its not much good for seeing the road properly but then again that's probably just me.

Its a pretty quiet write up. I'm sure there would be some brilliant tales to tell amongst the rest of the fangers. Maybe we'll hear some of them.

Thanks again to Ben for a great day and everyone else that showed up to enjoy. List of participants supplied by Ben.

Lynn GSXR750T

Bike	Name	Bike	Name
YZF600	Tony Schröder	YZF600	Geraldine East
GSXR750T	Lyn Duncan	GSXR750T	Mark Dennis
ZXR750	Ben Warden (leader)	GSXR750T	Dee Thomas
YZF750	David Moore	FZR1000	John Willis
CBR900R	Patrick Tayeh	RF900	Ian Payne
ZX900R	Ray Toulson	K1100RS	Davorin Zivkovic - left at Drouin
VER750	Ron Palmer	FZR1000	Derek Atkinson
FZR1000	Steve Schultz	RZ350	Geoff Jones
YZF750	Scott	NX650	Andrew Kennedy
VER400	James	ZX900R	Troy and Tish
VER750	Mark (rear rider)	GSX750F	Rob & Mandy Matricciani
R1100GS	Nic (1 <sup>st</sup> ride)	FJ1100	Kevin & Andrea - left at Mirboo North
VF750F	Steve (1 <sup>st</sup> ride)	CBR1000	Martin Bastock & Melanie - ditto
CBR900R	Steve (1 <sup>st</sup> ride)	Triumph 900	Darren (1 <sup>st</sup> ride)
K100RS	Tim Walker (1 <sup>st</sup> ride)		

29 bikes, 33 people

*Sensational weather, huge turnout, 500 plus km, grouse roads, a great bunch of skilled riders, no incidents. A really good ride, and thanks to everyone who said so. As I couldn't coerce anyone into doing the write-up (and I certainly tried) here is a completely biased write-up written by someone who had no idea what was going on behind him, but can hazard a guess!*

First pick-up Yarra Glen, after 10 or so riders had grouped at KBCP in brilliant sunshine. Steve (CBR900R) had hung on through the Christmas Hills and I suggested to him that he would have a good time for the rest of the day. By all reports he did. Martin Bastock (and Melanie) had surfaced after an absence of a couple of years, Martin having giving up the RAT race and is now living the retired life! (He and Mel are into paragliding and are doing the NSW and Australian Championships early in the new year. What's more, she is better at it than he is - and it has nothing to do with weight! Something about sensitivity, went straight over my head.)

While fuelling up I contemplated the sheer numbers of riders, the forecast police blitz targeting motorcyclists, and what the day would hold for everyone. Fun, fun, fun! Not long after the scheduled leave time of 10.30 am we were on the road again, the various Club conventions spelt out in the usual spiel, with particular reference made to who would be giving mouth-to-mouth if you fell off. The threat was clearly sufficient.

Heading for Healesville down the fast wide sweepers near the vineyard plantations I crested a rise (at speed, ahem) only to meet Mr Plod coming towards me. His brake lights didn't come on, luckily. I am sure I wasn't the only one suffering an early heart-starter!

Around through Healesville, onto Yarra Junction and Powelton, and into the tight twisties. It wasn't long before Dave Moore and I slipped past *Darth Vader* (black everything) on an old black Kawasaki 1000RX, only to meet a brick wall! Mr Plod in a 4WD Land Cruiser lights flashing, apparently chasing the guy on a bike in front. Gulp. We stopped. The troops started to arrive so off we blasted, now on the open high speed stuff. Horn, horn, horn. After catching and passing Darth, who should we meet but Mr Plod again. Stop, wait, and go. Darth went by again. We were about to catch Plod for the third time when it became clear he was on his way to a motorcycle accident and was *following* the bike in front, not *chasing*! Some wit later suggested that the tree didn't look too good. Ho-hum.

Turning right at the T intersection up the sweeping hill towards Warragul, Darth was truly giving the RX the berries, and as the road was fairly chopped up on the left hand side (Troy tried to stay in the bumps and found himself sliding, sliding...), this must have been interesting for Dave and Dee. I remember looking back in my mirrors when it flattens out to see Darth come slithering around the last corner using all of the road. Apparently Darth was not amused that we had passed him three times. He continued on towards Warragul when we turned right and headed for Jindivick and the Drouin for the first food break. It was 11.45 am and some 110 km since Yarra Glen. The ride was already incident packed, though nothing had happened!

