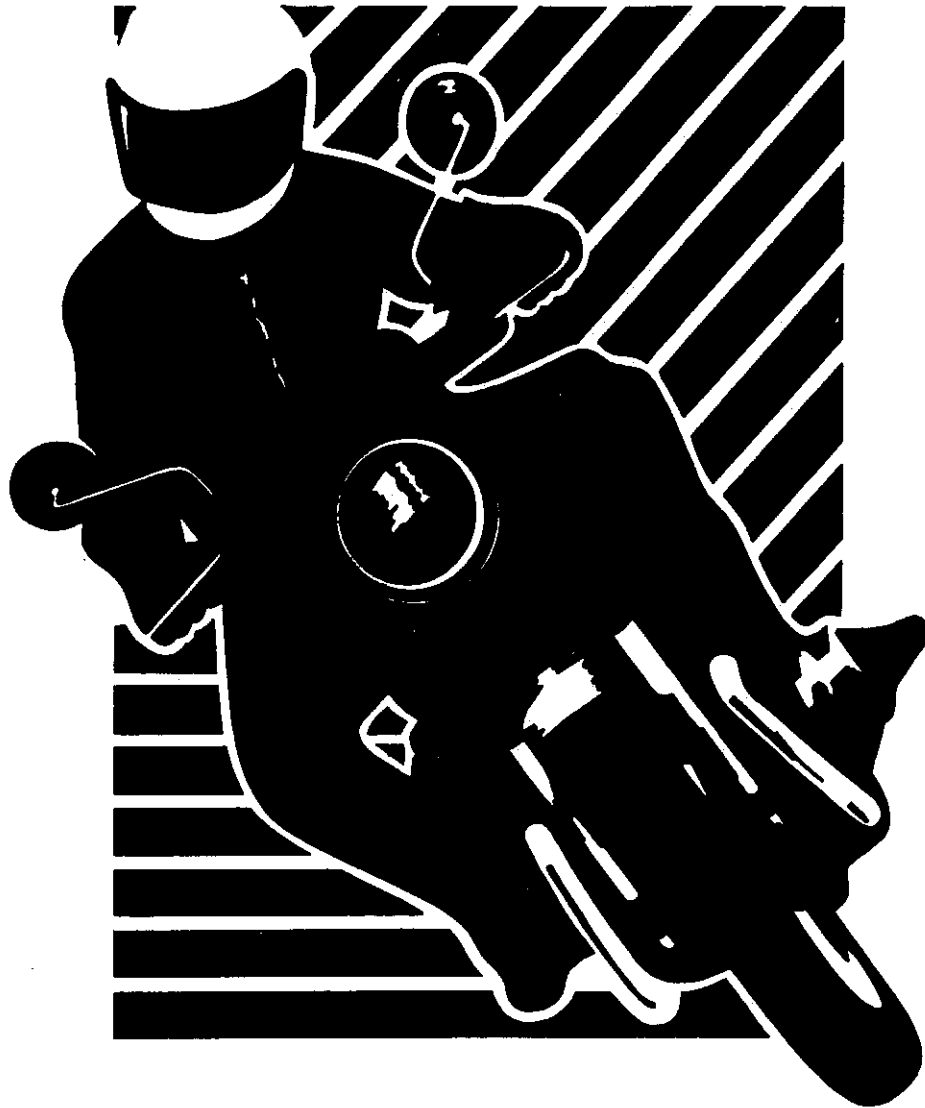


# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria

MTCV Itinerary  
October 1996

- |                          |                                                                                              |                                                                                                                                                                           |
|--------------------------|----------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Sunday 6th               | Cape Patterson<br>Danny Vits leading.<br>9:30 am KBCP<br>10:15 am Hallam                     | Where is Cape Patterson? I here you ask.<br>It's in South Gippsland, that's where.<br>But don't bother trying to find it by yourself,<br>sit back and let Danny show you. |
| Sunday 13th              | Navagation Trial - Ballan Area.<br>Les Leahy leading.<br>9:30 am KBCP<br>10:00 am Laverton   | See inside mag for more details.<br>Few km good dirt.                                                                                                                     |
| Thursday 17th            | Social Sip<br>Swan Hotel<br>Cnr Swan St & Church St<br>Richmond                              | Come and join us for a drink and a chat.<br>The company is good and tucker's<br>not bad either.<br>7'ish until late.                                                      |
| Sunday 20th              | Australian Grand Prix<br>9:30 am KBCP<br>10:15 am Hallam<br>Short ride then BBQ.             | If you're not heading north to Sin City for the<br>last gasp of Eastern Creek, come and join the<br>fun at the BBQ at Sam & Rita's. BYO.                                  |
| Saturday 26th            | DIRT RIDE<br>10:00 an Yarra Glen                                                             | Just a short ride for those not<br>at Phillip Island.                                                                                                                     |
| Sunday 27th              | World Super Bike Championship<br>8:30 am Hallam<br>Ride to the races.                        | Will King Carl win again this year on a Honda?<br>Will anybody talk to him if he does?<br>Will Kosinski finally get what he deserves?                                     |
| Weekend<br>2,3,4,5 Nov.  | Snowy Mountains Trip.<br>9:30 am Whittlesea                                                  | See inside mag for more details.<br>Four days of fun! Don't miss out!                                                                                                     |
| Thursday 7th<br>November | General Meeting<br>8:15 pm start                                                             | Camberwell Town Hall Theatrette, Inglesby Rd<br>Camberwell. Melways map 60 K2.                                                                                            |