Martin and Mel, now grasping the true meaning of "arduous" surrendered the rear riding responsibilities to Mark (who carried out the onerous task for the rest of the day, thanks Mark) and headed for home. By the time I had written down all the names and riders, and cautioned people to get fuel if they needed it, it was almost time to leave. Ingest some food, a quick trip to the well appointed ablution block, and we were away.

Down to Poowong the road surface gradually improves in quality as we enter milk production country with roads (wide, sweeping bends, well maintained) designed to carry large milk tankers *and* the MTCV. On to Ranceby, then south and around through Arawata. Three or 4 km of tightly packed sandy road caught a few by surprise I'm sure, especially the stop sign at the end of it (hello Dave). Up the hill and around the ridge before charging down a steep, sensational right hander and almost into Leongatha before picking up the Dumbalk Rd (with a couple of jiggles). A series of fast sweepers with concrete gutters greets us, followed soon by my favourite set of steep downhill 50 and 60 km per hour corners. John Willis was having the time of his life through this section - in fact everywhere - loving the extra power of the Fizza.

From Dumbalk we headed north through a long wide flowing section that meanders its way around the hills following the river heading for Mirboo. It is quite therapeutic after the more intense earlier sections and Tony mentioned it as being his favourite section on another ride. As we approached Limonite the road rises and tightens sharply, snapping you back to reality.

At the Limonite intersection I veered right and right again, taking the long way to Boolarra, a road I had not been on in many a year. It certainly was worth it. Around this section the Suzukis were either running out of petrol or stopped to get it. And we lost a couple of speedo cables. Wonder why? The final 20 km of tight twisties saw Mirboo North a welcome rest and fuel stop. We had travelled 130 km since Drouin. Patrick noticed that I no-longer stop outside THAT milk-bar after the incident with Mr Plod not liking us parking on the foot path a couple of years back. It was about 2 pm.

Dee soon produced a steering damper from his GSR-T, demonstrating how stiff its action was, suggesting it explained why the bike had been weaving all day. I fuelled up, having just hit reserve. Gone are the old ZX10 days when I used to go to the bowser and suck some fuel out of the tank to stop it overflowing...

Everyone was in high spirits. So many bikes parked along the main street makes a fairly seductive sight and soon attracted a guy walking his dog. Without fear of contradiction, and not speaking too harshly, his conversational style was fairly limited. A certain wit suggested that there were a few roos loose in the top paddock. No doubt.

I'd been mulling over how to cram so many good roads into the ride without back tracking too much and I was quite pleased when the night before I hit on a route. After lunch we did a 40 km loop back to Mirboo North by heading south towards Leongatha (big open sweepers) before cutting steeply down to Dumbalk and around to Limonite again. I can remember Troy (and Tish!) giving me the hurry up as we swept back up the hill into Mirboo North. Good fun.

Heading north towards Trafalgar we picked up the Thorpdale road with its set of uphill ess bends, like a freeway in the middle of no-where. Dee was particularly enthusiastic about this section. Its grouse. Back to the highway for a few km before nipping around through Lardner and into Warragul for afternoon tea, a further 105 km. The ride was nearly over and this was a longish stop. It was pleasantly hot - 28 degrees in Melbourne - and drinks were the order of the day.

The highway was an option home though no-one took it. Back through Poweltown to break up at Yarra Junction at 5 pm, after some 75 km of varied swervy, as per the morning minus a certain 4WD. At the end of the day we had 25 bikes parked along the street which I found most gratifying. Sensational really. I often consider you can judge a good ride by the number of people who remain at the finish. I lingered till the end, then set off in pursuit of Tony and Gerry leading a group back through Yarra Glen. They weren't far ahead having stopped for fuel so I tagged along for a while before going ballistic. Dave Moore followed but the Christmas Hills road was choked with cars and was just plain hard work in a fun way.