| Sunday 10th<br>November  | Organ Pipes National Park<br>Luke Richardson leading.<br>9:30 am KBCP<br>10:30 am Yarra Glen |                                                                                                                                                                           |

## Some Information on the Navigation Trial 13 October

In case you are new to this caper, I thought I'd put together some questions and answers.

Q. What the #@"!// is a navigation trial?

A. Well, there are many ways to run a trial. This one is extremely simple.

After a little country-side ramble we all arrive at Ballan and refuel.

I then hand out a single sheet of directional instructions in a plastic sleeve which we tape to your petrol tank (or the back of the riders scone for pillions).

Each rider then nominates the average km/h at which they intend to complete the course.

This means that the fast people can go fast and the slow people can go (you guessed it) slow.

Q. How is it organised?

A. Easy. I just let each rider out of the chute at one minute intervals.

On returning, each rider is clocked in again.

Then, by means of a mathematical formula known only to God and entrusted to me, I work out with my noddy calculator who is closet to their nominated km/h.

Q. How tricky are these clues?

A. They are not clues, but very simple instructions such as 'Turn left at T intersection'.

My aim is to get you all safely back to Ballan, not to get you lost.

Q. How long does this last, and will I get bored?

A. The trial is less than 150 km and travels through some country-side that you wouldn't be expecting to find near Ballan.

The elapsed time is totally up to you. No one will be rushing you, because it's YOUR nominated speed.

Q. What's this about a few km of good dirt?

A. Yes, there are two sections of gravel road.

They are there to give as wide a variety of country-side as possible, and variety is what makes a good navigation trial.

The two sections are hard packed smooth gravel and can be traversed by any rider on a sports bike taking it gently.

Q. What happens at the end of all this?

A. Well naturally we all hang around with a coffee and talk bullshit about how we overshot the T intersection near the pine forest doing a hundred and eighty.

Then we all hang shit on the last rider to come in.

Then we have the prize giving.

Yes, there will be a prize for 'Closest to Nominated Average Speed'.

Depending on how long this all takes, I'm sure there will be enough time for a circuitous run back home to Melbourne.

See you there.

Les (Tenere)

## WHO's NEWS WHO's NEWS WHO's NEWS WHO's NEWS WHO's NEWS

**Hans Wurster** has acquired a new YZF1000 and has made it along to a number of Club rides recently. The old RF900 didn't quite have the get up and go of the new beastly. He assures me this is his last bike (which he has said about the last 4 bikes). He did 180,000 km on his last K100RS.

**Colin Davies** is now riding a near new red ZX7. He says he is just getting the hang of it, but up through the Skene's Creek twisties he already seemed to be riding faster than on his old fizzer.