I did in the vicinity of 580 km for the day (City to Yarra Glen adds 80 km for me) and wrecked another set of tyres - for a good cause! The bike had one savage head shake on the bumpy Korumburra - Warragul road, which I suspect was a huge bump I didn't see mid-corner, and the gear change seemed heavier than usual and hence will have had a filter and oil change by the time you read this. Other than those minor complaints the bike was its reliable, well handling self. It clocked over 33,000 km late in the day.

See you on the Pyalong Ride in a couple of weeks (15<sup>th</sup> December, 9.30 am KBCP, Whittlesea 10.30 am) for more of the same!

Ben Warden (ZXR750)

Mark XT 600 (Leader)  
 Paul TT 350  
 Jed XR 400  
 Robert L. XR 400  
 Robert M. TS 250 (Rear Rider, Second Leg)  
 Les TT 350 (Rear Rider, First Leg, New Bike)

220 kms total. 150 dirt, 70 bitumen

8.30 dawned, and it was time to set off. The starting point was Yarra Glen and I wanted to give myself plenty of time to get there from Blackburn, my bike not liking sustained periods of high revs. I arrived at about 9.30 and found Jed had been there for half an hour already. This was a good chance to give the bike that last minute once over, just as well as the chain needed major adjustment and the brake cable had stretched a little too much. The others finally arrived, and after having a galk at Les's new bike we decided to set off.

From Yarra Glen we headed along the Healesville-Yarra Glen rd to Healesville, turned into Don rd and followed that to the Warburton hwy. Onto the Gembrook-Launching Place rd and stayed on it until we reached Gembrook, where we stopped for an early lunch.

A refuel and we were off into the Gembrook State Park, along some great tracks to a spot called The Brothers to enjoy the wonderful scenery and take a photo. From there we entered the Bunyip State Park, along more tracks to Mt. Benack where we savoured more great scenery, and had another chance to have a bit of a chin wag. We left with light drizzle falling and headed to Gentle Annie Picnic Area, then down North Hells Gate, stopping about 1km along it due to a fallen tree the size of a semi. With absolutely no way around it, it was back to the picnic ground to rechart our navigation. Back onto the blacktop, through Neerim to Noojee for afternoon tea and a refuel.

Off again, this time with myself as rear rider, giving Les the chance to stretch the legs of the TT a little. Here is where my test of concentration was truly tested, riding along Muddy Creek rd. Light rain had been falling on and off and riding along the red clay on this road was like riding on an ice cube. The other 4 guns of the group had no trouble as they shot off into the distance, while Les and I nervously toddled along, tyres slipping and sliding at will, trying hard not to fall off. The end finally arrived as we hit the bitumen east of Warburton. We regrouped and headed to Yarra Junction where the ride ended. Tired, wet and muddy, everyone had a great day, and no-one fell off.

Thanks to Mark for an interesting ride. Les for rear riding, and everyone who attended

Robert M  
 TS 250

## LIGHTS OFF!

The signature of Federal Minister for Transport and Regional Development John Sharp has sealed the fate of unpopular Lights-On ADR 19.01.

In a ceremony at Sydney's Regent Hotel on November 11, Mr Sharp official reversed the regulation. From January 1, 1997 new bikes will no longer be required to have their headlamps hard-wired.

"Motorcycle riders opposed this (ADR) from the start," Mr Sharp told AMCN. "A lot of time and effort was wasted on ADR 19.01. Two separate studies on motorcycle crashes were commissioned, and neither of these studies found evidence of a statistically significant safety benefit from this design rule."

"I believe we can get a far better safety outcome for riders by working constructively with riders

and the industry on other safety issues," Mr Sharp commented.

In keeping with this theme, the minister announced two new programs to be implemented asking specifically for rider input — *Rider ZCode*, for safe riding to be promoted by governments, rider organisations and the motorcycle industry; and a *Black Spot Program*, aimed at identifying and rectifying crash

locations throughout Australia.

"Motorcyclists often have a specialised knowledge of the road system and are well placed to help the Government identify crash sites to be made safer under the program," Mr Sharp said.