**Eric Makin** has purchased the latest offering from Yamaha - a new YZF750.

**Dave Ward** has purchased a crash damaged 94 YZF600 to further his racing career. On his last outing on his YZF750 (now raced by Dave Moore but not on the track!) he finished 2<sup>nd</sup> in the 350-1000cc novice class and 7<sup>th</sup> in the 600-1000cc all comers. Well done Dave.

**Tony Schrader** has got his Super Mono together and going. He practised at Broadford two weeks ago. The motor seemed strong, the flat slides carburetting well, the engine just about run in when ... a rear sprocket bolt vibrated loose and jammed on the wheel alignment bracket. Not much damage, but enough to end the day's fun. First race this weekend, along with Dave and Marty.

On a recent private ride conducted by **Tom Saville**, two radiators were holed including Tom's YZF FZR 1000. I think **Dee Thomas's** GSXR750's radiator was also holed. Dave Ward came to the rescue with some yellow *BluTac*.

Dee's bike is now even lighter with some new (Marvic?) wheels fitted.

Tom deserves some credit for getting the MTCV advertised in *Streetbike*. His intentions were certainly honourable. Apparently he only agreed to the interview provided there was some advertising for the MTCV and *Krooztune* who did the suspension work.

**Lyn Duncan** (GSXR750) was threatened with ex-communication from the *Open Road Tourers* if she didn't go for a ride with them. Apparently they ring around and organise a ride when the weather is appropriate and they threatened not to ring her up!

She also hurt her back whilst trying to kick start her BSA in the garage. We wish her a speedy recovery. I think the ignition switch was off. We've all been there ....

**Rykk Budd** (Assistant Secretary, MTCV) is heading north for a holiday and then back home (America) at least until Christmas and maybe longer, depending on the availability of work. So, there might be a vacancy on the committee for some talented individual.

Rumour has it that Rykk dropped his VFR400R (RC30 lookalike) at a set of traffic lights on his way home from work sustaining fairing damage. Hence he had to ride his other one on the Great Ocean Road ride.

Whatever happened to the Minutes of the General Meeting? They used to be printed in the magazine along with the Captain's Report for the previous month.

Is it time to be booking a Christmas destination? Some people have to apply for annual leave now.

**Mark Dennis** is selling off a few of his toys:

Kayak, single seater, touring, model Olymp TS, \$400

Racing Snow Skis - 10 sets, assorted cross country, skating, downhill I presume, \$200 a set  
Bicycle- B-Grade racer, model Vitesse, spare wheels, \$800

Mark can be contacted on his mobile phone: 0414-760-424. He needs cash desperately to pay for the broken kick start mechanism on his XT600, suffered on last Saturday's dirt ride.

My ZXR's fork seals failed again after 5,000 km on the Great Ocean Road ride, oil spraying all over the disk and calliper. It turns out the chrome hardening has worn through. It only costs an arm and a leg to get the sliders ground, recromed, and ground again. Possibly the bushes are worn out.

**Marty Thompson** has got the racing bug bad. At the recent Interclub meeting at Broadford racing his ZXR600, he was first C-grader home, and second overall in the B and C combined event. At Broadford he is doing consistent 1.04s, at Winton consistent 65/66s. He has entered for the World Supers at Phillip Island and two weeks later the Stars of Tomorrow meeting. Tomorrow, Friday 4<sup>th</sup> he will be at Phillip Island at a ride day getting some practise in. Saturday he is racing at Broadford at the Historical meeting in the "Modern Class" and on Sunday 6<sup>th</sup>, in the 3<sup>rd</sup> Round of the B/C Grade Interclub. To use his words "The bike is a bit of a rocket ship."

Of course racing isn't cheap, especially in the fiercely competitive 600 Supersport class where participants are required to run on street tyres. And Marty hasn't got a driving licence for the next 8 months so transport is a bit sticky. What he dearly needs is support of any form: tyres, fuel, race entry fees, drivers, transport, cheer squad, or just heaps of money! I am sure any support anyone offered would be greatly appreciated. His home phone number is 9857-4017, or catch him at Cosway Kawasaki, top end of Elizabeth St.

So go to Broadford this weekend and watch the team MTCV race!

More new bikes. **Jed Cardy** has purchased a new Honda XR400 and debued it on last weekend's dirt ride.

Similarly **Rob Langer** has sold his 250 and bought an XR400. He tried to start it Sunday morning and did in his knee. It was out of petrol! So he took the VFR and caught the ride in Marysville early afternoon. While crossing the Cumberland Junction 4 km of dirt heading for the Reefton Spur and Warburton, his knee became so swollen and painful that he was unable to straighten his leg. He reckons he nearly broke his foot when his dragging boot hit a cats eye. He made it home eventually. Two days later and his knee has nearly completely recovered. Rob's '93 Honda Dominator is now for sale. It has an electric start, has done 11,000 km, recently had new chain and sprockets, tyres are good, and the suspension systems front and rear have new oil. Mechanically and cosmetically it is in very good condition. Price a very reasonable \$4850.

Ben Warden (c/o 9457-4479)

## Big Desert Ride

Saturday morning and everybody is getting ready to go on the ride, rugging up and loading up with extra fuel, water and snacks. All riders eager to go and explore.

We all set off on our 180 km loop ride, 20 to 30 km into the desert everybody with extra fuel stashes it in the bush to pick up later on.

Off again, riding through thick sand. The riding is very demanding. Sitting behind Steve L., I watched him have a major moment, crashing and eating a lot of sand.

No damage, just adjust tyre pressures and off we go.

People with lighter bikes were definitely at an advantage. Rounding one corner We found the whole group gathered around a bike that was in pieces, or at least it looked that way.

It turned out to Jon R., who was left with a very sore leg and back, but he got back on and continued, really having no choice.

Riding along looking at the tyre tracks left by riders ahead you notice a few crash marks imprinted in the sand, but if there are no witnesses then no one admits to crashing.

Further into the ride and tiredness begins to take its toll with Rob L. and Andi stopping behind. Rob needs a sugar fix for some instant energy, then we all hit the trail again.

The scenery is always changing, but for a desert there are more trees here than in a national park forest. Finally we come to a main road, only made of clay but very wide.

We all stop here and wait for everybody to regroup, a good time for a stretch and to rest those arms and legs.

Everybody emerges with big smiles, like they've conquered Mt Everts.

Light rain starts falling, making the clay road as slippery as slippery can be. That where I had my 'moment'.

At 100 km/h I got this major slide happening : Saved it!, Lost It!, Saved It!, GONE!!

Sliding down the road on my bum, covered in mud, and everybody laughing as they went past.

When Tom stopped we started to wonder why, but then he turned back into the sand dune country.

Here we go again.

Tom and Rob L. swapped bikes for this section, showing that Tom was as fast on a lighter bike than a heavy one.

Rob liked the two stroke but hated having to kick start the thing.

Some of the hardest sand was in this section, hard but FUN PLUS.

I was rear rider through this section when I came across Andi with her leg pinned under her bike.

Arriving back at our earlier fuel dump location those who needed a top-up did so, then we had a leisurely ride back to camp.

Everybody greeted us on arrival, then we sat around telling tales. Not everybody admitted to it, but everybody had some sort of moment during the day.

Night saw the campfire roaring. Trish was celebrating here birthday, and as everybody was in a party mood, good company made it a very enjoyable night.

As morning came we all headed off for a short ride near the lake. This is where Tom had his big moment, on his way back he almost had a head on with Robert D., just missing each other and both hitting the dirt.

Arriving back at camp everybody headed off for their own rides, following the river or through the dried lake.

While we were out riding, those left behind were keeping busy.

Rita, Graham and Margaret went out walking, while Gavin on his mountain bike and Corey on his plastic fantastic bike were tackling mud puddles and sand dunes.

Lyn, Trish, Debbie and Jo were playing with the dogs and occasionally stealing a bike to go for a quick ride.

This was an excellent weekend and should be done every year.

The place has toilets, water, a caravan park 15 km down the road, and rides to cater for everyone from beginner to expert.

Thanks to Tom and Andi for putting on a great weekend.

See you there next year.

Sam, Rita and Corey.