*Story and photo: Mark Bracks*

*Below: Mr Sharp (centre) flanked by rider advocates Greg Hirst (left) and Damien Codognotto.*





## OFFICERS AND RESPONSIBILITIES

(An excerpt from the M.T.C.V.Inc. Constitution and Road Rules)

27. PRESIDENT :-
- (a) to be an active motorcyclist
  - (b) to act as Chairperson at all official meetings
  - (c) to be chief spokesperson for the club
  - (d) to maintain order within the club
  - (e) to countersign cheques if requested by Treasurer
28. VICE-PRESIDENT:
- (a) to be an active motorcyclist
  - (b) to aid the President or to take his/her place in the event of his/her absence
29. SECRETARY:
- (a) to be an active motorcyclist
  - (b) to attend to all correspondence
  - (c) to attend to all enquiries from prospective members and obtain their particulars
  - (d) to attend to arrangements for overnight functions/camps
  - (e) to act as chairperson in the event of the absence of both President and Vice President
  - (f) to countersign cheques if requested by the Treasurer
30. ASSISTANT SECRETARY
- (a) to record the minutes of all official Association meetings
  - (b) to read the minutes of the previous meeting
  - (c) to aid the Secretary wherever possible
31. TREASURER:
- (a) to be in charge of Association financial affairs
  - (b) to account for and record all Association financial dealings
  - (c) to issue receipts
  - (d) to issue cheques for payment of accounts
  - (e) to present a report detailing all transactions of the Association and stating current bank and cash on hand
  - (f) to issue membership tickets on payment of fees
  - (g) to make books of account available for inspection by members if requested

32. SOCIAL SECRETARY:

- (a) to organise all social activities
- (b) to plan Association social functions and games to be held on club outings
- (c) to collect any monies involved and pass same on to Treasurer
- (d) to organise the preparation of supper at Association meetings

33. CLUB CAPTAIN:

- (a) to be an active motorcyclist
- (b) to be in charge of persons on Association rides
- (c) to appoint a group leader and rear rider
- (d) to ensure the general safety of persons on Association rides

34. CLUB VICE CAPTAIN:

- (a) to be an active motorcyclist
- (b) to assist the Club Captain wherever possible and take his/her place in the event of his/her absence

35. EDITOR:

To be responsible for the editorship of the Association magazine and to handle public relations.

36. PUBLIC OFFICER:

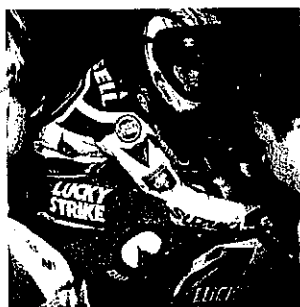
Statutory obligations under the Act.

- (a) to notify the Registrar of his/her appointment (Sec.28(1))
- (b) to notify his/her change of address
- (c) to notify alterations to statement of purpose or rules
- (d) to lodge with the Registrar documents required by Sec 30(4)
- (e) to produce any books on request (Sec 47(5))
- (f) to comply with the requirements of the Act.

I've reprinted this part of the club's constitution for a couple of reasons. It outlines the duties of our representatives on the Committee and so will inform you, the Club member, what you can expect from each Committee member. It may also clarify the duties for some of the newer Committee members who may not know exactly what is expected of them. As you can see there's a lot of work involved in running a Club of our size. The Committee members give up a lot of their free time to discuss and plan events for the Club. If you are available to lead rides or contribute articles or ideas you are most welcome. I would really like to see our membership numbers increase, as the decline in the last year has been concerning. Word of Mouth is a sure way of getting new members, so spread the word and bring a friend. The more the merrier. Should any member require a complete copy of the clubs Constitution and Rules it can be obtained from yours truly.

FIGJAM.