Sam	KLR650	Les & Di	XTZ660
Robert D.	TT250	Steve L.	XL600
Tom S.	IT490	Jon R.	DT200
Andi	XT350	Rob L.	Dominator
Dee & Jo	TTR250	Danny K.	XT600
Troy	KLX250	Gavin	Mountain Bike
Mark	XT600	Corey	Plastic Fantastic Bike
Lyn	Serrow 225	Trish	Car
Debbie	DT175	Dav	Car
Steve	RMX250	Graham & Margaret	Car

Sorry if I missed anyone.

### Cape York Rumours.

Many club members are aware that Tom and Andi and a few others are intending to do a trip to Cape York in 1997.

Rumours seem to suggest that this is going to be a club event, NOT SO!.

The problem being that a trip like this can only be done with small numbers, and they have their numbers already.

If others are interested in going, maybe they can form a group of their own.

Tom and Andi don't mind giving help or advice to anyone interested.

A ride like this should not be taken lightly, and heaps of preparation is needed before going.

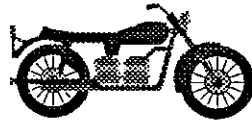
Bike Pick-Ups : City, Country, Interstate.

Rob from Black Diamond Removals is offering the MTCV a bike pick-up service at very reasonable rates.

Being a motorcyclist himself he knows how to transport bikes safely.

Rob can be contacted on 015 961 515.

## PHILLIP ISLAND RACE TRACK - 31ST AUGUST



### Friday 30th

Last minute rush before Saturday. Check bike over, adjust clutch and chain. Andrew Kennedy rung and asked "did I still have room on the trailer to take another bike?", I said I did, and he asked also if Pat Tayeh could put his bike on as well, I said "no worries". They turned up at 9:00 PM. I was just finishing off my bike. It took about ½ hour to load both bikes. Pat and Andrew left loaded up the rest of the gear.

### Saturday 31st

Up at 6:00 AM. Around at Andrew's at 7:00 AM. Andrew was washing his bike, Pat appeared about 5 mins. later. Pat, myself and my son, Daniel, headed off and Andrew followed later. Burwood Highway and Ferntree Gully Road in the supermarket carpark what do we see! A Divvy Van with the bonnet up, the RACV man watching the policeman getting his hands dirty taking out the battery (smart man) Pat made a couple of comments and we had a bit of laugh about it. Stopped at Koo-Wee-Rup. Andrew caught us up, he carried on and we caught up with him at the track.

Unloaded bikes, scrutineered okay. Went out on track for a couple of laps. Clutch was okay but had to let some air out of the tyres. On my second session one guy on a new Fireblade come to grief on Siberia, not too much damage, still rideable but he put it on the trailer back in the pits. I heard somebody say it had only 1300 kms. on the clock.

Pillion Ride. My son, Daniel, thoroughly enjoyed himself. I think he would have liked to have taken the bike himself.

After lunch when the first group of bikes were out I was talking to the owner of the CB 1000 and his wife when a wasp went down my shirt and I got stung on the shoulder. Damm thing! out of all the people there it had to pick on me. Can't be feeding them properly. It was a bloody nuisance cos I had my all leathers on, couldn't get undressed quickly enough. Davron pulled the sting out. I ended up going to St. Johns and they put an ice pack on my shoulder to reduce the swelling. Got out for the next race and took Daniel on the next pillion ride - loved it. Had a great day, see everybody next time.

Ron Johnston  
Honda 400-4



SEPTEMBER 1-- JOHN MORLET'S RIDE.

Yes, it's spring and we are gathered at the Whittlesea servo for John's ride.

The weather promises good conditions so :-

John XJ900	Andrew K.Shadow.	Danney K.VFR	Steve GFX 750
Jack Daytona	Danney V. F-650	Shaun CB250	Reece ZX10
Derrick FZR	Greg/Danielle Trophy	Dwane YZF	Katie FZR
Ron /Julie CB400		John R /Suzie R1100RS	

The latter BMW joins us at the morning coffee stop at Broadford- after an overnight rally somewhere in the cold and damp.

Then it's on to Pyalong for lunch- a short, sharp ride with no traffic. As it's Father's Day, all the fathers on the ride (well leader John really) decided it should be an early-finish ride so we get going after a 30-40 min lunch.