# What do these riders have in common?



**Scott Russell**  
1993 World Superbike Champion



**Doug Chandler**  
1990 AMA Superbike Champion



**Andrew Luck**  
Computer Systems Designer  
Greensborough Vic

## •They've all been trained by Keith Code

Don't miss Keith's 1997 visit - book now to avoid disappointment

### Bookings for Level 1 & 2 now open

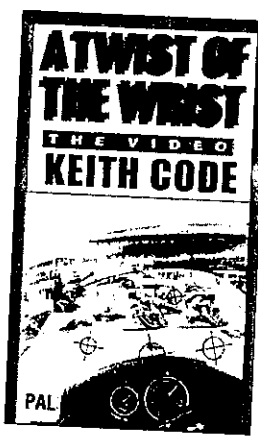
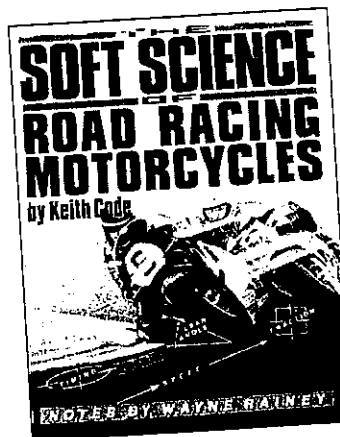
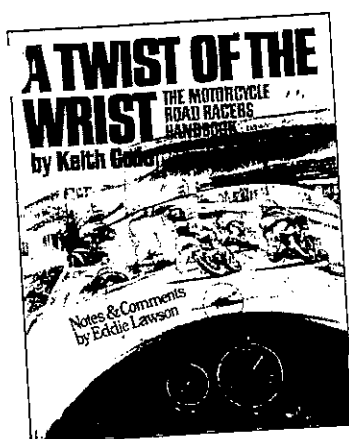
Ask about 2 day schools and one on one coaching with the legend

**Phillip Island**  
January 13th & 14th

**Eastern Creek**  
January 20th & 28th

**Lakeside**  
January 23rd & 24th

Keith Code books and video now available full time in Australia



For more information or to book  
**Ph (03) 9870 1256 or Fax (03) 9879 8585**

## Information sheet for Keith Code Schools 1997

*Keith Code has been the most succesful rider trainer the world has known. After around 25,000 happy customers, several national and world champion road racers, three best selling books, a hugely successful video, and more than twenty years experience teaching skills to riders of all levels, he brings his experience, enthusiasm, and passion for riding motorcycles to Australia once again in 1997.*

*The format is exactly as taught by Keith through his highly successful California Superbike School and is now recreated with his assistance through a new entity, the Australian Superbike School.*

*Keith will be offering Levels I & II to Australian students in 1997.*

*The format for the day is five theory components, each with an on-track drill which is practiced by the student under the watchful eye of the on track instructors. These theory components represent the building blocks which create the foundation to build successful cornering, irrespective of what successful cornering means to you.*

*The day begins at 7.00am with registrations and scrutineering. The first theory component begins at 8.00am sharp and the first on track work at 9.00am. Aside from a short break for lunch at around 12.15pm, the training continues right through until 5.00pm.*

*You must be at the circuit in time to register and attend the first theory session if you are to get the most value from the day.*

*Please ensure your motorcycle and riding gear are in safe and roadworthy condition. If you are unsure of exactly what that means please contact Australian Superbike School on (03)9870 1256 for more information.*

*Cost of the day is \$350 for either level I or level II. If you would like to attend a two day school the total cost is \$600.*

*Prices include a fully catered lunch and refreshments throughout the day.*

*Computerised lap timing with a print out of every lap time is available at a cost of \$25 per rider. Also book to ride the only "Brake Enhancement Trainer" in Australia. Learn about extreme front wheel braking without the risk!*

*All you will need is a safe motorcycle and riding gear, some extra fuel, and a willingness to learn!!!*

**The Keith Code experience is not to be missed**

## MTCV CLASSIFIED

FOR SALE-: PH: 9459 3293

COMPLETE EXHAUST SYSTEM FOR HONDA VFR750. THIS IS THE ORIGINAL SYSTEM BEFORE THE TWO BROTHERS WAS FITTED. ITS HARDLY BEEN USED AND IS STILL IN PERFECT CONDITION.

CENTRE STAND. REMOVED WHEN TWO BROTHERS WAS FITTED.

GREY SEAT. REMOVED WHEN VFR HIT THE DIRT!! NO RIPS OR MARKS.. STILL IN EXCELLENT CONDITION.