Onto Lancefield, Wallan then Whittlesea finish—but not before Shaun is out of fuel ( the Honda is, actually) and he is pushing the last 50m into Whittlesea. Oh, and Julie likes the Shadow's pillion that much that she simply will have to investigate how to acquire one of the made-in-USA-but-not-in Milwaukee cruisers.

Jack Father Youdan.

### Upcoming Rides.

Dirt Ride - Saturday 26 October.

Meet at 10:00 am at Yarra Glen for a short ride for those not at the WSB races.

World Super Bike Championship.

Phillip Island, Final Round.

25, 26, 27 October.

A ride will depart from the servo at Hallam at 8:30 am on Sunday 27th to arrive at Phillip Island in plenty of time to catch all the action. And there will be HEAPS of action!!

An alternative ride will depart from KBCP at 9:30 am on Sunday 27th for those not going to the Island. A short ride to somewhere with a big telly to watch the coverage of the races.

Snowy Mountains Long Weekend.

2, 3, 4, 5 November.

Try and get the Monday before Cup Day off so that you can take advantage of this great trip.

Saturday 2nd : Depart 9:30 am from Whittlesea, travel to Omeo for overnight stop. Pub accom.

Sunday 3rd : Travel via Omeo and Monaro highways to Adaminaby for overnight stop. Pub accom.

Monday 4th : Travel back into Victoria to stay overnight at Bright.

Tuesday 5th : Head for home after travelling through the Victorian Alps.

As the accommodation needs to be booked in advance, please let the committee know as soon as possible if you intend to come. Don't miss out, this promises to be an excellent weekend.

Tas Rally - Labour Day Long Weekend 1997

A trip will be made to attend the Tas Rally next year. More details will be published as they become available.

## The Eildon Ride - Sunday 8 September (All Hail our Glorious Leader)

Although the ride officially started at KBCP, for me it did not commence until I accepted leader Jack Youdans invitation to compile this article as a 'ghost writer'.

The riders were :

KPCP		Yarra Glen	
Lawrence	CBR1000 - 1st ride	Danny K.	VFR750
Danny V.	F650 - rear rider	Andrew	Dominator
Steve	GPx750	David	YZF750
Lyn	GSXR750	Sam	ZXR750
Jack	Daytona - leader	Jenny	NTV650
Geoff	RZ350	Gerry	YZF600
Shane	NTV650	Rob L.	VFR750 - rear rider
Mark	GSXR750	Rob M.	GSX750
Luke	Seca	Ben	ZXR750
		Gavin	GSXR1100

No doubt about it, leader Jack has class; delivering a speech with such clarity and Churchillian oration then leading us through the Black Spur with consummate skill and allowing us lesser riders to keep up.

Discussion over coffee at Thornton showed consensus that the leaders Triumph was the most desirable bike on the run, as were its tyres and the air in them!

Again leading superbly, Jack took us up the Jamieson road 30 km to the Taponga River, and of course he handled the moss-on-road conditions very expertly compared to us.

At the Eildon lunch stop we asked the leader for the secrets of his outstanding riding performance. He humbly explained "simple really, I just analysed the styles of the Agostinis, Hailwoods and Doohans and melded them into my superior skill base to produce what you see today".

Following another wondrous speech we rode through the Fraser National Park to Alexandra, then on to Molesworth and Yea, again witnessing exquisite skills by a certain Triumph mounted rider. At Kinglake West the ride separated into two groups, with Steve leading one home via Whittlesea, and Jack leading the other back to Yarra Glen.

Dear readers, if you think this article is a little biased toward our leader, I make no apologies for my campaign to have him selected for the next vacant editorship of a large circulation motorcycle magazine. Just think of all those photos of Jack hanging off at Phillip Island track with captions like "Although I broke the lap record on the RC45, I felt it could do with another 30 HP to come close to m abilities".

Incognito Smith.

Violet Town  
Sunday 15th September

Weather, you could almost say hot and sunny, doesn't sound like Melbourne but it was windy though.

With Ian P. RF900 leading, Dave M. YZF750 at the rear, Dianne CBR600, Gavin GSXR1100, Mark GSXR750, Lawrence CBR1000, Hans NEW YZF1000, Andrew CBR600, two first time participants and definitely to return for more fun : Benny YZF600 and Greg ZZR250, and myself, Lyn GSXR750.

At Whittlesea we met up with John CBR600, Jenny 'What IS that called?' 650, Rob GSXR750 and Danny VFR750. Without Jack on the ride, although he did visit KBCP for a chat, someone literally had to volunteer to do the write up. I thought it might help my points to win that grand prize trip to Disneyland. (now you've done it, that was supposed to be a secret. ed.)

After a change of rear rider, with Lawrence taking up the duties, we were off on one of my favourite roads through Flowerdale to Yea. That put a smile on everyone's faces and spiced the conversation up a bit. Didn't we need that! I had Marks grazed hand shown to me, so I'd better mention a stone attack, otherwise no problems.

Steve and Sue joined us here after a bad start to their day with unexpected brake calliper repairs along the way.

Onward to Yark then turn off to Strathbogie. The road gets pretty patchy, as Ian had mentioned earlier, but the condition did get a few comments later. There was still some nice twisty stuff though. I got a reminder of just how nice a 'T' model feels after swapping bikes with Mark, whose ulterior motive was to ride my spongy draughthorse over the upcoming rough. Thanks for the opportunity anyway Mark.

Nice looking line-up outside the pub in Violet Town for lunch. Benny's YZF decided to have a leak, but the problem was fixed with some magic stuff in a bottle from the servo.

Lawrence had a plane to catch, so Rob took over as rear rider.

Along some straight stuff to Murchison (that was the only bit though), some more tricky fun stuff through Nagambie to the Goulburn Valley Highway, turn off to Strath Creek and to top that off, back down my favourite road. Just one good road after another.

Split up at Kinglake West. Top ride, and many thanks to Ian, and also to everyone who came. Another great day, I most definitely needed that.

Also a belated Happy Birthday to Jon R. Sorry I couldn't make the celebrations on Saturday night, thanks Suzy for the invite. I hear from those on Sunday's ride quite a gathering was there to bend the elbow with you. Here's luck.

Lyn.

Bike	Name	Bike	Name
VFR750	Danny Kosinski	Ducati 600SS	David Wright
ZX7	Collin Davies	YZF600	Geraldine East
Shadow 1100	Andrew Kennedy	BMW650	Danny Vitts
ZXR750	Ben Warden	YZF750	Craig Morley
YZF750	David Moore	VFR400	Rykk Budd (leader)
YZF1000	Hans Wurster	YZF600	Bronwyn
CBR600	Diane Welsford	GSXR750T	Mark Dennis
BMW R80	Mick Barnes (rear)	FZR1000	Derek
ZX10	Rys	RZ350	Geoff Jones
CBR600	Peter & Lee	CBR600	Jacinta
CBR1000	Lawrence	GPx500	Luke Richardson

22 bikes, 24 people

I arrived at Laverton a couple of minutes before the scheduled 10 am leave time. Whilst in the process getting off the bike I copped the "Please dismount before getting petrol" over the load speaker. Right in customer relations these people are, I don't think. After a while I mentioned to Mark that maybe we should be making tracks, and he fired back "Can you lead to Anglesea where Rykk will meet us?" Certainly replied. I was getting a bit sick of going the highway anyway. And so was Craig judging by his noisy wave of approval as I announced the route to the now gathered riders. There were five or six new riders unfamiliar with the corner marking system, which would become even more apparent later. Danny K. volunteered first aid knowledge to the group and with the threat of mouth-to-mouth from Danny if they fell off, we were away. Mick Barnes on his black R80 accepted the rear riding responsibilities for the day. It is good to have some experienced people at each end of the ride, should something unexpected happen.

The weather was fine and windy - very windy. At least heading south to Geelong it was generally behind us. Soon we were off the highway and heading for Little River and Lara. The road is long and straight. Hans ranged up alongside on his new YZF1000. My motor was humming along somewhere between 9 and 10 grand in top, the wind buffeting nothing like normal. It was great. Hans sat clear of the stone storm behind me. Craig later showed me his smashed plastic mirror housing - a stone thrown by my back tyre he claims.