RED REAR SEAT COWL. HAS ONE OF THE LUGS BROKEN OFF BUT IS REPAIRABLE. NO SCRATCHES

REAR LIGHT. INTACT

MAKE ME AN OFFER.. I GET SAD LOOKING AT ALL THE BITS AND PIECES!

GERRY

\*\*\*\*\*

FOR SALE -: PH: 9354 9427

SET OF DUNLOP SUPERMAX II. 190/50 17 AND 120/70 17

TAKEN OFF AT FIRST SERVICE... SO 1000 KMS OF VERY EASY K'S.

VIRTUALLY NEW \$300 THE PAIR.

LYNN DUNCAN

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FOR SALE -: PH: 9877 1790 (AH)

AXO MOTOCROSS BOOTS - RED AND WHITE.

GOOD CONDITION. SIZE 9 - 10 \$100.00

ROBERT MATRICCIANNI

\*\*\*\*\*

<i>NAME</i>	<i>ADDRESS</i>	<i>A.H.</i>	<i>B.H./MOB.</i>	<i>BIKE M/SHIP</i>
Barta, John	2/15 Harcourt rd, Boronia. 3155.	9761 2155	9544 6111	BMW P/D F
Baszak, Steven	11 Dalston rd, Oakleigh. 3166.		015 327 053	GTR 1000 F
Booth, James	22 Derwent st, Ringwood. 3134.	9870 3307	9808 9622	VFR 400 F
Bradshaw, Ross	10 Wollahra pl, Heathmont. 3135.	9720 5317	9603 4664	GTR 1000 H
Brown, Ken	294 McKinnon rd, McKinnon. 3204	9578 3403		CD 175 L
Budd, Richard	6/340 Beaconsfield pde, St Kilda. 3182.	9525 4520	9359 7688	VFR 400 F
Burns, Jennifer	36 Alice st, Mt Waverley. 3149.	9807 4766	9663 5445	NTV 650 F
Cardy, Jed	34 North st, Airport West. 3040.	9331 0956		R 80 GS F
Clowes, John	17 Auburn rd, Healesville. 3777.	059 662 309		YZF 750 F
Curran, Phillip	P.O. Box 551 South Melbourne. 3205.	9879 1925	9428 7555	XJ 900 F
Czarnecki, Damian	23 Dunscombe pl, Chelsea Heights. 3196.	9776 2166	9829 9086	ZXR 750 F
Davis, Mike	12 Rolland crt, Montmorency. 3094.	9439 2378		CB 400 N F
Dennis, Mark	4/29 Elm gve, Richmond. 3121.		0414 760 424	GSXR 750 F
Duncan, Lynene		9354 9427	014 400 046	GSXR 750 F
Dunn, Andrew	16 Foch st, Ormond. 3205.	9578 8728		K100 RS F
Dunn, Pam	16 Foch st, Ormond. 3205.	9578 8728		A
Dwyer, Peter	P.O.Box 57, Altona. 3018.	053 483 663	9398 2322	XJ 900 F
Eckert, Debbie		9706 1026		GPX 250 F
Fowles, Denise		9762 2634		CBR 600 F
Genova, Vincent	25-27 Merrill rd, Warrenwood. 3136.			F
Gooding, Kerrie	6 Peter st, Springvale. 3171.	9558 4740		A
Howard, Peter	2 Loretto ave, Ferntree Gully. 3156.	9752 3547	9874 8611	CBR 600 F
Johnston, Ronald	12 Nyanda crt, Croydon. 3136.	9725 7303	9870 2144	CB 400/4 F
Jones, Geoff	34 Argyll crt, West Melton. 3337.	9743 3164		RZ 350 F
Kennedy, Andrew	79 Hull rd, Croydon. 3136.	9725 9267		CBR 600 F
King, Ross	23 Nicholson st, Essendon. 3040.	9370 9479	9688 3400	R 100 RS F
Kosinski, Danny	78 Haldene rd, Niddrie. 3042.	9379 1959		VFR 750 F
Langer, Robert				F
Leahy, Les				L
Leyland, Steve	5 Chave crt, Laverton. 3028.			GPX 750 F
Makin, Eric	17 Auburn rd, Healesville. 3777.	059 622 309	9287 1627	YZF 750 F
Manifold, Bronwyn		9563 7705		YZF 600 F
Mason, Scott	6/58b Looker rd, Montmorency. 3094.	9434 3041	9484 5407	FZR 600 F
Matricciani, Robert	50 Marjorie cle, Bulleen. 3105.	9877 1790	017 883 616	GSX 750 F
Miller, Harold	33 Day cres, Bayswater North. 3153.	9761 4126		FZR 600 F
Morley, Craig				YZF 750 F
Morley, John	47 Japonica st, Bundoora. 3083.	9467 7334		XJ 900 F
Naylor, Richard	263 Springvale rd, Nunawading. 3131.	9877 6914		GPZ 900 F
Otzen, Darryl	12 Moray st, Diamond Creek. 3089.	9438 1087	015 809 127	TRX 850 F
Payne, Ian	6 Peter st, Springvale. 3171.	9558 4740	9550 6312	RF 900 L
Philferan, Peter	19 Aird st, Camberwell. 3124.	9813 3518		L
Pope, Wayne	32 Samantha cres, Cranbourne. 3977.	059 957 956		CBR 1100XXF
Price, Gary	127 Oakleigh rd, Carnegie. 3163	9568 7160		FZR 1000 F
Richardson, Luke	51 Corella ave, Melton. 3337.	9743 8085		XJ 600 F
Riddett, Jon				F
Saville, Tom				L
Schrader, Tony				F
Schultz, Steve	32 Warrington cres, Wattle Glen. 3096.	9438 1242	018 106 691	FZR 1000 F
Shearer, Len	798 Ferntree Gully rd, Wheelers Hill. 3170.	9561 2857		L
Sirianni, Sam				ZXR 750 F
Siminger, Andrea				F
Smale, Andrew	1/9 Donald st, Mount Waverley. 3149.	9807 1560		FZ 750 F
Tallents, Paul	402 Lower Plenty rd, Rosanna. 3084.	9455 1416.		YZF 750 F
Tayeh, Patrick	6 Pirie gve, Altona Bay. 3028	015 839 909	9882 3000	CBR900 F
Teder, Helen	4/287 Warrigal rd, Cheltenham. 3192.	95847707	9345 4689	GSX A
Thomas, Dee	53 Croydondale dve, Mooroolbark. 3138.			CBR900 F
Thomas, Jacinata	F115/120 Sturt st, South Melbourne. 3205.	9682 2323	9687 6831	CBR 600 F
Toulson, Ray	25 Tower dve, Briar Hill. 3088.	9434 7185	0419 511 417	ZX 9 F
Turner, Mark	402 Lower Plenty rd, Rosanna. 3084.	9455 1416	9846 1063	VFR 750 F