Through Lara and around the back blocks of North Corio we came upon a four car pile up. The people had been disposed off and only tangled vehicle debris, the police, fire truck and obligatory tow trucks remained. Apparently one of the cars was completely burnt out, another crushed front and rear and upside down in a ditch, with ProCycle (Geelong bike shop) markings on the trailer. Very messy.

As the frequency of intersections increased, it became apparent that some of the newer riders were not doing their share of the corner marking duties. I chatted to a couple and put them on the right track. This is often a gamble as before you know it another 10 bikes have arrived, creating more confusion, which is exactly what happened just out of Moriac. Ho-hum.

There are just enough sweeping corners to whet peoples' appetites for the final fling coming into Anglesea. We regrouped at the normal first set of shops on the right for morning tea, some 110 km from Laverton. Rykk was parked nearby on his VFR400 but it seemed to have a different fairing. I later learned that he had

two VFR400s! Soon Luke arrived directly from Melton, these 10 am departure times disturbing his sleeping pattern.

People began filling up with petrol in dribs and drabs. I showed Rykk a map and we planned the day. Better late than never I guess. Lorne, Apollo Bay and Lavers Hill here we come.

The traffic was fairly heavy but at least the roads were dry and the wind less noticeable, except just out of Apollo Bay where it was fairly howling, the Ducati rider blown onto the grass verge. I made steady progress stopping a couple of times so as to not pressure the leader. Danny was flying as his shaggy front tyre will attest, though he required fuel at every stop. Dave Moore was in hot pursuit. We didn't travel in convoys much this trip and hence stopped at various times and places.

At Apollo Bay Gerry, Andrew, Danny Vits, Bronwyn, Diane, Peter & Lee, Lawrence and Hans departed for home, other commitments pressing.

The road across the Otway Ranges was heavily laden with barked, though it was easy enough to pick a *di* line through. We arrived at Lavers Hill at 1.10 pm, 120 km from Anglesea and ready for lunch. The bunch was pretty excited as usual, Craig holding forth at one end of the table, Jacinta the only surviving woman rider looking on bemusedly. Rykk was hoeing into some good looking pumpkin soup while Mark informed us that Lyn was riding with the Open Road Tourers under the threat of if she didn't go for a ride with them they wouldn't ring her up any more! Danny K. sank a litre of milk as is his usual practice, frightening a few kiddies, myself included.

After refuelling we made tracks. My fork seal was positively spewing oil at this stage, all over the brake calliper, lower fairing, and disk. I gave it a perfunctory wipe, a mean stare, and forgot about it. Back through the flowing corners to Apollo Bay and Skenes Creek before heading north up the twisty bits to Forest and Deans Marsh. This road is now better than the one up from Lorne after road widening and general improvements.

We regrouped at Deans Marsh and I availed myself of the genuine dunny complete with pan and splinters in the decaying chipboard seat. The last 115 km had been thirsty work so I took a leaf out of Danny's book and bought 600ml of chocolate milk. Maybe it would make me a faster rider. While expanding on this theory, Danny arrived from the shop, with another 600ml of milk! I knew I was in trouble. Only Danny can drink that much milk.

The last 55 km was straight and boring. We managed to miss the Moriac turnoff and ended up in Warrambungle taking the Princes Highway (37 km) to Geelong, stopping at the first service station on the left as per usual. The troops disbanded here after a successful and safe ride. Thanks Rykk and Mick.

The trip up Geelong Road was mind numbing except for those pursued by Mr Plod, who was lurking in the bushes on the median strip, around Little River. I have it on good authority that a non-member was booked.

Home by 5.30 pm to discover I have no keys and Vicki and Fiona have gone visiting friends. So round to Tony and Geraldine's to see how the race bike is progressing. Well indeed.

Ben Warden (ZXR750)

p.s. The fork seals are wearing out at rapid rate (5000 km) due to the chrome plating being worn through the sliders. Apparently Kawasakis and Yamahas particularly suffer from it. Anyone in the chroming business? In the interim I have stuck in some "guaranteed leak proof" American fork seals. They are made from relatively soft material. Should be interesting! Ho-hum.