Vits. Danny	P.O.Box 20, Patterson Lakes. 3197.	9776 0236	0419 397 932	BMW F 650	F
Ward. David		9563 7705		YZF 750	F
Warden. Ben	12 Timor pde, West Heidelberg. 3081.	9451 4479	9344 5133	ZXR 750	F
Wells. Sue					F
Welsford. Dianne	8 Highview drv, Mooroolbark. 3138.	9726 9066		CBR 600	F
Whimpey. Tracey	122 Ripplebrook dve. Broadmeadows. 3047	9309 6955			A
Williams. Rhys	344 Robinsons rd, Langwarrin. 3910.	059 712 502	9580 5800	ZX 10	F
Willis. John	19 Chaffer st, Healesville. 3777.	059 662 061	0419 538 100	CBR 600	F
Wurster. Hans	21 Medford st, Altona. 3018.	9398 5575		YZF 1000 R	F
Wurster. Ken	15 Redwood dve, Hoppers Crossing. 3030.	9749 5575		K100RS	F
Youdan. Jack	22 Fort st, Mount Waverley. 3149.	9802 3564	9311 6555	TROPHY 900F	F
Zivkovic. Davorin	9 Duncan ave, Greensborough. 3088.	9434 3465	014 694 560	K 100 RT	F

F = Full Membership.

H = Honorary Membership.

L = Life Membership.

A = Associate Membership.